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**Subject:** Email - Communication - Jason Hanson - Road Safety Audit – College Drive and Wiggins Avenue - CK 6330-1 x 6000-5

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**From:** Web NoReply <[web-noreply@Saskatoon.ca](mailto:web-noreply@Saskatoon.ca)>

**Sent:** Thursday, March 28, 2024 5:43 PM

**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>

**Subject:** Email - Communication - Jason Hanson - 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, March 28, 2024 - 16:50

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, March 28, 2024

**To:** His Worship the Mayor and Members of City Council

**Pronouns:** He/him/his

**First Name:** Jason

**Last Name:** Hanson

**Phone Number :** [306](tel:306) [REDACTED]

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] Ave H S

**Ward:** Ward 2

**What do you wish to do ?:** Submit Comments

**What meeting do you wish to speak/submit comments ? (if known)::** PUBLIC AGENDA STANDING POLICY COMMITTEE ON TRANSPORTATION Tuesday, April 02, 2024

**What agenda item do you wish to comment on ?:** 7.2.1 Road Safety Audit – College Drive and Wiggins Avenue and 7.3.2 Opportunities for Rapid Deployment of Safety Improvements on Active Transportation Routes

**Comments:**

To the SPCT,

I'm writing to acknowledge the city administration's efforts to address safety concerns in its active transportation infrastructure, and to encourage the committee (and hopefully city council) to build upon the information and recommendations presented.

Regarding item 7.2.1, it was almost a year ago on May 24th, 2023, that Natasha Fox was killed at the intersection of Wiggins and College while riding her bike with her two young sons. No charges were laid in her death and history will show that her life ended with an accident. It is this tragedy that brought forward these items.

Only an omniscient being could ever know if different infrastructure would have prevented her death that day. We, alas, are mere mortals, relying on guesswork, wishful thinking, and hope that such loss can be avoided in the future.

As a regular cyclist who was seriously rattled by Natasha's death, I am pleased to see some progress (many recommendations supported), but disappointed by the conclusion of the Road Safety Audit to not support recommendations 8 and 10 at this time. The reasoning seems inadequate in the face of such a traumatic death:

To quote:

"Recommendation 8:

- Limiting the right turn on red, requires driver adherence at a specific 'one-off' location in the City.

- May provide a false sense of safety as pavement markings can be driven over, or difficult to see in winter."

As a regular motorist in the city, I feel quite confident that I could read signage at "specific one-off" intersections. If not, I probably should not have a driver's license.

As a driver who also navigates the city in winter, I can assure the committee that snow and ice will often cover crosswalk lines, center/passing lines, and handicap spaces. I believe they still serve a purpose and should be painted every year, even though they don't actually prevent other drivers from swerving into my lane, or physically protect pedestrians from vehicles. Any "sense of security" society has for traffic markings is based completely on trust that all road users PAY ATTENTION and use good judgement.

To quote:

"Recommendation 10:

- Not feasible in 2024 or 2025 given current staffing resourcing."

How sad this is. This suggests that an acceleration to identify and build a safer and comprehensive solution might be effective, but the city's resources are not allocated here. Instead, the more superficial work will have to do.

I appreciate the administration's efforts on 7.2.1, but wish they went further and supported investment in a corridor that would serve a large part of the community with safer infrastructure for years to come.

As for item 7.3.2, I fully support the information provided by the report on Rapid Deployment of Safety Improvements on Active Transportation Routes.

I sincerely hope the committee and council will see these tools as a faster, more cost effective approach to developing safer active transportation infrastructure, in a way that can be adaptive and fine-tuned as needed.

The goal of these motions should be to create a safer, more inclusive community that never sees another death like Natasha's. I believe these items offer an opportunity for the city to start the work toward something better, and I hope it is taken with enthusiasm.

Thank you for your consideration,

Jason Hanson

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