March 9, 2007

To The Members of The Executive Policy Committee:

My name is Janet Rak and my husband and I have been living on McIvor Avenue for the past 16 years. We have two children, ages 10 and 7, who attend Sun Valley School. We are strongly opposed to the re-opening of McIvor Avenue due to the potential risk to our personal safety this decision would impose on all residents of this area and MOST importantly, our children.

KEY SAFETY ISSUE

The children who live on McIvor Avenue attend Sun Valley School and DO NOT HAVE A SIDEWALK or alternate, safe route to either walk or bike to school. This is a residential street, which is narrow, contains no shoulders on either side, and there are DEEP ditches on both sides filled with either snow or water throughout most of the school year. The children DO NOT QUALIFY for school bus service of any kind. In order to use the city transit system, McIvor residents walk to the bus stops, which are located along Ragsdill Road, De Vries and Gateway Road. With the **current** volume of traffic using McIvor (+/-1000 vehicles per day, reported as acceptable volumes), these tasks are relatively manageable. Should McIvor re-open, contrary to all logic, permitting 3000 to 4000 vehicles to drive within inches of any human being without any regard for their personal safety would be unconscionable!

In direct contrast, the children who live in Algonquin Estates (Ragsdill Road and attached cul-de-sacs) have access to sidewalks and safe, direct access to the public transit system. Ragsdill Road is identified as one of the area collector streets and was designed accordingly. The children who live on Bonner Avenue and Knowles are transported to school by the River East-Transcona School Division Transportation Department automatically.

It is also important to note that children who walk from Algonquin Estates cross the street at the intersection of McIvor and Clearview to attend school. Re-opening McIvor would also put them at increased risk by permitting upwards of 4000 vehicles to travel through this intersection on a daily basis.

These are relevant facts that Councillor Browaty, and his cohorts, the Citizens for Democratic Transportation Solutions (CDTS), have deliberately ignored in their quest to fulfill their personal agendas. Additionally, anyone who claims they are "inconvenienced" because they can no longer abuse McIvor by using it as a short cut between Lagimodiere Boulevard and Henderson Highway should have no influence over this matter.

CDTS's CONCERN OVER INTERSECTION

The members of the CDTS are malcontented individuals who have opposed the McIvor closure right from the beginning. In their presentation to the Standing Policy Committee on Property & Development (and I suspect in their presentation to the Executive Policy Committee), they have masked their personal interests with a façade of concern over the safety of the intersection at Lagimodiere Boulevard & Springfield Road. The information presented has been skewed to support their case, most notably, the information quoted from Manitoba Public Insurance.

I spoke with a representative from Manitoba Public Insurance, Public Affairs who told me that MPI DOES NOT attribute any increase in collisions at the Springfield/Lagimodiere/Molson/De Vries intersection to the closing of McIvor Avenue specifically, and have no method of collecting such data whatsoever. This has long been a problematic intersection due to poor design, but it IS controlled by traffic signals. Any increase in traffic volume, I was told, has a number of contributing factors and more likely due to growth in both residential and commercial development east of Lagimodiere and north of the perimeter.

According to the revised *North Kildonan Traffic Study*, Springfield Road is a Regional Street that, in the absence of an appropriate arterial facility, will function as the major cross-town traffic route in the area. Obviously, the construction of the Chief Peguis Trail will provide a solution to the traffic volumes on Springfield Road.

It also important to note that there are no residences along Springfield Road between Lagimodiere Boulevard and Raleigh. There are 90 homes between these two points on McIvor Avenue and no traffic signals to control traffic at the Lagimodiere Boulevard and De Vries Avenue access point.

SPEED BUMPS AND TURN RESTRICTIONS

The concern some residents and the Winnipeg Fire Paramedic Services have over the speed bumps and turn restrictions on Bonner Avenue & Knowles is a separate issue all together and has no bearing on the debate over the re-opening of McIvor Avenue. The residents of these two streets petitioned to have the speed bumps and turn restrictions installed which required at least 70% agreement. They have since changed their minds and therefore signed the petition initiated by the CDTS to have them removed. This highly publicized petition deals with numerous issues, not solely the closure of McIvor Avenue.

Further to the presentation by the CDTS, it is highly presumptuous of them to discuss the results of the past Civic Election. Did this group have access to information on how individual members of households voted or their reasons for that matter? Their entire presentation should be disregarded since it is based on pretence and misrepresented facts in an attempt to reverse a decision that was based on sound evidence.

It is also questionable why Councillor Browaty's support to re-open McIvor Avenue has not been considered a blatant **conflict of interest** since Bonner Avenue residents have always been opposed to the closing of McIvor Avenue fearing an increase in traffic on their street. Councillor Browaty and his family live on Bonner Avenue, which sends the message that he has a personal interest with this issue.

RELEVANT FACTS SUPPORTING THE MCIVOR AVENUE CLOSURE

- Recommendation by the Planning, Property & Development and Public Works Departments that McIvor Avenue remain **permanently** closed as per By-law 90/2005.
- McIvor Avenue is **now** operating within acceptable volumes
- (+/-1000 vehicles per day).
- McIvor is a substandard roadway which restricts vehicle capacity and if re-opened, will impose an absolute risk to public safety.
- Ragsdill Road is operating **well within acceptable levels for a collector street.**
- Bonner and Knowles are operating within acceptable volumes and will experience reduced through-traffic with the development of Headmaster Row.
- Springfield Road is to function as the major cross-town traffic route until the Chief Peguis Trail is constructed.
- The development agreement under File DASZ 13/2000.
- Mere inconvenience cannot be a reason to support the re-opening.
- All six east/west streets in North Kildonan, including McIvor Avenue, have been FAIRLY sharing the traffic since the closing of McIvor and development of Strongberg Drive.
- The long history on this issue concluding with Council Decision on March 24, 2004, approving the **permanent** closing of part of McIvor Avenue and opening a public walk, both between Strongberg Drive and De Vries Avenue as per File DAOC 1/2004.

I assure you that re-opening McIvor Avenue, thereby, allowing most of the through-traffic back onto this street, is neither a "quick fix" nor a "democratic solution" to the traffic problems of North Kildonan. The closing was not done "prematurely" since this has been the plan for decades!

Perhaps I am naïve with the inner-workings of City politics, but I remain hopeful that Council members will again vote to keep McIvor Avenue PERMANENTLY closed at De Vries as per By-law 90/2005, based on all relevant facts and the recommendation by your own Planning, Property and Development and Public Works Departments. Please don't be influenced by the CDTS's misrepresented facts, including their petition, which dealt with more than one issue in this area, or least of all, to facilitate personal political agendas.

Respectfully,

Janet Rak