
From: Web NoReply
Sent: Monday, February 5, 2024 10:43 AM
To: City Council
Subject: Email - Communication - Jared Stephenson - 31st Street Bikeway Connection to 33rd Street Shared-use Pathway Functional Plan - CK 6000-5

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

Submitted on Monday, February 5, 2024 - 10:42

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, February 05, 2024

To: His Worship the Mayor and Members of City Council

Pronouns: He/him/his

First Name: Jared

Last Name: Stephenson

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] Temperance St

Ward: Ward 6

What do you wish to do ?: Submit Comments

What agenda item do you wish to comment on ?: 7.2.1 – 31st Street Bikeway Connection to 33rd Street Shared-use Pathway Functional Plan [TS2024-0204]

Comments:

I am writing in support of the following motion:

• 7.2.1 – 31st Street Bikeway Connection to 33rd Street Shared-use Pathway Functional Plan [TS2024-0204]

I support the city administration's plan to create a connecting active transportation route between the 31st St. Bikeway to the 33rd St. multi-use path, and would like to see ALTERNATIVE recommendations sent to city council for approval.

I urge the committee to reconsider and prioritize a route that goes through the existing campus area - preferably a blend of Options 1 and 5 with the following in mind:

- continue to develop a shared use pathway along 33rd St E to the corner of Idylwyld Dr. for connectivity with the future BRT stop.

-regardless of curb separation, avoid placing the route along Idylwyld Dr. for the following reasons: to maximize separation from heavy auto traffic volume to minimize negative aspects related to arterial roadways (possible curb jumping, snow clearing, splashing/misting, limited ability to create good drainage, air pollution, noise, etc.); Option 1 would be more conducive to future connectivity with an ATP route if/when the north downtown is redeveloped; with SaskPoly being set to relocate, and future ownership of the land potentially going to another party, I believe it would be easier to secure this route now; avoid an awkward transition from heading southbound along Idylwyld Dr. to then join the intersection to cross at 31st St.; decrease potential crossing activity and active transportation users at 33rd and Idylwyld intersection and along these arterials which are higher risk areas.

I believe this kind of connection is vital for a any city that is keen to encourage alternative modes of transport within a context of an auto-centric built form and culture, and which is genuinely seeking to change this unfortunate reality. Maximizing safety and convenience is an imperative to encouraging use, and should be done even if at greater financial cost or offence to auto users. Compromise costs lives.

Thank you in advance for your consideration of these matters.

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