

Janzen, Heather

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

From: Web NoReply <web-noreply@Saskatoon.ca>
Sent: Monday, April 22, 2024 2:58 PM
To: City Council <City.Council@Saskatoon.ca>
Subject: Email - Communication - Merlin Toth - 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 - 14:57

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: Merlin

Last Name: Toth

Phonetic spelling of first and/or last name: Toth

Phone Number : [REDACTED]

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] Isabella St E

Ward: Ward 7

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: Regular Business Meeting of Council Apr 24, 2024

What agenda item do you wish to comment on ?: Item 9.2.1 Road Safety Audit - College Dr and Wiggins Ave

Comments:

I would like to live in a city that cares about the safety of active transportation (AT) users. I am a frequent user of AT on Saskatoon streets, and I'd like to see as much done as possible to make my trips safer. We have a long way to go as the deaths of Natasha Fox and Darren Kinniewess demonstrated last year.

We are making some progress. Councillor Block's June 2023 motions to address cycling issues were a good start. The move toward utilizing rapid deployment in new, adaptable infrastructure is something I support and the Road Safety Audit at College Drive and Wiggins Avenue strikes at the heart of the issue, it's where Natasha died.

While I'm happy to see many of the CIMA+ consultant's recommendations (1, 2, 3, 4, 5, 6, 7, 11, 12, 13, and 14) already being applied or supported by administration, it concerns me greatly that none of the cycling-specific recommendations (Numbers 8, 9, and 10) were supported by administration at this time.

I understand that these three recommendations are complex, but I would urge council to strive to implement numbers 9 and 10 as soon as administration can resolve the issues around transit negotiations and staffing resources.

Would a one-way street northbound on Wiggins for the last block before College with a fully protected multi-directional cycling lane inconvenience some drivers heading southbound from the university? Yes. But isn't it time we placed some value on users of our roadways who choose not to cocoon themselves in 4000 lbs of glass and steel? Those who are on the streets open and vulnerable. It would still allow those entering the university for classes or work to access it directly and it would only require those leaving the university to make a short detour. This intersection sees the highest AT usage of any intersection in the city of Saskatoon. Is this not a perfect place to show that you care?

In the meantime, I also support recommendation number 8 (a painted bike box and lane along Wiggins Avenue, with a "no turn on red" prohibition). Is this a "good" solution? No. but it is better than doing nothing at all, and it can be done quickly.

While some of the reports' conclusions regarding this recommendation are valid (the physical space of the street may not lend itself to a perfect solution), the requiring of "driver adherence" or a supposed "false sense of safety" are not.

I do not believe that a heightened awareness of cyclists on this street could do anything but make it safer. Even if the finished infrastructure is not ideal in the eyes of administration, it could not be worse than the current configuration in which Natasha died. With concerted effort to keep the streets clear of debris, and signage highlighting the nature of the intersection, I believe recommendation 8 could add greatly to the actual safety of cyclists and pedestrians.

Please reconsider the SPCT's defeat of recommendation 8 and help make College and Wiggins a little bit safer than it was exactly 11 months ago.

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