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**From:** Web NoReply  
**Sent:** Monday, May 6, 2024 1:19 PM  
**To:** City Council  
**Subject:** Email - Request to Speak - Derek Cameron - Connecting 2nd Avenue-3rd Avenue - Walking, Cycling, and Driving Improvements - CK 6320-1  
**Attachments:** WALKING\_SASKATOON\_CONNECTING\_3rd\_2nd.docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed  
**Categories:** Request to Speak

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

Submitted on Monday, May 6, 2024 - 13:16

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, May 06, 2024

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

**Pronouns:** He/him/his

**First Name:** Derek

**Last Name:** Cameron

**Phone Number :** [REDACTED]

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] Duchess St

**Ward:** Ward 1

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

**What do you wish to do ?:** Request to Speak

**If speaking will you be attending in person or remotely:** In person

**What meeting do you wish to speak/submit comments ? (if known)::** PUBLIC AGENDA STANDING POLICY COMMITTEE ON TRANSPORTATION Tuesday, May 07, 2024 at 2:00 P.m. Council Chamber, City Hall

**What agenda item do you wish to comment on ?:** 7.1.1 Connecting 2nd/3rd

**Comments:**

Walking Saskatoon is opposed to the widening of the Right of Way which will not reduce accidents or fatalities.

We offer a series of suggestions to make drivers, cyclists, and pedestrians safer.

**Attachments:**

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

## WALKING SASKATOON: CONNECTING 2<sup>nd</sup>/3<sup>rd</sup> AVENUE REPORT

### INTRO

The “Connecting 2<sup>nd</sup> Avenue/ 3<sup>rd</sup> Avenue” project title invokes pedestrian safety to justify itself, as our report shows, it fails to make the road safer for pedestrians and drivers alike.

### BACKGROUND

The report from City Administration outlines two important points for pedestrians:

- 1) there is an 85% risk of death at 50, km/h.
- 2) due to the amount of traffic and four lanes, it may be difficult to find gaps to cross.

While the report suggests adding pedestrian activated signals, a good first step, the rest of the plan does little to address collisions, and instead encourages unsafe speeds through the widening of lanes, increasing them from an appropriate 10 ft width to a more dangerous 12 ft. width. While the addition of a multi-use path is welcomed, the real safety issues are created through collisions at intersections and this plan does little to improve intersections for pedestrian, cyclist, or vehicle safety.

### ALTERNATIVE RECOMMENDATIONS

- 1) Restriction of car access at Duchess (Appendix 1)

The major intersection between 33<sup>rd</sup> and Warman has long queues at present. This can make left turns especially hard to complete, and dangerous because it is difficult to find an opportunity to complete turns. This incentivizes risky vehicular maneuvers borne out of impatience. This puts drivers and pedestrians alike at risk.

Our proposed solution is to restrict left turn movements at Duchess. Both left turns southbound onto 3<sup>rd</sup> and Eastbound from 3<sup>rd</sup> to Duchess. This will reduce turn [conflict points](#), and circulate some local traffic off of 3<sup>rd</sup>. Turn restrictions can also increase vehicle throughput on [existing lanes](#).

- 2) Addition of Pedestrian and Bus Curb extensions at King and Princess (Appendix 2)

Extending the curb at intersections will help to [reduce pedestrian crossing time](#) and make pedestrians [more visible](#). Additionally, it will act as passive enforcement measure for the new parking bylaw by removing the opportunity to park near the intersections, *guaranteeing the space is clear of parked vehicles*, and enhancing pedestrian visibility. It will also tighten turn radii, moderating vehicle speeds and reducing the likelihood of major collisions.

The present state of 2<sup>nd</sup> at Princess and King is 4 wide driving lanes, and extremely wide parking lanes (some almost as wide as two lanes of driving lanes). These lanes add crossing distance. They also give vehicles the illusion that the road is safe to travel at speeds higher than the posted limit due to the empty space created by wide parking lanes. The curb could be moved in along 2<sup>nd</sup> by shrinking the width of parking lanes, imposing little cost on any road users and allowing for the Multiuse pathway without any affect on properties adjacent to the study area.

3) Changes to the cul-de-sac where 2<sup>nd</sup> and 3<sup>rd</sup> meet. (See Appendix 2)

The current plan leaves a lot of ambiguous unused space (which is taken by cars as extra lane width and encourages speeding). We suggest moving the curb in for a longer portion of the Right-of-Way.

4) Signage on Duchess and Lauriston to direct pedestrians to 33<sup>rd</sup> and Duke.

As noted, the side streets Duchess and Lauriston are frequently blocked by the queue at 33<sup>rd</sup> and Warman. It is preferable that pedestrians cross at intersections where the traffic lights and pedestrian signals will announce their presence. Signs could direct pedestrians to safer crossings.

5) No widening of existing lanes

For the safety of all users, the National Association of City Transportation Officials (NACTO) recommends 10ft (3m) lanes for travel, even on urban arterials. The expansion from 10 to 12ft will add pedestrian cross time by increasing the right-of-way by 8ft. Studies have found wider lanes speed traffic by up to [15 km/h](#) when widening from 10 to 12 ft. Increased speed makes collisions deadlier for drivers and pedestrians alike.

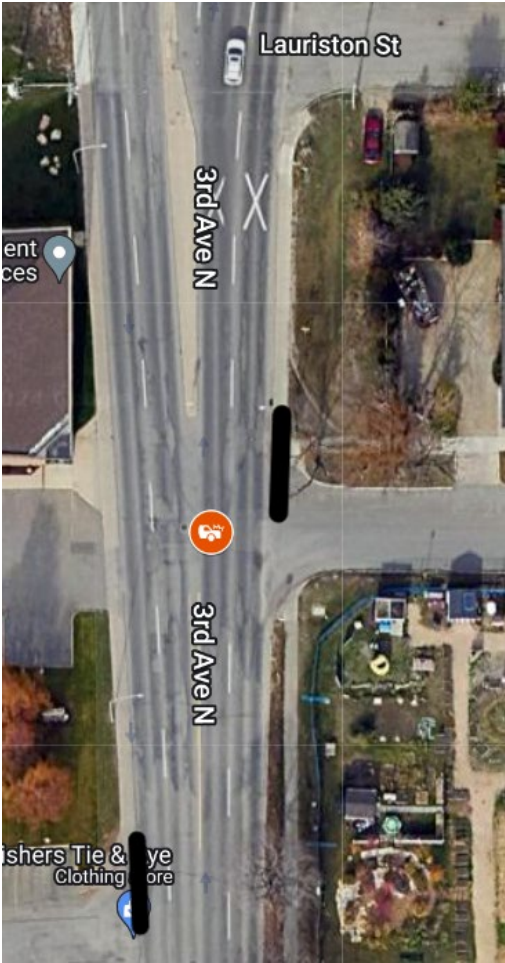
For parking lanes, NACTO recommends [7-9ft widths](#). Princess and King are well in excess of these recommendations.

## POINTS OF CONSIDERATION

Along 2<sup>nd</sup> and 3<sup>rd</sup>Ave, there exist businesses that serve City Park and other neighborhoods. These are walkable businesses, and customers come by foot to access fresh fruit and vegetables at *My Fresh Produce*, among other community amenities. Following the City administration's plan, which is based on the twentieth century logic of lane expansion, will make things less safe and discourage customers from this area, harming the businesses that currently operate along this corridor. The land for the lane expansion was reserved **back in the 1980s** for this project.

The city has changed since then and this council has shown that it recognizes the need for safer streets. We should be emulating the place-making that is happening further along 2<sup>nd</sup> in the CBD – curb extensions, narrow lanes – to help foster the development of this area, while improving the safety of all road-users.

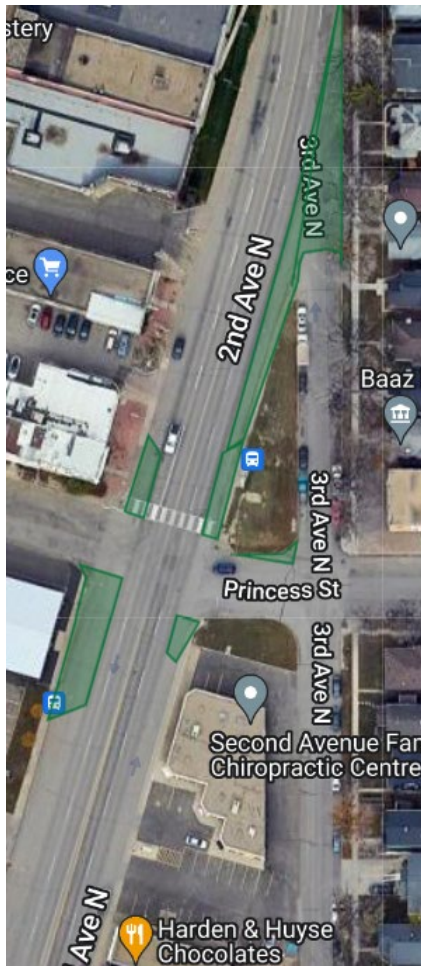
APPENDIX 1: Restrictions of car access



Left Turn access prohibited represented by black lines, median potentially extended to enforce. (Crash site highlighted)

APPENDIX 2: Curb Extensions and Cul-de-sac changes

PRINCESS and 2<sup>nd</sup>



KING and 2<sup>nd</sup> (wide parking lane highlighted)



Cul-de-sac includes more curb space added.