

Janzen, Heather

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

From: Web NoReply <web-noreply@Saskatoon.ca>
Sent: Sunday, April 21, 2024 5:23 PM
To: City Council <City.Council@Saskatoon.ca>
Subject: Email - Communication - Eric Lamb - Road Safety Audit – College Drive and Wiggins Avenue - CK 6330-1 x 6000-5

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

Submitted on Sunday, April 21, 2024 - 17:14

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, April 21, 2024

To: His Worship the Mayor and Members of City Council

Pronouns: He/him/his

First Name: Eric

Last Name: Lamb

Phone Number : [REDACTED]

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] 3rd St E

Ward: Ward 6

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 Wednesday, April 24, 2024

What agenda item do you wish to comment on ?: 9.2.1 – Road Safety Audit – College Drive and Wiggins Avenue [CC2023-0602]

Comments:

Dear City Council

I am writing in response to the upcoming approval of the Road Safety Audit – College Drive and Wiggins Avenue. I am a cycle and pedestrian commuter and I regularly use the College and Wiggins intersection to access the University of Saskatchewan Campus, and I work with many other students and staff who also use that intersection.

My first thoughts on the day of Natasha Fox's death were to go through a mental list of students and staff I know who might have been cycling through that spot on that afternoon, and to check if they were ok. My relief at knowing that the people I know personally were safe was tempered by the knowledge that another family had just gotten the most devastating news possible.

This intersection has been acknowledged as a safety problem for years. It makes me both very sad and angry that it has taken someone's death to make improving this intersection a priority. Saskatoon can do better.

The Road Safety Audit reveals in clear terms what cyclists have known for years: 1) Wiggins and College is heavily used by cyclist, and 2) it is a road safety disaster for cyclists. The report makes many good recommendations, and I fully support the implementation of recommendations 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, and 14.

While the recommendations supported by the Transportation committee are valuable, they do little to correct the primary safety challenges that this intersection poses for cyclists. By inaction the city is making the decision to maintain the dangerous status quo. This decision is not acceptable.

I understand that major decisions such as altering traffic flow directions (Recommendation 9) cannot be made lightly or quickly. With Recommendations 8 and 10, however the city has the opportunity to both improve safety in the short term, and to deal with cyclist flow in the long term. I do not understand why these recommendations are not being implemented.

Recommendation 8 will provide immediate safety improvements. The arguments against recommendation 8 are without merit. There are many intersections in the city with non-standard turning patterns (e.g. Main and Clarence), and the city has many bike lane markings that are covered with snow in winter. Further, installing these measures will provide the opportunity to monitor and study their efficacy. Instead of arguing about hypothetical benefits or costs, a data-driven decision could be made within one or 2 years.

Recommendation 10 will deal with the elephant in the room. Wiggins and College is busy because many cyclists need to access the campus from south of College and west of Preston. That intersection is currently the best of a bunch of bad options for cyclists; a well designed and attractive bike route on this or a different street would solve the problem. Beginning the planning process for a north-south cycling route will enable effective planning and intersection design down the road. It is absolutely unacceptable to me that the city is willing to kick the can down the road on planning for the busiest cycling route in the city.

I would like to finish with a story about an incident from only two weeks ago that demonstrates the continuing problem of this intersection. I was cycling north on Wiggins at approximately 9am. As I approached College I observed a 5 ton truck coming up the street behind me. I chose to take the center of the lane as with oncoming traffic there was no room for the truck to pass me while maintaining a minimum 1m separation. When I came to a stop at the red light at College the truck pulled within 1m of my rear tire, and then attempted bully me out of the way to make a right turn on red (twice rolling closer to me). There was no room for this truck to turn between myself and the pedestrians standing on the curb, yet the driver felt entitled to try to intimidate me out of the way, even after I pointed out the ghost bike only a few meters away. While this particular incident stands out because of the size of the vehicle and the aggressive actions of the driver, it is representative of many other vehicle cyclist encounters here. In implementing the recommendations of the report, including recommendations 8 and 10, the city can take the first steps safe and enjoyable active transportation in this area.

Thank you,
Eric Lamb

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