Re-Opening of McIvor Avenue

Citizens for Democratic Transportation Solutions (CDTS)

March 14, 2007
Executive Policy Committee

Who is CDTS?

- In the Spring of 2004, a coalition of over 150 concerned residents throughout North Kildonan banned together to form the Citizens for Democratic Transportation Solutions (CDTS) as a result of a long standing and growing frustration over former Councilor Mark Lubosch's handling of transportation issues in his ward.

Who is CDTS?

- CDTS is not a fringe or special interest group. Our membership is broad based with residents and businesses from all parts of the North Kildonan Ward.
- The impetus of the group's formation was the result of the temporary street blockade in 2002 at McIvor and Devries Avenue.
- Through research we have determined that the road closure was put through in an unfair and illogical process and has put public safety at risk.

Background

- The 1984 North Kildonan Traffic study only " recommended" the closure of McIvor. This 1984 Plan was taken as information only and not adopted as policy.
- Several other recommendations were made that never came to fruition.
- For example, it was also recommended that Gilmor and Sun Valley be connected as well as the construction of the Chief Peguis Trail between Lagimodiere Blvd. and Henderson Highway both which never materialized. Paving of McIvor Avenue east of Gateway Road.
- It is important to note the while the closing of McIvor maybe a consideration in the long run, closing it at this time in the absence of first implementing other key recommendations as outlined in the 1984 North Kildonan Traffic is unjustifiable and is at root cause of the community's uproar.

The Purpose of Plans

- Plans are intended to ameliorate the quality of life of the majority of citizens.
- The measure of any city plans' success is its acceptance and wide spread support by the citizens.

The Public Outcry

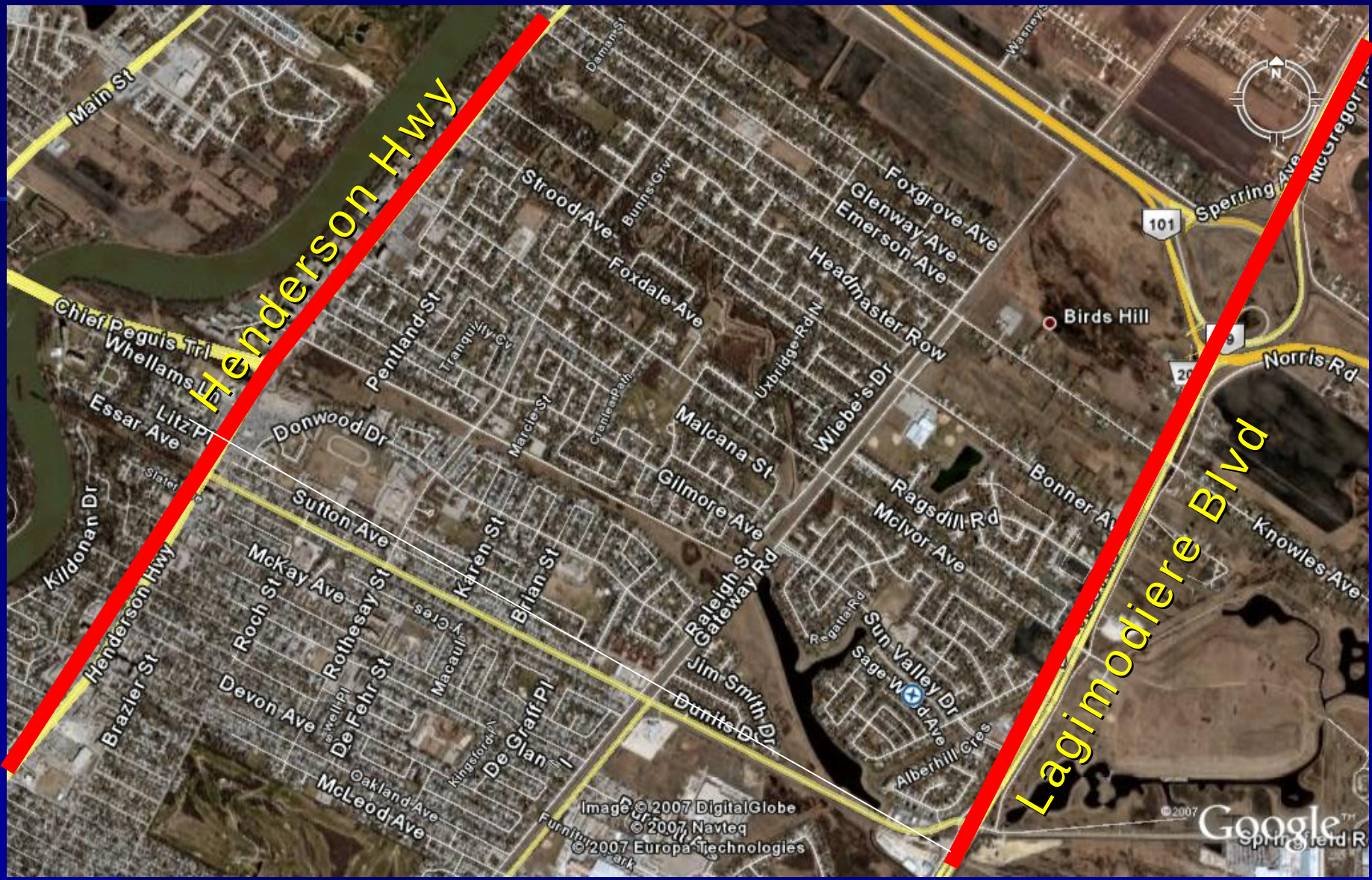
- A town hall meeting in August 2002 saw in excess of 600 people attend a meeting at Gateway Community Club. 95%+ of people were against the McIvor closure.
- In September 2002, a petition of 700 names that demanded the immediate removal of the McIvor Avenue road barricade was presented to the Standing Committee on Public Works.
- On November 8, 2004, a petition of over 4,000 names of North Kildonan residents (18 years+) collected in a one-month period calling for the immediate removal of the McIvor Avenue barricade was presented to the Mayor's office.
- Despite the community's uproar on this issue former Councilor Mark Lubosch chose to ignore the demands of his constituents.

Root of the frustration

- Why were the people upset? Failure to implement the 1984 Plan in a rationale sequential manner.
- The only section of street that benefited from the closure was McIvor east of Gateway.
- Weekday traffic volumes on this short stretch (85 households) went from 2,614 to 265.
- Traffic volumes on McIvor west of Raleigh (remaining 70% portion) did NOT improve whatsoever as a result of the McIvor closure. Best kept secret!
- Weekday traffic volumes (McIvor west of Raleigh) prior to the closure were 4,499, and 4,612 after the McIvor closure (Source: City of Winnipeg Transportation Department).

Root of the frustration

- The 1984 North Kildonan Traffic Study states, "...the upper limit considered appropriate for local residential streets ranges between 1,000 and 1,600 vehicles per day." (page 18)
- According to the 2002 North Kildonan Traffic Study McIvor west of De Vries was taking 2,600 vehicles per day which does not significantly exceed the daily maximum of 1,600.
- In 1982, McIvor residents tried unsuccessfully to close McIvor when traffic volumes hovered around 1,100 vehicles per day which were well within tolerable limits. Actually convinced the city to close McIvor for a one year trial period.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Emerson Ave
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Sperring Ave
McGregor
Norris Rd
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Gilmore Ave
Ragsdill Rd
McIvor Ave
Bonner Av
Knowles Ave
Sutton Ave
McKay Ave
Roch St
Rothesay St
Karen St
Brian St
Raleigh St
Gateway Rd
Sun Valley Dr
Sage Wood Ave
Jim Smith Dr
Dunits Dr
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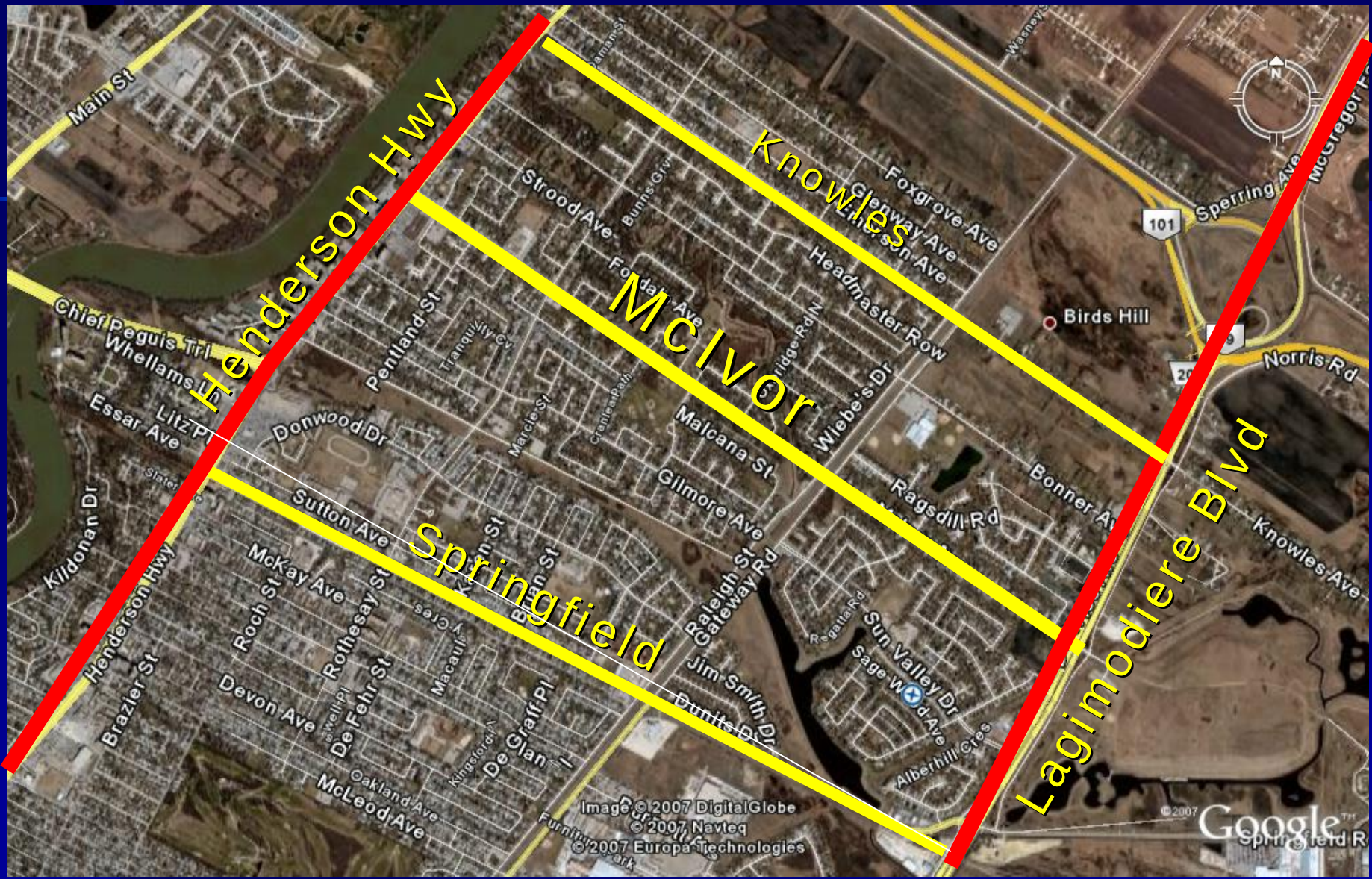
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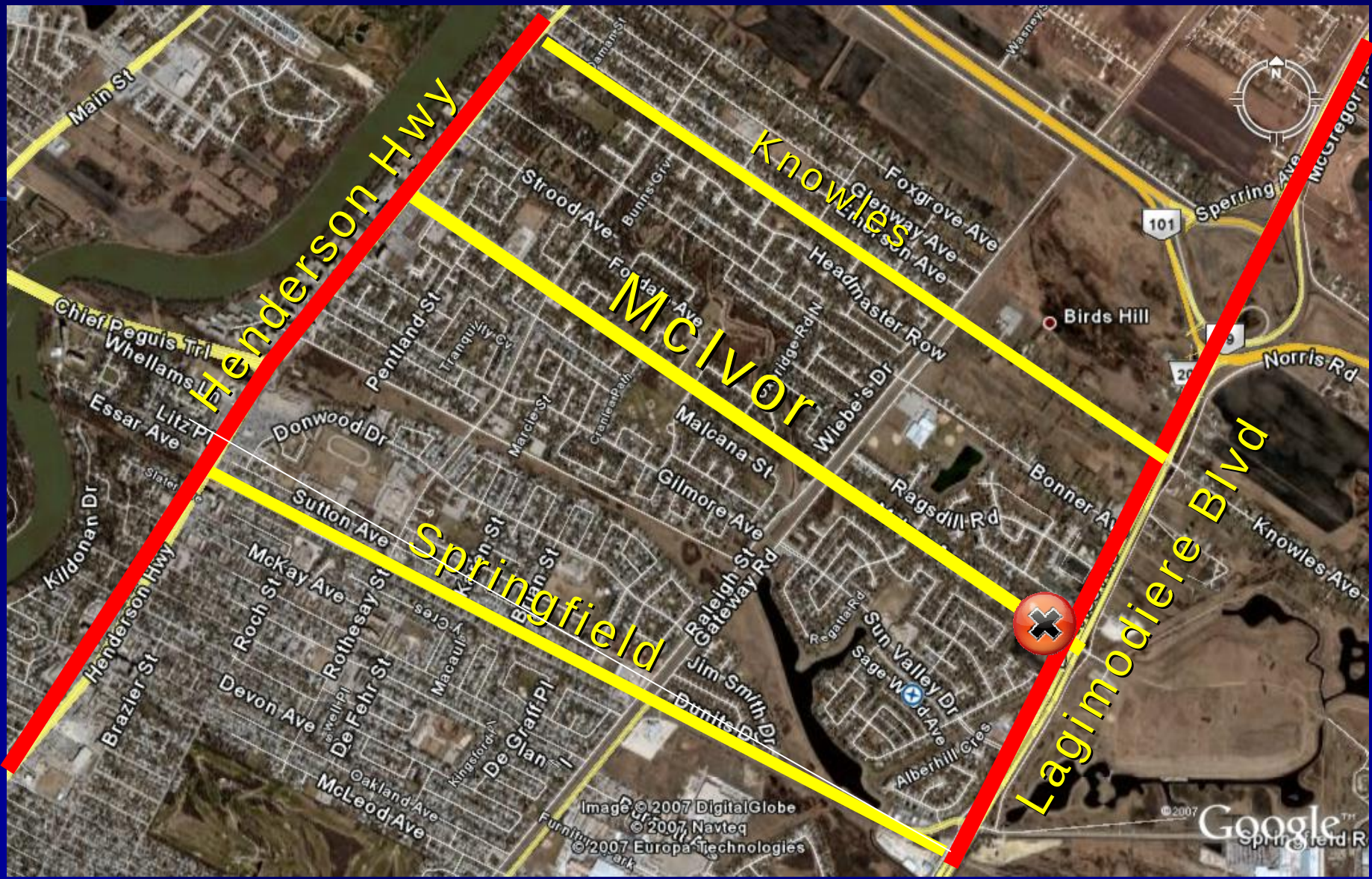
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Risk to Public Safety

Springfield & Lagimodiere



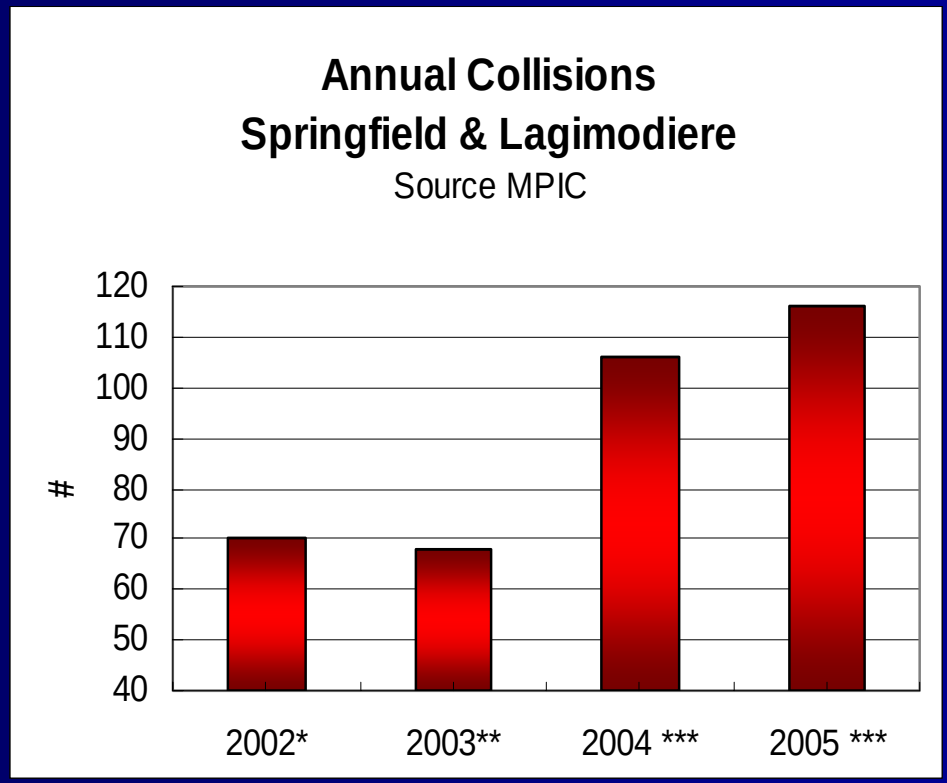
Risk to Public Safety

- Post McIvor closure the vehicle collision rate at the intersection of Springfield and Lagimodiere has increased by an unconscionable 65%. (Source: City of Winnipeg Police and Manitoba Public Insurance Corporation).

- The McIvor closure increased traffic volumes at this already overburdened intersection and pushed the volume to capacity ratios into dangerous levels (2003 North Kildonan Traffic Study). In fact, this intersection currently has the highest incident of injury rate.

- This increase in collisions has costs taxpayers an additional $200,000+ annually through increased claims at MPIC. Thankfully, no fatalities have yet occurred.

Collisions Spike When McIvor is Closed



* MPIC collected data only from June to December. During that period there were 37 collisions. Estimated annual collisions at 70. McIvor closed July 2 to October 21,2002.
** McIvor re-closed April 23, 2003
*** Years in which McIvor was closed for the entire 12 month period.

Manitoba Public Insurance

- Here is what John D. Douglas, Vice President, Corporate Public Affairs Manitoba Public Insurance had to say with respect to collisions at Springfield and Lagimodiere in an e-mail of Dec 5, 2006.

Manitoba Public Insurance

"While there has been some growth the number of crashes and claims at the intersection, a great deal of the difference can be accounted for by the annual growth in traffic volumes at the intersection mentioned earlier in the email*."

(*Volume-to-capacity ratios, 2003 North Kildonan Traffic Study)

John D. Douglas, Vice President, Corporate Public Affairs Manitoba Public Insurance

Was Due Diligence Followed?

- The City of Winnipeg administrative report that recommended the closure of McIvor was tabled in December 2002.
- There is no reference whatsoever to the closures impact at Springfield and Lagimodiere just 1km away.
  - 1984 Plan had over 6 pages dedicated towards collisions/intersections.
  - Traffic volume in 1984 was 4,900 versus current 17,000 (250%+).
  - Traffic collisions in 1984 was 13 versus current 120 (800%+).
- One year later the administration cites serious concerns related to the Springfield and Lagimodiere intersection post McIvor closure (2003 North Kildonan Traffic Study).

2003 North Kildonan Traffic Study

- "With the recent closure of McIvor Avenue west of De Vries Avenue, there has been an **increase in traffic volumes** at the intersection of Springfield Road/Lagimodiere Boulevard/ Molson Street/De Vries Avenue."
- "The intersection of Springfield Road/De Vries Avenue/Molson Street/ Lagimodiere Boulevard is **already operating at levels beyond capacity."**
- "There is an **existing congestion and collision problem** at the intersection of Springfield Road/Molson Street/De Vries Avenue/Lagimodiere Boulevard."

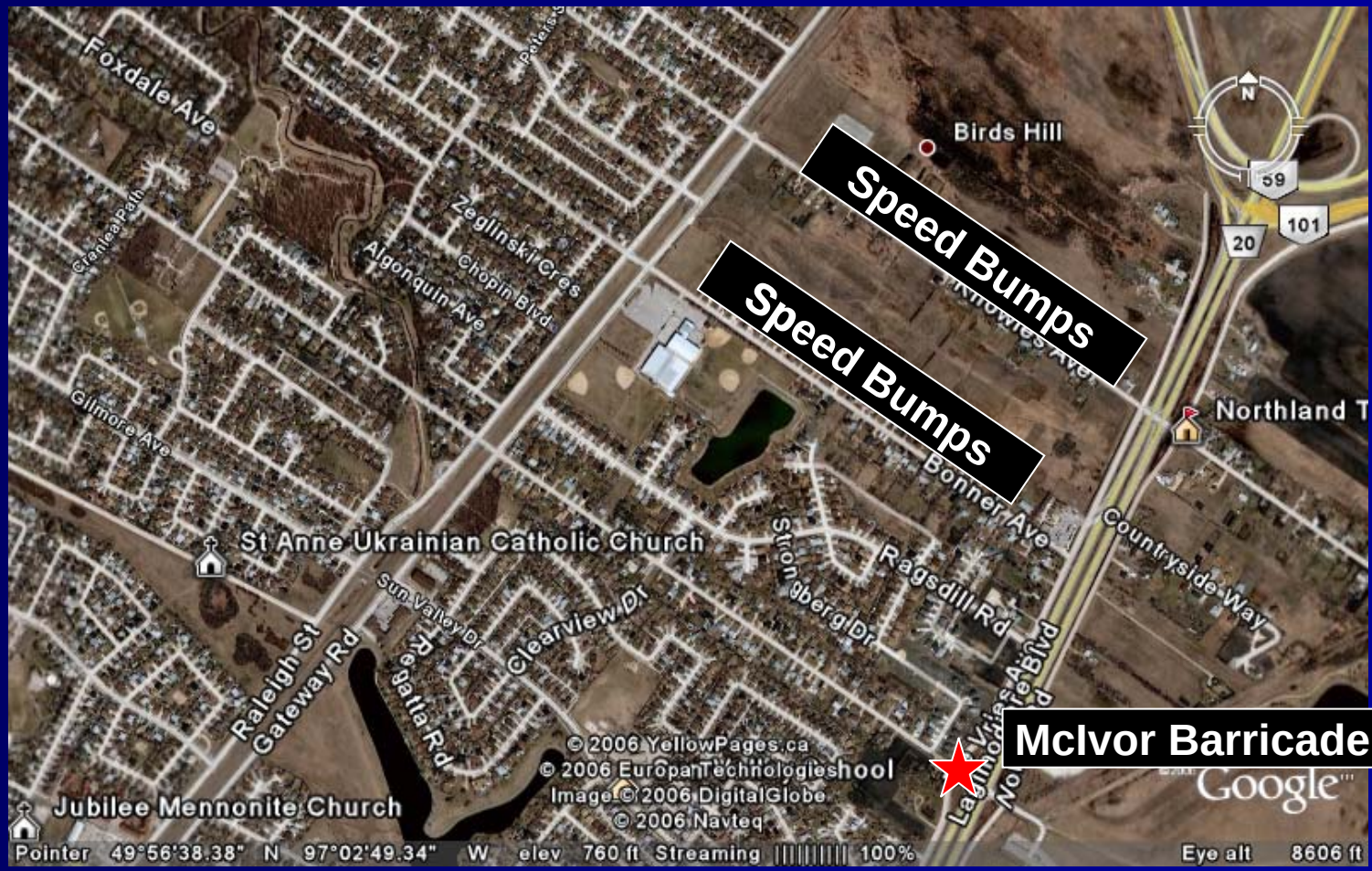
2003 North Kildonan Traffic Study

- "Due to the increase in traffic volume (post McIvor closure), the level of delay to motorists has **increased significantly** during the peak hours. The level of service at Lagimodiere Boulevard and Springfield Road is **very poor** during the P.M. peak hour. (volume to capacity ratio post McIvor closure 1.42)"

- "A volume-to-capacity ratio (v/c) of less than 1.0 generally indicates a **desirable** level of service."

- "The Fire Paramedic Service has indicated they receive a **high** number of calls to the intersection of Springfield Road/De Vries Avenue/Molson Street/Lagimodiere boulevard for **motor vehicle collisions."**

As a direct result of the McIvor closure, speed bumps where installed on Bonner and Knowles with a $25,000+ price tag.



Low Area Growth Rate

- According to Census Canada, the population of the North Kildonan Ward between 1996-2001 declined by 2.8 per cent.
- The annual growth rate in the housing stock was less than one per cent.
- According to CMHC, annual housing starts in North Kildonan and East St. Paul have remained steady with each averaging 80 units between 2000-2006.

What did Winnipeg Fire Paramedic Services say?



Winnipeg Fire Paramedic Services

- "WFPS has concerns with the closure of McIvor at DeVries as it has the potential to be detrimental to response times, over the longer term, in the Eastern section of the ward."
- "Speed bumps are of a great concern as to their potential to slow response times and to increase maintenance costs and downtime of apparatus due to suspension and chassis damage"
- Information is taken from Winnipeg Fire Paramedic Services (Fall 2006)

What did the December 2002 Administrative Report State?

- "The Fire and Paramedic Service and Winnipeg Police Service were consulted with respect to any impacts to services provided to the residents of North Kildonan as a result of the McIvor Avenue closure. Neither department indicated that their services to the community were negatively impacted." (page 13)
- The administration failed to take into account the WFPS concerns related to the McIvor closure in December 2002 **and** February 2007.

There are three possible explanations

- Gross negligence on the part of the administration.
- Collusion between the administration and former North Kildonan city councilor.
- The administration does not give serious consideration to the concerns from the WFPS on issues related to public safety.

Democracy Prevails



Democracy Prevails

" We ran a tremendous campaign, but there was a lot of anger over the traffic issues around McIvor." Lubsoch said.

Winnipeg Free Press
October 26, 2006

“Lubosch campaign derailed at McIvor “

Front page headline
The Herald November 2, 2006

Democracy Prevails

- Councillor Jeff Browaty was transparently clear on the issue of opening up McIvor Avenue throughout his election campaign.
- In fact, he was the ONLY candidate who campaigned to re-open McIvor.
- The 2006 election results were clear and the residents of North Kildonan have spoken.
- In the 2002 civic election Mark Lubosch received 2,726 votes in polling stations north of Gilmore including Sun Valley and Algonquin Estates. This area is most impacted by the McIvor closure.
- In 2006, Lubosch's vote count plummeted by 70% to 825. Keep in mind that of those 825 votes 20% came from McIvor east of Gateway (closed portion).

Democracy Prevails

- CDTS was unfairly labeled as a 'special interest group' and accused of pitting neighbour against neighour. In fact, this issue helped bring OUR community together and ultimately held our elected representative accountable.
- As previously stated, in 2004, our group collected a petition of over 4,000 names of local residents over a 4 week period calling for the immediate opening of McIvor.
- Lubosch chose to ignore the demands of his constituents and he paid the ultimate price in making that decision.

Change in the information landscape

- The recently discovered concerns from the Winnipeg Fire Paramedic Services are **paramount** and need to be dealt with immediately.
- The dangerous vehicular collision ramifications at the intersection of Springfield and Lagimodiere as a result of the McIvor closure cannot be ignored.
- Chief Peguis Trail is now in the 5 year capital plan.
- The 2006 election results in North Kildonan indicate there is no division whatsoever on the issue of the opening of McIvor Avenue. In fact, the only people who are on record as supporting the closure (8) live on the closed section of McIvor.
- Debra Burak 1075 McIvor recently spoke out against the closure. In addition 590 McIvor (Kuzminski).

Change in the information landscape

- If 'safety' issues are a concern of McIvor residents east of Gateway then they should proceed to have their street paved and have sidewalks installed.
- This has always been a long standing recommendation (1984 Plan) from the City of Winnipeg Transportation Department, however, residents on this stretch of McIvor refuse to have this done.
- Cannot complain about traffic safety while refusing to upgrade streets/sidewalks over the past 20 years.
- McIvor between Raleigh and Henderson Highway (remaining 70% portion) was paved with sidewalks over two decades ago.
- Numerous McIvor residents made financial windfalls when Ragsdill was constructed.

Democracy Prevails

- The citizens of North Kildonan have sent a clear and unequivocal message to our political representative:

OPEN McIVOR
IN AN EXPEDITIOUS MANNER
TO
RESTORE PUBLIC SAFETY!

Re-Opening of McIvor Avenue

Citizens for Democratic Transportation Solutions (CDTS)

Thank-you