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**From:** Web NoReply  
**Sent:** Saturday, February 3, 2024 11:10 AM  
**To:** City Council  
**Subject:** Email - Communication - Dan Dyck - 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 Saturday, February 3, 2024 - 10:09

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:** Saturday, February 03, 2024

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

**Pronouns:** He/him/his

**First Name:** Dan

**Last Name:** Dyck

**Phone Number :** 306 [REDACTED]

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] 20th Street W

**Ward:** Ward 2

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

**What meeting do you wish to speak/submit comments ? (if known)::** PUBLIC AGENDA STANDING POLICY COMMITTEE ON TRANSPORTATION Tuesday, February 06, 2024

**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:**

To Members of the Standing Policy Committee on Transportation,

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 their recommendations sent to city council for approval.

I believe this kind of connection is vital for a modern city that is keen to integrate current infrastructure into a safer, more continuous, and more accessible network for all modes of travel.

However, I have concerns over some of the "traffic calming" features proposed. I cycle from Meadowgreen to Saskpolytech daily, accessing the 23rd street bikeway at Avenue W. This access point to the bikeway is difficult and dangerous. Because of the corner extension bubbles, I cannot simply stay right and take my turn onto 23rd. Instead, I have to aggressively take/block the only lane from overtaking traffic in order to make this turn. Even as a seasoned bike racer, this takes all of my skill, speed, and confidence to do, and is more risk than a rider on public roads should ever have to take! Please re-consider or re-design these "calming" features. While they may improve ease of use in the direction of the designed route, they make access from the perpendicular road much more hazardous. One design change that could fix this is a bike-path sized cut-through behind these bubbles, so bikes can stay right/turn right, instead of fighting for the one lane through the pinch point.

Another issue on the 23rd bikeway which should be improved there/done better on the new 31st infrastructure, is the signage on the roundabouts. There are 4 yellow arrow signs at the perimeter, but they are oriented square with the road, such that the ones at the sides are on edge and nearly invisible to incoming traffic. When there is no snow to further mark out the lane, these seem to get knocked off about once a week. Once the snow shows up, I don't see them knocked down with the same frequency. This makes me think they are not seen! You could place more signs in the gaps between, or just clock what is there over by 30 degrees so folks in big trucks see them. The roundabouts are a good feature on bikeways though, it keeps the road open and useable, but less appealing to frequent non-local car use.

I want this kind of city. This 31st St. proposal looks great, but please consider my points above.

Sincerely,

Dan Dyck

Ward 2

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