

## Bryant, Shellie

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**From:** Richard Huziak [REDACTED]  
**Sent:** May 24, 2020 11:08 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council  
**Attachments:** regarding\_speeds\_at\_the\_ne\_swale.doc

Submitted on Sunday, May 24, 2020 - 23:07

Submitted by anonymous user: [REDACTED]

Submitted values are:

Date Sunday, May 24, 2020

To His Worship the Mayor and Members of City Council

First Name Richard

Last Name Huziak

Phone Number [REDACTED]

Email [REDACTED]

Address [REDACTED] Maple St.

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

Name of the organization or agency you are representing (if applicable)

Subject Opposition to speed changes resulting from the Transportation Report (Chief Mistawasis Bridge)

Meeting (if known) Council General Business Meeting, May 25, 1:00 pm, Item 9.4.1

Comments Pleaae accept my letter to council regarding item 9.4.1.

Attachments

[regarding\\_speeds\\_at\\_the\\_ne\\_swale.doc](#)

The results of this submission may be viewed at:

[REDACTED]

With regard to the Chief Mistawasis Bridge roadway speed analysis: May 25, 2020 General Council meeting, 1:00 p.m., item 9.4.1.

**Your Worship & Councillors,**

Beyond increasing the speed of McOrmond Drive from Fedoruk Drive to the NE Swale, I fear that some councillors may attempt to also raise the question of increasing speeds across the Swale roadways.

**Ten seconds per kilometre of transit time is what is being argued here.** If you vote on May 25<sup>th</sup> for a speed increase across a Swale roadway, a driver on their normal daily trip will get to their destination only 10 seconds sooner. **Yet existing data shows that increasing speeds WILL kill more animals.**

I am in favour of retaining the 50 km/hr speed limits across the Northeast Swale, both at the north end North Commuter Parkway crossing and at the west side Central Avenue crossing between Agra Road and Fedoruk Drive.

**I am also in favour of a councillor making a motion to REDUCE the 70-km/hr section of the North Commuter Parkway to 60-km/hr** because:

- a) Data gathered within the P3 partnership agreement *specifically to monitor animal collisions and evaluate the performance of the roadway* clearly shows that this section of the roadway has a great number of animal kills. Lower speeds show reduced or NO kills.
- b) This data was presented at the City's Northeast Swale Working Group (NSWG) meeting in February *and the analysis was ignored by the committee* and not passed on to the Transportation Committee and Council even though Council asked specifically for this analysis in November.
- c) It is the animal population and local area biodiversity that needs protection. The "right" to drive fast and collide with animals should not trump the right of animals to survive good roadways design.
- d) Adherence to the Green Infrastructure Strategy, Natural Areas Policy, and the upcoming Official Community Plan really need to be more than just fancy words on paper. These policies and visions for the City actually have to make a difference.
- e) Signers of Councillor Jeffries's petition are asking for "consistent speeds", and lowering the three kilometres of 70-km/hr speeds over less than one kilometre of 50-km/hr speed changes makes the roadway "more consistent" with adjoining McOrmond Drive and Marquis Drive, both of which are 60-km/hr roadways (devoid of wildlife.)

Further to this, Councillor Jeffries use of a severely biased petition, appearing on or about May 13<sup>th</sup> on his Councillor Facebook page, is highly disturbing. Councillor Jeffries appears to have posted the petition for one purpose only – to get a large number of public "votes" for increasing speeds to 60-km/hr. The actual "need" for this petition remains a mystery. On or about May 22, Councillor Jeffries continued biased lobbying by creating a sponsored Tweet further requesting people to vote, again for only one question: to increase speeds.

- a) Councillor Jeffries is supposed to represent all of his constituents; and not only those who want to drive fast. He made NO attempt to gather any data or concerns from his constituents to see who would **not** want to vote for increases. This is a blatant lack to

care. His Facebook petition page show a great many people who oppose this speed increase.

- b) Councillor Jeffries also made no attempt to publish **the facts** surrounding how the roadways were DESIGNED and why speeds were chosen to be lower in the area of the Swale, or why deer and othe animals are dying in the fast sections. He simply let the comments on his Facebook page ramble on with misinformation and uninformed back and forths. His lack of interest in the misinformation is astounding. Councillor Jeffries KNOWS how the road was designed and why the speeds are what they are because he sits on the MVA Board of Directors and even voted FOR the existing design. The Councillor has the right to change his mind on his vote, but he also has the *obligation to provide FACTS to his constituents*.
- c) Even the MVA felt the need to submit a letter to Council for this meeting to defend the integrity of the design of roadway against the Councillor's comments.

**The petition really needs to be invalidated due to the misdirection it truly represents.**

**Traffic Engineering, the NSWG, the MVA, the NE Swale Watchers all recommend no changes to 50-km/hr speeds on the roadways, since the road works as designed.** Raising the speed changes the design. And Council's decision to retain the speeds at the 70-km/hr section, just before the opening of the NCP two years ago in spite of strong opposition and warnings of animal collisions, is the cause of the large number of animal deaths.

Council also needs to take responsibility for the NE Swale and also recognize that Petturson's Ravine is a natural part of the Swale whether they like it or not. Animals cannot read poor city plans. The Central Avenue crossing is just as important to deer and other animals as the north edge of the Swale, even if that road crossing is poorly designed. Council should also direct the erection of MEANINGFUL signage that could explain the unique nature of the Swale: *Wildlife on Roadway* is just not enough. Council should have pride in this remnant of the only 3% of natural grasslands remaining on the Prairies. Council needs to understand from the collision data captured, and from other studies, that the Northeast Swale, Small Swale *and other areas adjacent to the swales* also need protection and not destruction, simply because some people want to drive fast.

Sincerely,

Richard Huziak  
Maple Street

