

Janzen, Heather

Subject: FW: Email - Communication - Michael Nemeth - 17th Street Extension Project - File CK 6000-1
Attachments: railmap.pdf

From: Web NoReply <web-noreply@Saskatoon.ca>

Sent: Thursday, March 23, 2023 6:14 PM

To: City Council <City.Council@Saskatoon.ca>

Subject: Email - Communication - Michael Nemeth - 17th Street Extension Project - File CK 6000-1

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

Submitted on Thursday, March 23, 2023 - 18:12

Submitted by user: [REDACTED]

Submitted values are:

I have read and understand the above statements.: Yes

Date: Thursday, March 23, 2023

To: His Worship the Mayor and Members of City Council

Pronouns: He/him/his

First Name: Michael

Last Name: Nemeth

Phonetic spelling of first and/or last name: Nameth

Email: [REDACTED]

Address: [REDACTED] Avenue L South

City: Saskatoon

Province: Saskatchewan

Postal Code: [REDACTED]

What do you wish to do ?: Submit Comments

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

Comments:

It appears that the 17th Street Extension Project may be paused for now considering it seems to be unnecessary from a general traffic perspective - as an area resident I support this pause, traffic is fine. These funds could be better allocated.

Instead, resources could be put towards resolving a greater blight on transportation throughout Saskatoon, the CP Rail. Rather than design infrastructure parallel to it.

I have attached a sketch of one way this may be achieved. I've highlighted where the CN and CP tracks are already connected east and west of the city. These connections could be upgraded if needed. CP trains could be rerouted over the CN bridge, which already has two-way tracks.

For Saskatoon, there is very little economic value derived from the CP rail snaking through our city. On the other hand, the train stops fire trucks and ambulances, buses, pedestrians, cyclists and of course the upcoming BRT.

I mostly see oil tankers, some fertilizer cars and occasional grain cars. With increased oil prices, there are even more long oil trains just passing through. I can't help but thinking of Lac Megantic. It's scary.

With the CP rail re-routed, the railbed could be remediated and form an ideal active transit corridor.

Instead of causing a drop in property value (and property taxes) for land nearby the rail, this land would be sought after. I can't begin to calculate the lost revenue to the city that the CP rail has caused. What is the lost revenue if it continues to operate another 10 years?

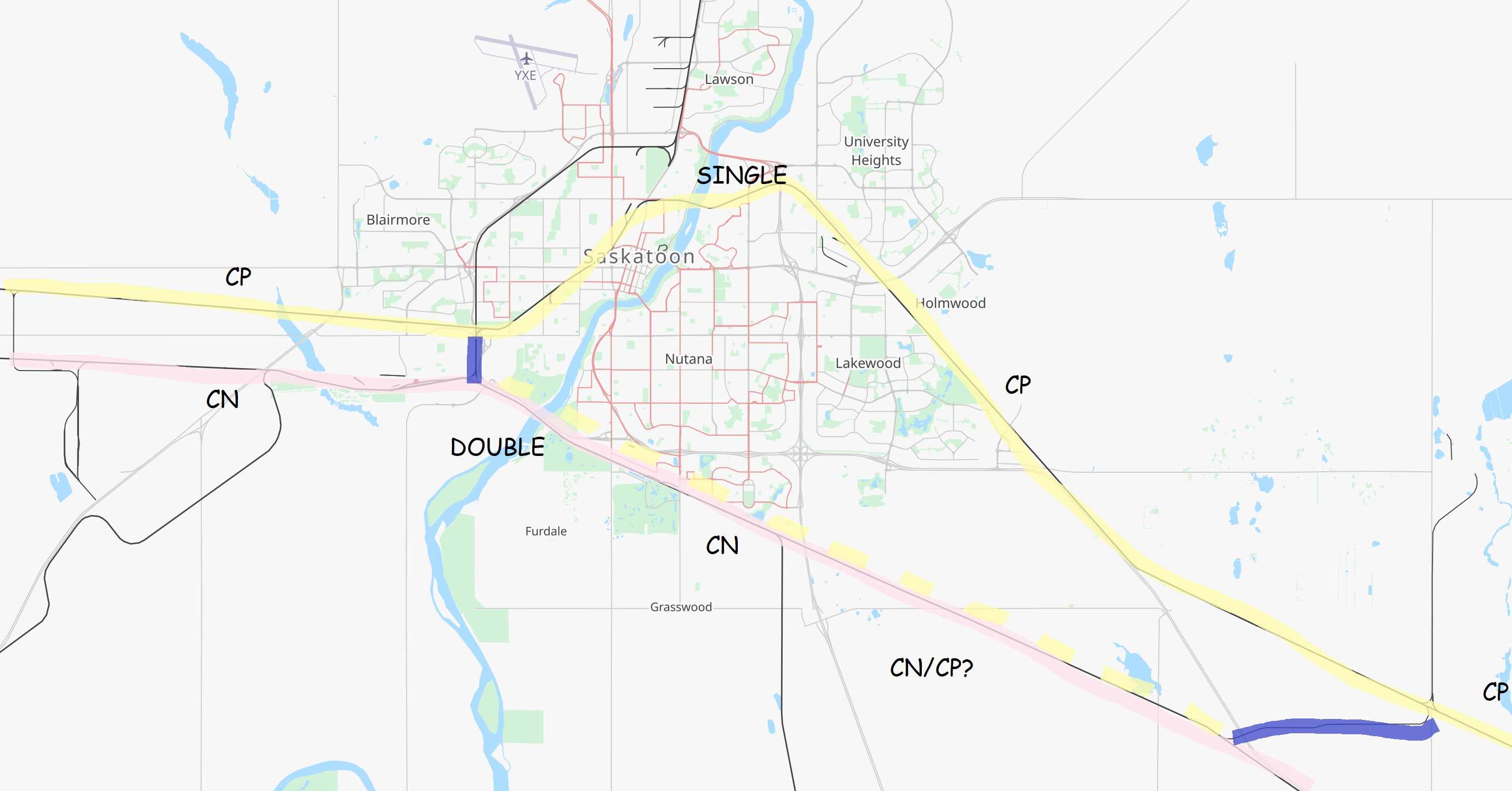
The railroad in Canada is fueled by colonialism. The philosophy of resource extraction for export continues to this day. The CP Rail was founded in 1881 and completed in 1885. How is it taking centuries to make a relatively small change?<https://www.thecanadianencyclopedia.ca/en/article/canadian-pacific-railway-plain-language-summary>
In stark contrast, the Japanese Shinkansen was designed for its people (quiet, smooth, 320 km/h).

Let us make way for our own new models of great transportation.
Let's get the CP rail the heck out of here.

Attachments:

- [railmap.pdf](#)451.59 KB

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



YXE

Lawson

University Heights

SINGLE

Blairmore

Saskatoon

Holmwood

CP

Nutana

Lakewood

CP

CN

DOUBLE

Furdale

CN

Grasswood

CN/CP?

CP