

## Janzen, Heather

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**From:** City Council  
**Subject:** FW: Email - Communication - Caylin Lee - 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>  
**Sent:** Monday, April 22, 2024 1:42 PM  
**To:** City Council <City.Council@Saskatoon.ca>  
**Subject:** Email - Communication - Caylin Lee - 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 22, 2024 - 12:59

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 22, 2024

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

**Pronouns:** He/him/his

**First Name:** Caylin

**Last Name:** Lee

**Phonetic spelling of first and/or last name:** KAY-lynn

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] Bell Cres

**Ward:** Ward 7

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

**What meeting do you wish to speak/submit comments ? (if known)::** April 24th City Council regular business meeting

**What agenda item do you wish to comment on ?:** 9.2.1 Road safety audit on Wiggins

**Comments:**

I am writing in support of the recommended improvements at the intersection of Wiggins and College, \*including\* recommendation 8.

The city has received expert opinion that the changes in recommendation 8 (painted bike lane, painted bike box, no right turn on red, and 'turning vehicles yield to cyclists' signs) would be an improvement to cyclist safety at this intersection. The report indicates that this is the highest cyclist traffic intersection in the city and that 25% of the traffic here is cyclists. We should be doing more to protect cyclists in this area. Administration has also indicated that it would be possible to put white plastic posts as a separator between the bike lane and the driving lane but that this doesn't provide real protection either because they are easily driven over. Perhaps instead of flimsy plastic posts we could instead use concrete dividers or solid metal bollards. If we are serious about protecting cyclists in this space, there are certainly strong, narrow objects that could be used to separate that lane, and we should consider that any time a vehicle is damaged by hitting those barriers that was an occasion where a vehicle was prevented from hitting a vulnerable road user and is a positive outcome for that infrastructure.

I also want to point out that much of the reason the administration has opposed recommendation 8 is that the safety audit did not consider the broader area and there \*might\* be a better location where we can make rapid changes to create a safer environment for cyclists to use to access campus. If that is the position of council and administration then the administration should be instructed to immediately report back on the options for rapid deployment infrastructure specifically focused on improving the connections to campus (in addition to their current work looking generally for rapid deployment options throughout the city). If the problem with recommendation 8 is that other, better options are available, then those options should be presented along with recommendation 8 on a very fast timeline so that we are not rejecting one idea on the promise of some other option that never actually materializes.

We know that this intersection was previously identified as dangerous and never prioritized highly enough for something to be done here. Now someone has died and we are again treating this intersection as something we will get to eventually when the stars align and it coincidentally gets solved by something else we already wanted to do anyways for other reasons. I simply don't understand why we refuse to make a priority out of connecting cyclists and pedestrians from the nearest residential areas to the university campus.

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