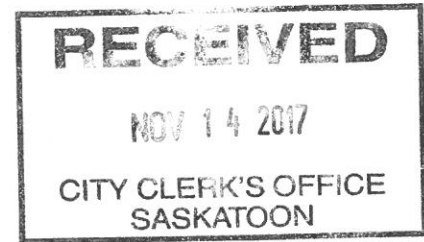


**From:** City Council  
**Sent:** November 14, 2017 12:00 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Tuesday, November 14, 2017 - 11:59  
 Submitted by anonymous user: 207.195.86.60  
 Submitted values are:

Date: Tuesday, November 14, 2017  
 To: His Worship the Mayor and Members of City Council  
 First Name: Julie  
 Last Name: Kryzanowski  
 Address: 204-310 Idylwyld Drive North  
 City: Saskatoon  
 Province: Saskatchewan  
 Postal Code: S7L0Z2  
 Email: julie.kryzanowski@saskatoonhealthregion.ca  
 Comments:

Re: SPC-Transportation recommendations regarding the Protected Bike Lane Demonstration project

Health begins in the cities where we live, learn, work and play. A 2016 Medical Health Officer's report on the health status of the population focused on unintentional injuries and showed that:

- Transportation injuries (motor vehicles, pedestrian, bicyclists, off-road) is the second largest category of unintentional injury and makes up about 20% of all unintentional injury hospitalizations.
- Injuries involving motor vehicle collisions make up the majority of transportation injuries.
- Approximately two people are hospitalized each month due to cycling injury from a collision.

A call to action from our Chief Medical Health Officer that supports both injury prevention and increasing physical activity/mode shares for walking and cycling is "Urban and rural municipal planners should continue incorporating best-practices to support walking, bicycling and public transportation in new and retrofitted infrastructure and urban design."

Increasingly in Canada, cities are implementing all ages and abilities (AAA) active transportation infrastructure which include protected bike lanes (PBL). This is seen as a best practice for increasing safety as well as shifting mode shares in cities. By physically separating people on bikes from people driving vehicles, these lanes can increase the comfort level and safety which makes cycling a viable transportation option.

Canadian research reviewing cycling infrastructure in terms of safety (perceived and actual) and as motivators and deterrents for people cycling has demonstrated that busy streets with parked cars and no infrastructure are the least safe and greatest deterrent to people cycling. This essentially describes the majority of Saskatoon's downtown streets.

We understand that the purpose of the City of Saskatoon's Protected Bike Lane Demonstration Project is to demonstrate and evaluate this new-to-Saskatoon infrastructure. In Administration's project summary report to Council, five of the seven evaluation indicators showed positive results including decreasing frequency and severity of collisions, increased feelings of safety, increased

bicycle volumes (280-300% increase on 4th Ave N segments), and modest increase or neutral impact on automobile travel time.

Based on these findings, we consider the demonstration project to be a success. Although we acknowledge that further consideration and consultation is required to decide the permanent location and specifics of cycling infrastructure in Saskatoon, we recommend that Council:

- Approve recommendations that are put forth by Administration, and
- Support quickly studying and determining a future Downtown AAA cycling network, and
- Retain the existing PBL infrastructure until this is implemented.

As the internationally renowned city planning and urban design practitioner Brent Toderian states, "If you design a city for cars, it fails for everyone including drivers. If you design a multi-modal city, it works better for everyone, including drivers." Many North American cities, including Saskatoon, are the product of infrastructure and funding decisions that prioritized vehicles over walking, bicycling and public transportation options.

The City has demonstrated leadership and vision in working to shift the priority and approving new plans and policies that highlight the importance of high-quality infrastructure for alternative and active ways of moving around our community. We encourage you to keep this in mind as you make decisions about the future of protected bike lanes in Saskatoon.

Sincerely,  
Julie Kryzanowski, MD, CCFP, FRCPC, MSc

The results of this submission may be viewed at:  
<https://www.city.saskatoon.sk.ca/node/398/submission/202799>