

Janzen, Heather

Subject: FW: Email - Communication - Caylin Lee - Connecting Avenue C - Walking and Cycling Improvement Project - CK 6000-5
Attachments: ave_c_letter.docx

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

Sent: Sunday, December 17, 2023 3:08 PM

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

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

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

Submitted on Sunday, December 17, 2023 - 15:06

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: Sunday, December 17, 2023

To: His Worship the Mayor and Members of City Council

Pronouns: He/him/his

First Name: Caylin

Last Name: Lee

Email: [REDACTED]

Address: [REDACTED] Bell Cres.

Neighbourhood: [Nutana Park](#)

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):: Regular Business Meeting of City Council on December 20th

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

Comments:

Please see the attached letter in support of the Avenue C bike project, including the north industrial part of the project.

Attachments:

- [ave_c_letter.docx](#)15.69 KB

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

I'm writing to express support for the Ave. C Walking and Cycling Improvement Project and to address some of the arguments made against the project during the recent Transportation Standing Policy Committee meeting on December 5th.

Regarding the usefulness of the northern part of the project (in the industrial area north of Circle Dr.), opponents have repeatedly made two arguments which need to be addressed: that cyclists have no need or desire to go to the north industrial part of the city, and that it is so dangerous it would be irresponsible to encourage them to do so.

To the first point, that cyclists have no need to be north of circle drive, we heard claims in the previous meeting that all the businesses in the area are industrial and all the people in the area are tradespeople who need to drive trucks and haul tools or equipment everywhere they go. I think this characterization of the area is plainly false. The area is packed with a variety of businesses including restaurants, hotels, an escape room, an aviation museum, etc. There are countless useful places for people to go walking or biking either as a worker or as a customer.

Personally, I have had 3 different jobs in that part of the city in my life (at a call center, a restaurant, and a manufacturing facility) and none of them required me to transport anything to or from the workplace. I regularly travelled to one by bike and by bus (with great difficulty). At another, the job posting stated owning a car and having a driver's license was a *requirement* of the job—not because driving was part of your duties, but because *management had deemed it impossible to reliably get to work without driving*. There are plenty of good jobs in the industrial area, but by restricting physical access to certain modes of transportation we unfairly exclude many people. We also force others into car dependency (which is much more expensive than public transportation or cycling) at a time when people are struggling to find ways to live affordably.

To the second point, that the roads in the area are dangerous to pedestrians/cyclists and that this danger makes the area functionally inaccessible to pedestrians/cyclists, I largely agree. In the previous meeting it was pointed out that the intersection of Circle Dr. and Ave. C is consistently one of the most dangerous in the city and that this danger is the result of poor behavior on the part of drivers. But while those opposed to this project cite that as a reason to leave the intersection unchanged, I believe that overhauling the infrastructure is the *only reasonable response* to the data. The solution to bad driver behavior is improved infrastructure to enforce good behavior, and these roads are a problem in desperate need of a solution.

We should reject the idea that by making a space unsafe drivers get to claim exclusive access to it. Everyone in Saskatoon has the *right* to be there and cyclists/pedestrians have just as much *reason* to be there as anyone else. It is true that vehicle traffic creates a lot of danger to those outside of vehicles. But that should be addressed through well-designed and well-maintained infrastructure, not by declaring whole sections of the city off limits to anyone outside of a car.

Sincerely,

Caylin Lee, Ward 7

P.S. Given that there seems to be general agreement that the roads in the industrial area are currently incredibly dangerous for cyclists, we should not be treating the counts of cyclists on those roads today as representative of overall need or predictive of how many will use it after the project is complete. The

current danger obviously acts as a deterrent to any who consider travelling there, leaving only the most determined cyclists or those with no other choices riding there currently. We would see it as ridiculous if we were asked to decide where to build bridges by counting how many people are swimming across the river. Likewise, we should dismiss arguments about where cycling infrastructure should go that rely on how few cyclists currently ride in a location that is known to be very dangerous to them.