
Subject: 7.2.1 Email - Communication - Gordon Holtslander - Road Safety Audit – College Drive and Wiggins Avenue - CK 6330-1 x 6000-5

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

Sent: Monday, April 1, 2024 8:58 AM

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

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

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

Submitted on Monday, April 1, 2024 - 08:54

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: Monday, April 01, 2024

To: His Worship the Mayor and Members of City Council

First Name: Gordon

Last Name: Holtslander

Phone Number : [REDACTED]

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] University Dr

Ward: Ward 6

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

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: STANDING POLICY COMMITTEE ON TRANSPORTATION

What agenda item do you wish to comment on ?: 7.2.1 Road Safety Audit – College Drive and Wiggins Avenue [CC2023-0602]

Comments:

The Safety Audit and its subsequent recommendations were sparked by the death of Natasha Fox at the corner of Wiggins and College while she was riding her bike to the university. That the only recommendations rejected are the ones that would directly impact a similar situation from happening again is disheartening and unbelievable!

The accepted recommendations of the safety audit do not address the incident - the killing of a person on a bicycle - at this intersection. The safety audit document rejects all of the recommendations that would protect cyclists. At bare minimum we urge reconsideration of the report to reinstate recommendation #8.

Cycling Infrastructure

#8 Install bike box pavement markings, a northbound painted bike lane on Wiggins Avenue between College Drive and Elliott Street and right turn on red restrictions.

To clearly establish cyclist right-of-way approaching the intersection and reduce the possibility of right-hook collisions.

The “one off” objection to limiting right turns on red isn't a realistic concern. There are other traffic directions deployed elsewhere in the City that are different from ‘the norm’ without chaos ensuing. With clear signage and enhanced traffic signals this objection is easily overcome. Further, it isn't even all drivers who need to comply with “no right on red”, it's only the first one in a queue of cars. We are all aware that there is imperfect obedience to any traffic signal- it's never 100%. And the lack of full compliance has never been used as a reason to not have the many other traffic signals we all deal with successfully.

We urge that “no right turn on red” be implemented at this intersection as a minimum protection!

Moving the stop line for cars back from the intersection with a bike box will certainly be a learning curve for drivers. New infrastructure always has to be learned. However, there is new infrastructure being employed on our roads constantly. Everything from gaping potholes, to new traffic light sequences, to traffic calming installations, they all require drivers to learn and adapt to new situations. And while there are lots of jokes about bad driving in Saskatoon, the vast majority of people using the roads are smart, careful and competent. With clear signage and enhanced traffic signals this objection is also easily overcome. “It's new” can't be a reason to not deploy safer structures for vulnerable users. That some drivers make mistakes doesn't stop us from implementing and maintaining all the other safety measures we have in place.

The “false sense of security” that might be given by paint markings for a bike box in winter or if not seen by drivers is spurious and wrong. Please trust us when we assure you that NO cyclist will ever have a false sense of security when cycling through this intersection. As drivers of both bikes and cars who also navigate the city in winter, we can assure the committee that snow and ice often obscures crosswalk lines, center/passing lines, and intersection stop lines. Nonetheless, we still strongly believe they serve a purpose and should be employed liberally and repainted every year. And just a reminder that even when they are clearly visible, they don't actually prevent other drivers from swerving into our lane, or physically protect cyclists or pedestrians from vehicles. Any “sense of security” any of us has for traffic markings is based completely on trust in the good will and relative competence of everyone else on the street.

We urge the committee in the strongest possible terms to reinstate recommendation #8.

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

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

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

Sent: Monday, April 1, 2024 9:02 AM

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

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

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

Submitted on Monday, April 1, 2024 - 09:01

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: Monday, April 01, 2024

To: His Worship the Mayor and Members of City Council

First Name: Gordon

Last Name: Holtslander

Phone Number : [REDACTED]

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] University Dr

Ward: Ward 6

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: STANDING POLICY COMMITTEE ON TRANSPORTATION

What agenda item do you wish to comment on ?: 7.2.1 Road Safety Audit – College Drive and Wiggins Avenue [CC2023-0602] and 7.3.2 Opportunities for Rapid Deployment of Safety Improvements on Active Transportation Routes [CC2023-0602]

Comments:

To the SPCT,

First I want to thank the Active Transportation group for all the work that they have done and continue to do. I truly believe that there is a strong desire to make our city a better place for all types of mobility.

When Natasha Fox was killed at the intersection of Wiggins and College while riding her bike with her two sons on May 24, 2023, it was a horrifying watershed moment for Saskatoon. A location that was both anecdotally and officially known as a troublespot intersection was forced to the forefront to be dealt with.

I appreciate the City's moving quickly to do a safety audit in order to address the issues that contributed to Ms Fox's death. And I was encouraged to see that 11 of 14 recommendations in that safety audit are in various stages of moving forward. However, I was very disappointed to see that the only recommendations which directly addressed the situation leading to a cyclist dying were rejected!

While I believe a major rework of that corridor (Recommendation #9) is a worthy cause, I feel most strongly that if all we did was reinstate Recommendation #8 it would have an immediate impact on the safety of that intersection. Effectively removing the conditions for another tragedy of this type happening in the future.

The reasoning to reject Recommendation #8 seems inadequate in the face of significantly reducing the possibilities of a similar tragedy!

Recommendation 8 has been rejected for two reasons:

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

As someone who also drives a car I am insulted by the suggestion that car drivers are idiots and wouldn't be able to figure out a change to the intersection. This concern hasn't seemed to have been a consideration when vehicular safety was an issue. Standard red and green lights only have been swapped out for double red "no left turn on green" traffic signals. They are used all over the city. However, at some point they were brand new and we still put them in because they SAVED LIVES! Fewer people were boned in intersections when they turned left into oncoming traffic, because we stopped allowing that behaviour in those high risk intersections!

And while some drivers will still blow through double red lights, "no left turn on green" signage, the overwhelming majority do not and we are all the safer for it. Please use the same considerations for other forms of mobility in the City and reduce dangerous behaviour by putting up clear signage and adjusting the traffic lights at College and Wiggins.

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

I walk, ride my bike, and drive my car in the winter. I can confidently say that snow and ice often cover every single inch of road painted lines. And even though they disappear, sometimes for extended periods of time, I believe strongly that they serve a critical purpose and should be repainted and maintained every year. But even when they can't be seen at the moment, I have never once had the 'false sense of security' thought "oh somewhere there are lines so I don't have to worry about what other drivers will do." No, I take into account the conditions and then walk, ride or drive appropriately so I, and all my fellow travelers, can arrive home safely.

And, just to be sure everyone is clear, even when those painted lines can be seen, they don't actually prevent other drivers from swerving into my lane, or physically protect active transportation powered mobile citizens from motorized vehicle mobile citizens. Any "sense of security" that I, or any other thinking person has, is based on faith in everyone around them having and using good judgment.

We don't worry about a false sense of security when we put lines on roads for cars in a Saskatoon that has winter, so let's not use paternalistic logic for other forms of mobility in this winter city!

I appreciate much of what the administration has achieved, or is enroute to achieving, on 7.2.1, but if there is intent

to make the intersection of Wiggins and College safer for cyclists in any near term, rejection of recommendations 8, 9 and 10 fails that goal.

Item 7.3.2

I whole heartedly support the information provided by the report on Rapid Deployment of Safety Improvements on Active Transportation Routes.

I hope the committee and council will use these tools to provide faster, more cost effective development of safer active transportation infrastructure, in a way that can be adapted and fine-tuned in real time as new knowledge is learned or conditions change.

Both of these motions intend to create a safer, more inclusive community that hopefully never has to experience another death like Natasha's. I believe these items, fully and aggressively implemented, offer a chance for the city to create something better.

Gordon Holtslander
Ward 6
Nutana

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