
From: City Council
Subject: Communication - Darren Widenmaier - Neighbourhood Bikeways 30km-hr Speed Limit Policy - CK 6320-0 x 6000-5

From: Web NoReply <web-noreply@Saskatoon.ca>
Sent: Monday, December 4, 2023 4:38 PM
To: City Council <City.Council@Saskatoon.ca>
Subject: Email - Communication - Darren Widenmaier - Neighbourhood Bikeways 30km-hr Speed Limit Policy - CK 6320-0 x 6000-5

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

Submitted on Monday, December 4, 2023 - 16:37

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 04, 2023

To: His Worship the Mayor and Members of City Council

First Name: Darren

Last Name: Widenmaier

Phone Number : [306](tel:306-) [REDACTED]

Email: [REDACTED]

Address: [REDACTED] Spadina Cr. E.

Neighbourhood: [City Park](#)

City: Saskatoon

Province: Saskatchewan

Postal Code: S7K [REDACTED]

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: Standing Policy Committee on Transportation, December 5, 2023

What agenda item do you wish to comment on ?: 7.2.3 Neighbourhood Bikeways 30km/hr Speed Limit Policy

Comments:

I strongly support the proposed change, to implement a 30 km/h speed limit along bikeways.

This is a current best practice in urban design. Furthermore, this has no detriment to other road users - the average transit speed through residential (non-collector) streets is ~30 km / h.

Citizens are also now used to speed zones around schools.

The 30 km/h limit will also help with 'Vision Zero' goals. Operators of motor vehicles are much less likely to kill or injure other road users when they travel at a maximum of 30 km/h.

This speed limit is only on certain designated routes so should have minimal impact on road users who want to rush up to the next controlled intersection.

Another point to consider - if someone on a cul-de-sac saw a neighbourhood kid racing around the cul-de-sac at a nominally legal 50 km/h, they would be furious. Residents of older residential grid streets deserve the same safe and quiet neighbourhood road environment, so that all road users (including children playing and crossing streets) can be safe from drivers from outside their neighbourhoods transiting through at high speed.

I am a small business owner, and a high tech employer, and features that support a modern walkable/bikeable/liveable urban environment are important in attracting and retaining quality staff and are important to me as an employer. These employees create economic activity for the city, and we have to compete with other centres with higher quality of life urban amenities.

I am also a residential landlord, and having safe and human-scaled residential streets is important to tenants and valuable to landlords.

Please vote in favour of this recommendation.

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