

## Janzen, Heather

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**Subject:** FW: Email - Communication - Carolyn Hoessler - 17th Street Extension Project - File CK 6000-1

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**From:** Web NoReply <[web-noreply@Saskatoon.ca](mailto:web-noreply@Saskatoon.ca)>

**Sent:** Sunday, March 26, 2023 9:16 PM

**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>

**Subject:** Email - Communication - Carolyn Hoessler - 17th Street Extension Project - File CK 6000-1

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

Submitted on Sunday, March 26, 2023 - 21:15

Submitted by user: [REDACTED]

Submitted values are:

**I have read and understand the above statements.:** Yes

**Date:** Sunday, March 26, 2023

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

**First Name:** Carolyn

**Last Name:** Hoessler

**Phonetic spelling of first and/or last name:** CARE-o-lyn HO-sler

**Email:** [REDACTED]

**Address:** [REDACTED] Ave J South, [REDACTED]

**City:** Saskatoon

**Province:** Saskatchewan

**Postal Code:** [REDACTED]

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

**What meeting do you wish to speak/submit comments ? (if known)::** Council on Wednesday March 29, and any others for this item)

**What agenda item do you wish to comment on ?:** 17th Street Extension

**Comments:**

Dear Councillor Gough and Saskatoon City Council:

I strongly invite you to cancel plans to extend 17th Street to 11th Street based on traffic flow, the risk to families,

existing strategic investments, and likely emergent additional costs for this understudied project. The area has changed since the plan was first proposed; it is no longer effective and is now very unsafe.

Where would the traffic go? North by a hospital and heavy pedestrian area? East and up Ave H through the new school zone? East down 17th into electrical substations, houses that hug the road, pedestrians, renovated park spaces, and the tiniest roundabout in the city? The flow pattern would be a funnel with a wide lip gathering traffic in the west, flowing to P, then narrow rapidly with parked cars, residential neighbourhoods, park zones, and winding narrow two lanes of road across three heavy pedestrian zones. The answer is likely everywhere and nowhere. The city does not need another bottleneck.

Who would be the first injured? The extension flows traffic into areas that place at risk: weekday cyclists and walking commuters, families visiting for winter or summer park activities, the Jazz festival (newly relocated at the east end of 17th), ambulances rushing to St. Paul's, tourists visiting the renovated park spaces and farmer's markets, or the children walking to school.

Why undermine the city's strategic investments in parks, new school plans, and active transportation? The extension would disrupt an established active transportation corridor. The greenspace protects commuters along the south side of 17th with a mixed-use path from P to the park offering safe passage for cyclists, dog walkers, children in strollers, families, kids on bikes, and more. It makes active living and active transportation possible from the west to the east along the many homes and connects the King George area to the route to the new school up Ave H. It offers safe passage to many in a neighbourhood where most sidewalks are narrow, tree roots have tossed blocks, and curb cuts are inconsistent. In addition, the City of Saskatoon has made substantial investments to enhance Victoria Park, the old water plant's walkway by Rivers Landing, and staircases and paths around the Farmers Market. This newly renovated event and pedestrian- and family-friendly park space is where traffic would run smack into.

What are the hidden costs of not canceling the extension? Walking through the area, you can see how much more construction costs would creep upwards due to increased traffic flow. For example, how much would it cost to divert traffic to flow away from parks, schools, and hospitals? To add calming zones and block people traversing up narrow residential roads? What will it cost to dig up paving stones, redesign park spaces for safety, create safe pedestrian crossings, redesign a roundabout at the top of a retaining wall, replace lost active transportation lanes, and redo the Spadina & 17th intersection completed in 2022? Fiscally, and finally, the expenditure is unnecessary.

The city has other more dire uses for current cash flows than an understudied ineffective road.

Thank you,

Carolyn Hoessler, West Industrial

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