

Janzen, Heather

Subject: FW: Email - Communication - Merlin Toth - 31st Street Bikeway Connection to 33rd Street Shared-use Pathway Functional Plan - CK 6000-5

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

Sent: Monday, February 26, 2024 2:37 PM

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

Subject: Email - Communication - Merlin Toth - 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 26, 2024 - 14:36

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 26, 2024

To: His Worship the Mayor and Members of City Council

Pronouns: He/him/his

First Name: Merlin

Last Name: Toth

Phonetic spelling of first and/or last name: Toth

Phone Number : [REDACTED]

Email: [REDACTED]

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: [REDACTED] Isabella St E

Ward: Ward 7

What do you wish to do ?: Submit Comments

What meeting do you wish to speak/submit comments ? (if known):: Regular Business Meeting of City Council
February 28, 2024

What agenda item do you wish to comment on ?: 9.2.1 – 31st Street Bikeway Connection to 33rd Street Shared-use Pathway Functional Plan [TS2024-0204]

Comments:

Your Worship Mayor Clark and Council Members,

At the Standing Policy Committee on Transportation meeting of February 6th, 2024, strong opposition to option 5B, the re-design of the intersection of Idylwyld Dr and 33rd St and removal of the right turn slip lanes on the east side of the intersection to accommodate the new accessibility standards now in place for such infrastructure and an Active Transportation link between 33rd and 31st Streets, was expressed by one member of committee. The opinion expressed, was such that removal of the slip lanes would have a crippling effect on right turning traffic flow in the northbound and westbound lanes by forcing the traffic to wait for a green light in order to make a right-hand turn. I have used that intersection many times in the 12 years that I have lived in Saskatoon and it has been my experience that the slip lanes at this intersection are of limited usefulness because there is no dedicated right turn lane leading into them. On a recent trip through this intersection I observed that only 2 small cars and a full size pickup truck waiting in the righthand lane northbound at the light (which took about 5 seconds to accumulate) were sufficient to block access to the slip lane in question, rendering it inaccessible until the light turned green, at which time a normal right turn would be able to be easily made without the presence of the slip lane. The slip lanes in question are clearly redundant and with the large number of pedestrians and persons using assisted mobility devices moving through this intersection, the space available would be far better used to upgrade the accessibility of this intersection along with construction of the AT connector instead of keeping the present design for a limited number of motorists who are actually able make use of the slip lanes during each traffic light cycle.

I therefore urge you to support the 31st Street Bikeway Connection to 33rd St Shared-use Pathway Functional Plan [TS 2024-0204], option 5B as presented.

Thank you for your consideration of this matter,
Merlin Toth

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