

---

**From:** Web NoReply  
**Sent:** Sunday, May 5, 2024 9:53 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

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

Submitted on Sunday, May 5, 2024 - 21:53

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:** Sunday, May 05, 2024

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

**Pronouns:** He/him/his

**First Name:** Laurence

**Last Name:** Thompson

**Phonetic spelling of first and/or last name:** Thompson

**Phone Number :** [REDACTED]

**Email:** [REDACTED]

**I live outside of Saskatoon:** No

**Saskatoon Address and Ward:**

**Address:** [REDACTED] Elm St.

**Ward:** Ward 7

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

**What meeting do you wish to speak/submit comments ? (if known)::** Standing Policy Committee on Transportation

**What agenda item do you wish to comment on ?:** 7.1.1

**Comments:**

I support the recommended option for 2nd-3rd Ave N of "Widen to the West – Separated Sidewalk" with " pedestrian actuated signals at King Street and at Duke Street", both for this street, and as a general approach on major arterials with two or more lanes each way. On two-lane-each-way streets, for pedestrians, intersections crossings and even zebra crosswalks are dangerous and unusable in heavy traffic. The pedestrian-actuated crosswalks make sense as to location, and providing safer ways to cross this stretch of street in stretch that currently 500+ metres of unsignalled street.

I note other streets that I use or have used that have similar long stretches with no safe way to cross in heavy traffic (such as during commuting hours): Lorne Ave. from Ruth north to Taylor (800 m with no signals) and Eighth St. between Clarence and Cumberland (also 800 m with no signals). (This latter stretch of Eighth is crossed by many pedestrians and cyclists at Monroe and at Wiggins, as they commute to and from the university / RUH health campus). I would urge the committee to also look at similar solutions for these and similar roads.)

Secondly, I support the separated walkway concept. A major problem with walking on arterial streets is that during the spring melt and rainstorms traffic passes at high speed and sprays water 1 or 2 metres onto the sidewalks. Although half a metre separation of the walkway is not enough, it is at least a start to providing enough room to duck away from these splashes.

Thank you, City Council, for your attention to improving the ability of walkers and cyclists to safely move around our city!

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