

Bryant, Shellie (Clerks)

From: City Council
Sent: August 26, 2018 9:45 AM
To: City Council
Subject: Form submission from: Write a Letter to Council
Attachments: c._savage_speed_control.docx

Submitted on Sunday, August 26, 2018 - 09:44
Submitted by anonymous user: 216.174.141.171
Submitted values are:

Date: Sunday, August 26, 2018
To: His Worship the Mayor and Members of City Council
First Name: Candace
Last Name: Savage
Email: [REDACTED]
Address: [REDACTED] Albert Avenue
City: Saskatoon
Province: Saskatchewan
Postal Code: [REDACTED]

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

Subject: Speak to council on August 27

Meeting (if known): City Council, Monday, August 27

Comments: I would like to speak to item 9.4.1 on Council's agenda for Monday, August 27. Thanks, as always, for your assistance in facilitating this request.

Attachments:

c._savage_speed_control.docx:

https://www.saskatoon.ca/sites/default/files/webform/c._savage_speed_control.docx

The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/252312>

One of the changes you have been asked to consider reduces the speed limit from 70 kph to 60 kph on a portion of the North Commuter Parkway system.

Limiting speed through this road network – and especially through the Northeast and Small Swales -- is key to maintaining animal movement across the roadways and reducing the risk of collisions. It is key to preventing the deaths of pedestrians , whether they be two legged or four legged, and whether they walk, hop or trot.

The CBC recently carried a story about a program in New York City aimed at reducing pedestrian deaths. The pedestrians in that case were human, but the same principles apply.

The program is called Vision Zero and it is credited with an amazing 44 per cent drop in fatalities since the project began in 2014.

According to the CBC report, and I'm quoting, "Vision Zero's goal is to reframe how cities look at traffic fatalities — not as "accidents" but [as] preventable incidents that can be addressed through a combined approach involving road design, public outreach and increased enforcement."

The article continues: "According to New York officials, simply redesigning roads won't achieve results without traffic enforcement [and public engagement] to back it up. "

In the words of the director of strategic initiatives for New York's Department of Transportation, "We're taking a combination of engineering, enforcement and education to make sure that this [message] reaches all New Yorkers."

Admittedly, implementing Vision Zero hasn't been easy, as the article notes. Road systems have been skewed in favour of automobiles for so long that change is difficult. "The difference in New York," the report says, "has been political will."

Over the years, Swale Watchers and other concerned citizens have proposed numerous strategies for controlling speeds and preventing wildlife deaths, especially where the new thoroughfares cross the Swales. Speed bumps, rumble strips, icons applied to the road surface, distinctive signage, speed cameras, speed-display boards. Strategic ticketing. A comprehensive program of public engagement and education. Without these interventions, compliance with the posted speeds is likely to be poor. Except for the narrowed roadway through the heart of the Swale – and bravo for that! -- the roads look like highways running through wide open countryside. Who wouldn't be tempted to speed?. And yet not one of the traffic-calming strategies we've suggested has been adopted by the City, and time is now getting short.

To quote again from the New York's Transportation spokesperson, "We think safety has to be a priority; we can never sacrifice safety for convenience or anything like that." Is the safety of wildlife (and of drivers) in the Northeast Swale a priority for the City of Saskatoon?