

Janzen, Heather

From: City Council
Subject: FW: Email - Communication - Nicholas Pollett - Road Safety Audit – College Drive and Wiggins Avenue - CK 6330-1 x 6000-5

From: Web NoReply <web-noreply@Saskatoon.ca>
Sent: Thursday, April 18, 2024 10:07 PM
To: City Council <City.Council@Saskatoon.ca>
Subject: Email - Communication - Nicholas Pollett - Road Safety Audit – College Drive and Wiggins Avenue - CK 6330-1 x 6000-5

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

Submitted on Thursday, April 18, 2024 - 21:38

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: Thursday, April 18, 2024

To: His Worship the Mayor and Members of City Council

First Name: Nicholas

Last Name: Pollett

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] Kenderdine Rd

Ward: Ward 10

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: Standing Policy Committee on Transportation (April 2, 2024)

What agenda item do you wish to comment on ?: Road Safety Audit – College Drive and Wiggins Avenue

Comments:

Dear City Council,

Even living in a tucked in neighbourhood like Arbor Creek I mostly bike commute around the city year round- to the university while I worked on my second degree, to my church in Lawson Heights, my friends and families houses all over town, the restaurants and coffee shops I like to frequent, and all the businesses I do commercial photo and video work at. I'm willing to take on the risks of cycling in a city that prioritizes the throughput of private vehicles above all else, but find it disheartening talking to all the people who would rather cycle than drive but fear for their safety. The benefits of getting around outside of a vehicle are well known, and hopefully I don't need to repeat them to the council. I myself have lost over 80 lbs since switching to bike commuting as default, and only fill up my gas tank every 2-3 months, saving thousands of dollars a year in the process. My sister though who lives in Sutherland can't bike to work downtown- it's only a 20 minute ride which is very doable, but she fears for her safety and what would happen to her family if she were killed like Natasha Fox. My nephew attends Brunskill school on Wiggins, but can not bike there because the throughput of private vehicles is more important than his health, independence, and safety. I commend the council's decision to adopt most of the action items in the report, but find it completely disrespectful and harmful to people who choose to get around any other way than a private vehicle that their safety and convenience are treated not even as lesser than someone who's preference is to drive, but as an inconvenience to be shunted off to the side in service of private vehicle dominance. The sheer amount of people I see biking now is extremely encouraging- every Monday morning I bike to a business on Circle Dr N to do commercial work and even this time of year pass 15-20 bikes every time. Most people I know want to bike, walk, and take transit and the only thing holding them back is Council's unwillingness to serve anyone who seemingly would rather not commute in a pickup. Please listen to the people, even if you personally only want to drive and adopt items 8-10. Quebec has already removed right turns on red province wide, and when Chicago removed them city wide pedestrian fatalities dropped over 40%. Please refrain from half measures like glorified sidewalks called multi-use paths that offer no protection at intersections (where accidents mostly occur), and don't lie to people with excuses like "people won't understand a no right on red sign" when there are already plenty of those signs in the city. Allow people who want to bike, walk, take transit, or anything outside a private vehicle get around take with equal dignity to those who choose to drive. How many people need to die or are forced into driving out of fear for their safety before we change? If Edmonton can cut traffic deaths in half in the last decade without their city grinding to a halt, we should be embarrassed if we're unwilling to make a low volume street safer. People want more places like Broadway, City Park, River Landing, and the bowl on Campus, but refusing to make even minor inconveniences to some vehicles for the sake of everything else like safety, equity, livability, etc. doesn't give us these vibrant places- it gives car dominant places like Circle Dr N, 8th st, and 22nd who are not only less financially productive, more unsafe, and more unwelcoming compared to their relatively walkable counterparts, but frankly are unpleasant and gross. Open up the city to not needing to drive anywhere- make more Nutanas and less Marquis Drives. Give us a city to be proud of- not a diesel choked parking lot to be embarrassed about, and start with Wiggins. The city deserves more than to be held hostage and threatened by vehicles.

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