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**From:** Web NoReply  
**Sent:** Friday, May 3, 2024 9:13 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

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

Submitted on Friday, May 3, 2024 - 21:05

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:** Friday, May 03, 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)::** STANDING POLICY COMMITTEE ON TRANSPORTATION Tuesday, May 07, 2024 at 2:00 P.m.

**What agenda item do you wish to comment on ?:** 7.2.1

**Comments:**

Dear Council

I would like to start by stating how please I am to see cycling safety and cycling infrastructure becoming a priority for

Saskatoon. This is very welcome.

I would like to provide some specific comments on the recommendation to develop Route 6. Overall, I support this recommendation, however there are a number of points that if not addressed will result in an unsatisfactory cycling route.

For context, I am a 3-season cycle commuter (walking in the 4th season when the streets are icy) traveling from the Haultain neighbourhood to the UofS Campus. I normally cross 8th street at McKinnon, use one of McKinnon, Munroe, or Wiggins, and enter campus using the College and Wiggins intersection.

There is much to like about the Route 6 plan including connections to the 14th street bikeway, a safe and properly marked crossing on 8th st, and potential for a direct connection all the way to Stonebridge, so despite my criticisms below I think the overall plan is a good one.

I see three major issues with the Route 6 plan as described in the planning documents. I hope that the team designing this route will take these into consideration.

### 1. Connectivity with the UofS Campus

The current plan has route 6 end at College with connection to planned multi-use path on College to come. Until the path on the north side of College is actually built and useable, it is not acceptable to have a bike route to just end with no continuity to destinations. Issue that will arise include:

- Without an effective route into the center of the UofS campus, commuter riders who know the area will not use the cycle route and will continue to use Wiggins and College
- Inexperienced riders will end up on the sidewalk (illegally), and are likely to end up riding contra-traffic flow in the area of Campus Drive and College.
- Cyclist – pedestrian conflicts/collisions in the pedestrian dense areas in front of Dentistry and Medicine are likely.

I am particularly worried by this point in the report to the bottom of page 5.

“In April 2024, City Council approved installation of a non-AAA painted bike lane and bike box at Wiggins Avenue and College Drive to be installed in 2024. This Opportunities for Rapid Deployment of Safety Improvements on Active Transportation Routes –installation could be reviewed once the cycling facility along Munroe Avenue is rapidly deployed in 2025 as Munroe Avenue would provide an alternative AAA cycling facility to access the University of Saskatchewan, Royal University Hospital and Downtown from the south”

This statement makes me wonder whether this proposal is an attempt to avoid installation of the bike box on College and Wiggins. As noted above, unless there is real connectivity on the north side of College built and in place, commuter cyclists will continue to use College and Wiggins as the preferred way to enter the UofS Campus.

I would recommend that the should the city proceed with Route 6, there be a modification so that route 6 jogs to intersect with Wiggins 1-2 blocks south of College. This routing could be revisited once the proposed multiuse lanes on College are actually built.

### 2. Narrow streets with high parking density

There are several stretches of Route 6 that are very narrow and typically have parked vehicles on both sides of the road. These areas effectively have only one traffic lane. This presents a safety hazard for cyclists meeting oncoming vehicles as there is no room for a vehicle to pass a cyclist safely. Specifically, there is no room for a vehicle to maintain the 1m separation from cyclists mandated by bylaw if the cyclist is riding with sufficient separation from parked cars (i.e. more than a vehicle door width away from the vehicle).

The report describes the routes as being selected because “There are no anticipated impacts to transit, parking or the number of vehicular travel lanes”. I find this statement hard to reconcile with the narrowness of these streets, where achieving sufficient road width for a vehicle and cyclist to safely meet and pass would require restricting parking on one side of the street in some segments.

### 3. Frequency of Yield Signs

Munroe has numerous segments where there is a yield sign every block or every second block. Making this an attractive cycling route will require moving some of these yield signs to face east-west to improve cyclist traffic flow.

Thank you for your time. As stated above, I think the route 6 plan is overall a good one, but if the above issues need to be considered in the design.

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