The McIvor Ave. Closure

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Member of the McIvor/Strongberg Ave. Residents Association

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The Recommendation

- Repealing by-law 90/2005.
- **The City council approved by-law/street closure of McIvor Ave. at DeVries - May 2005.**
- **Residents of McIvor and Strongberg in complete opposition to this recommendation!**

Why oppose this recommendation?

- **#1 reason: Direct Impact on Safety and Protection of 124 homes and families. (McIvor and Strongberg)**
- No other safe guards in place.
- Planned recommendation finally implemented after 21 yrs.
- McIvor not designed for thousands of cars/day.

Area History

- 1980's North Kildonan traffic concerns for residential streets **not** designed for high traffic volumes.
- City of Winnipeg traffic plan written for the future.
- That future is now!
- Plan tied to new residential development in North Kildonan.

History cont-

- Building of Ragsdill and Headmaster (collector streets)recommended.
- Ragsdill completed in the 1980's.
- Headmaster completion set for 2008.
- Closure of McIvor and Knowles recommended to stop cross town traffic.
- McIvor/Knowles not designed for thousands of cars/day.

East-West Corridor-

- Recommendation made for east-west corridor.
- Chief Pequis Trail extension building to start 2008.
- Chief Pequis Trail = East-West corridor.
- Chief Pequis Bridge built in 1990's ahead of Trail extension.

Time lines-

- Residential development slow.
- Recommendations implemented in stages.
- Over two decades to complete the necessary development to create collector streets.
- 4 years of Community council meetings, public discussions, extensive traffic studies, City dept. consultations prior to By-law 90/2005.

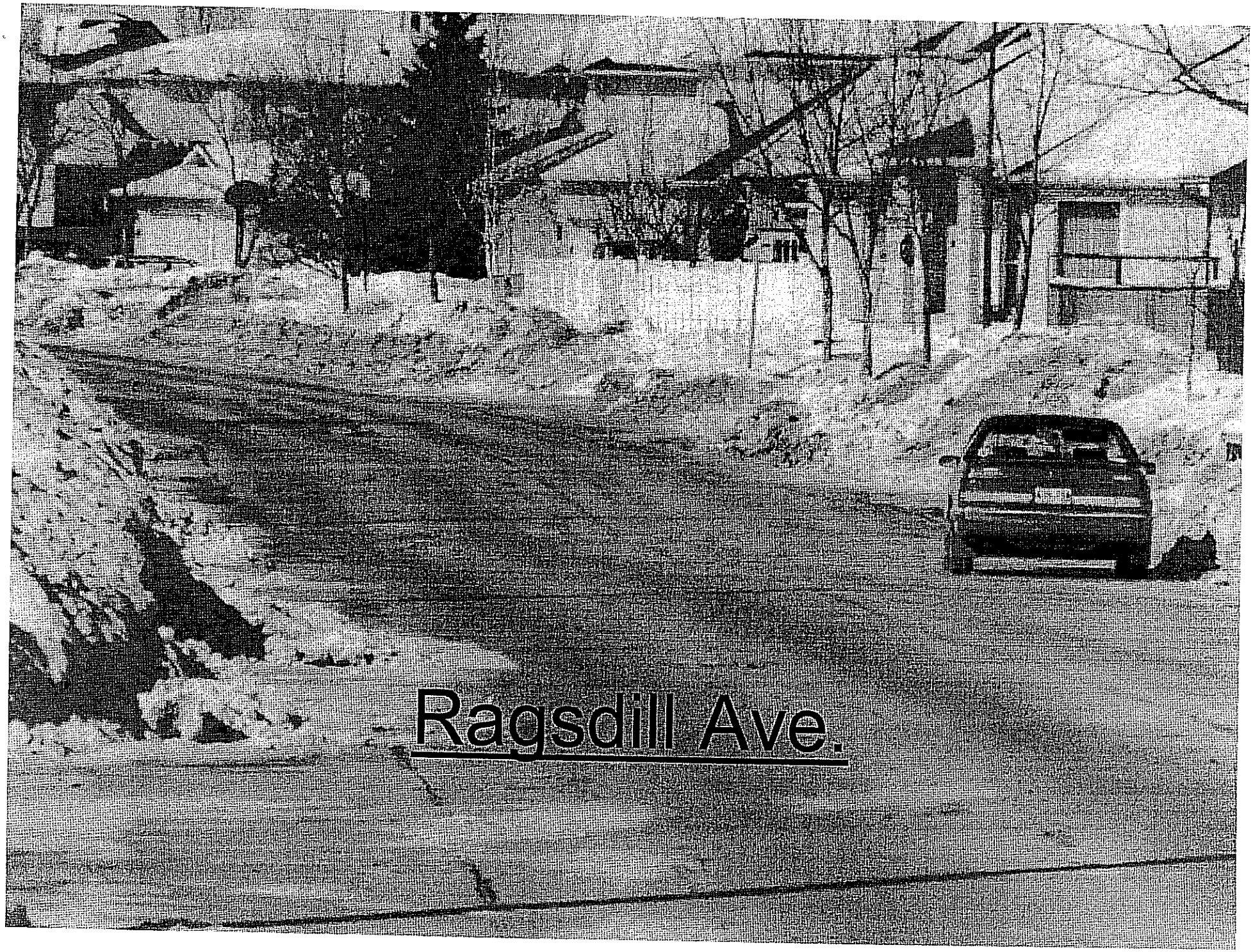
What has occurred so far? -

- McIvor closure coincided with the Strongberg residential extension.
- Knowles Ave. slated to be closed off to cross town traffic with the completion of the Headmaster development in 2008.

Structural Differences

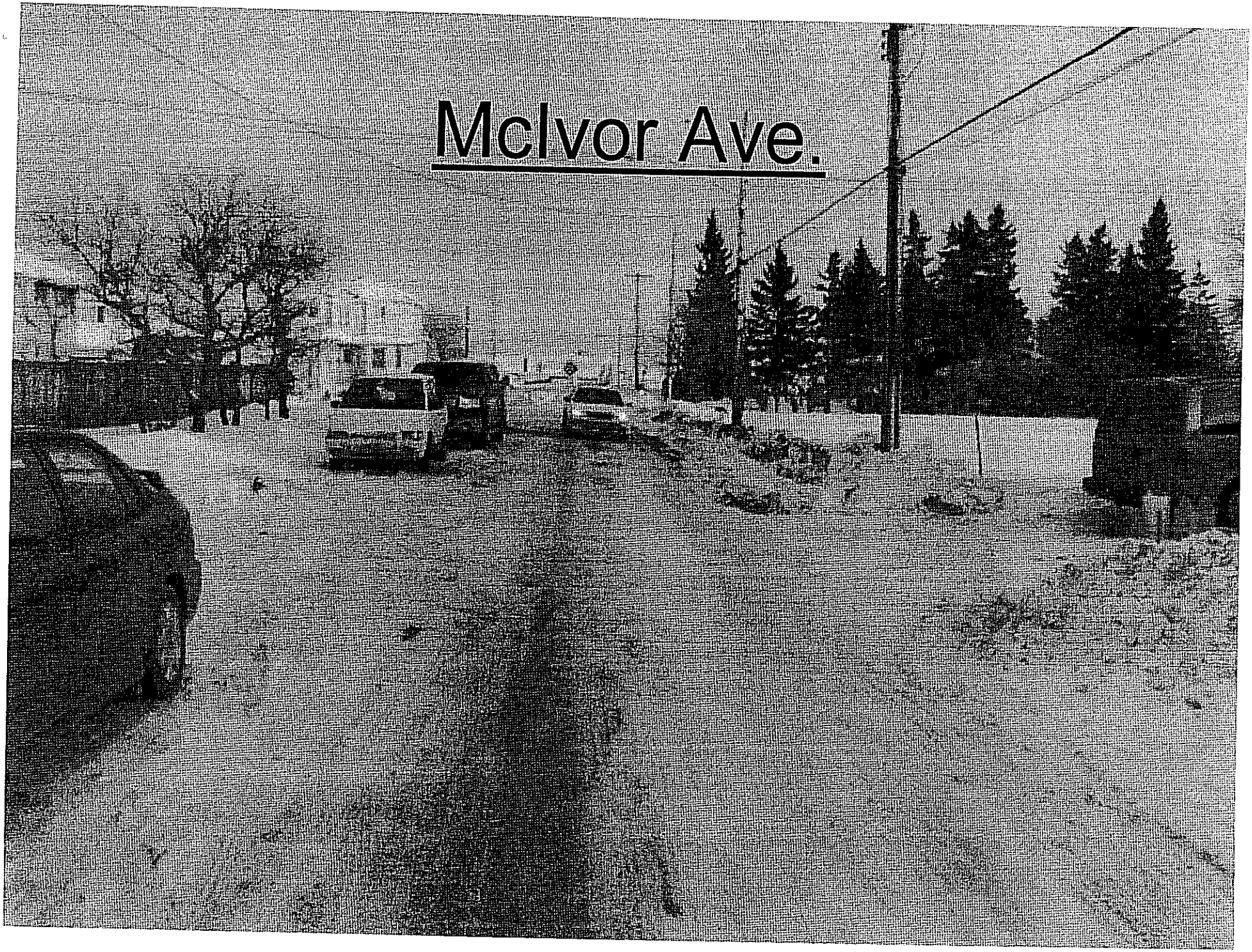
- **Ragsdill: Residential collector designed for up to 5000 cars/day.** (City of Winnipeg Transportation Standards Manual.)
- **Ragsdill built as a main residential collector streets in the area.** (sidewalks on both sides to provide safe pedestrian travel.)
- **2004 traffic counts**

  Ragsdill :2000 vehicles/day. Less than half of its designed capacity.)


Ragsdill Ave.

Structural Differences(cont)

- **McIvor, Bonner and Knowles Ave.** rural section streets (as found in Charleswood) with ditches and no sidewalks.
- **Never designed for high traffic volumes**.
- When open, McIvor forced to carry 2600+ vehilces a day.(More than Ragsdil Ave.)


McIvor Ave.

Democratic Process used-

- **4 years of Extensive studies**, community council and public **meetings**, resident workshops, and departmental **consultations.**
- **Closure and impact carefully assessed**.
- **February 13/2007 Public Works and Property Planning departments report, continues to strongly support keeping McIvor Ave. closed**.

Democratic Process cont-

- **January 13/2003 Public works ,Winnipeg Fire and Paramedic (WFPS) and Police Services report emergency services to North Kildonan would not be negatively impacted by McIvor Ave. being closed.**
- **Feb 28/2007 Fire Chief Ken Sim (WFPS operations) advised he had no information to show high standard of emergency services offered by the WFPS negatively affected by the closure of McIvor Ave. (3 yrs after closure)**

Fairness for North Kildonans-

- Headmaster collector street will provide Knowles and Bonner Ave. (rural cross section roads) with improved safety for residents.
- Chief Pequis corridor funding approved.
- Fairness for other residents from City recommendations.
- Improved safety for other residents.

(1)Safety Issues-

- **Number one concern about reopening McIvor Ave is for public safety of area residents and their children!**

- Keeping McIvor closed means safety and protection for area residents!

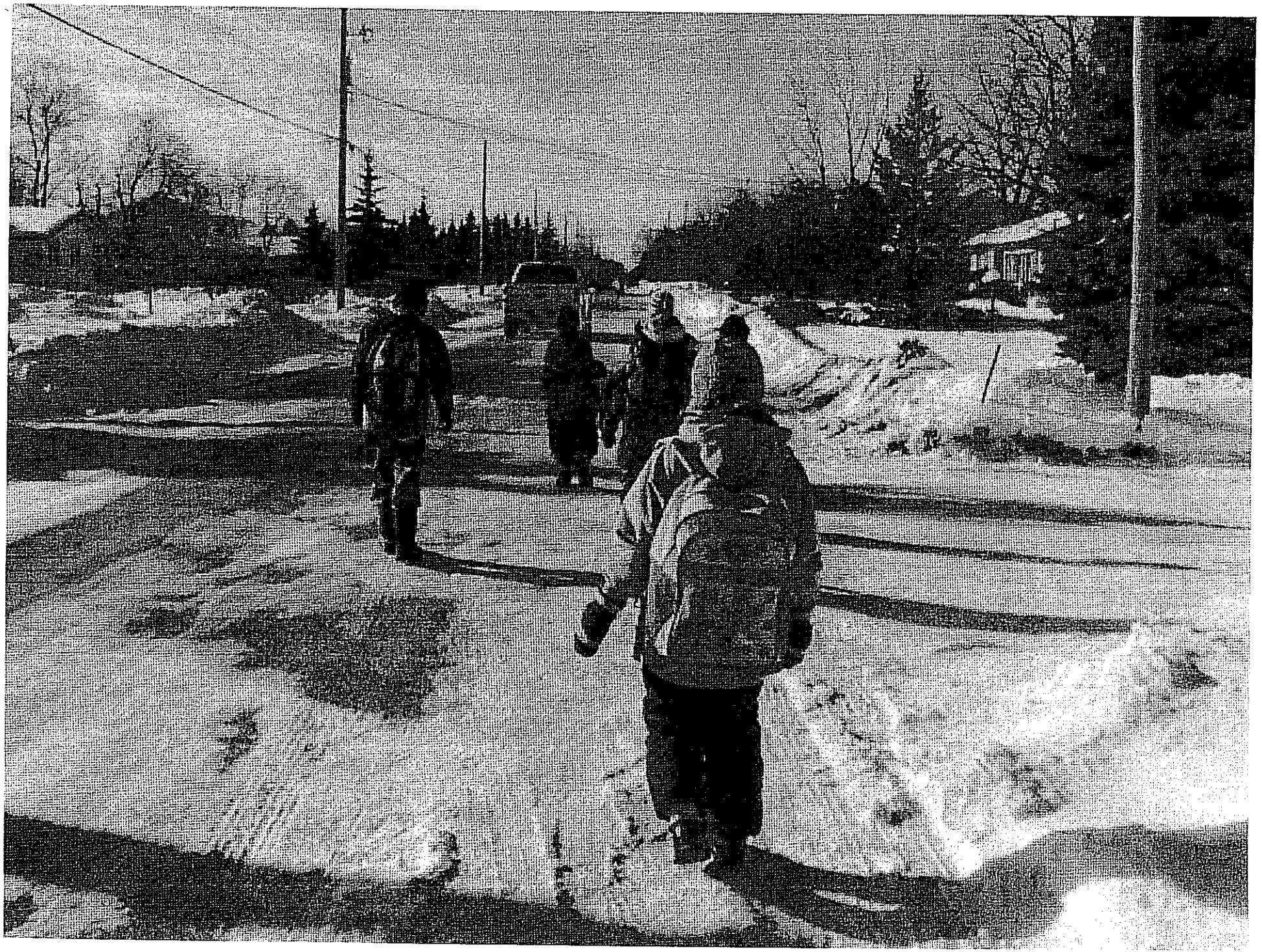
(2)Safety Issues-

- **Closure of McIvor provides a public walkway for Strongberg and McIvor Ave. school children to get to school and City bus service.**

(If opened, no other safe guards in place to access basic City and school bus transportation needs of area families.)







Safety measures if McIvor reopened?-

- **(1)Since the Nov/2006 recommendation started, no consultation has been carried out with McIvor and Strongberg residents about the closure.**
- **(2)No strategy or planning in place to address residents safety concerns has been provided.**
- **(Note: McIvor would not be allowed any traffic calming measures if opened! Bonner and Knowles Ave. have these measures.)**

Safety issues-

- Concerns for Ragsdill area children who go to Sun Valley school. Cross McIvor Ave. at the pedestrian crossing at Clearview.
- (Note: Sun Valley school used to post a student safety patrol at this location. Practice stopped as too far removed from the school. 2600+ cars down McIvor Ave. threatening area children.)

Vehicle Collision Data-

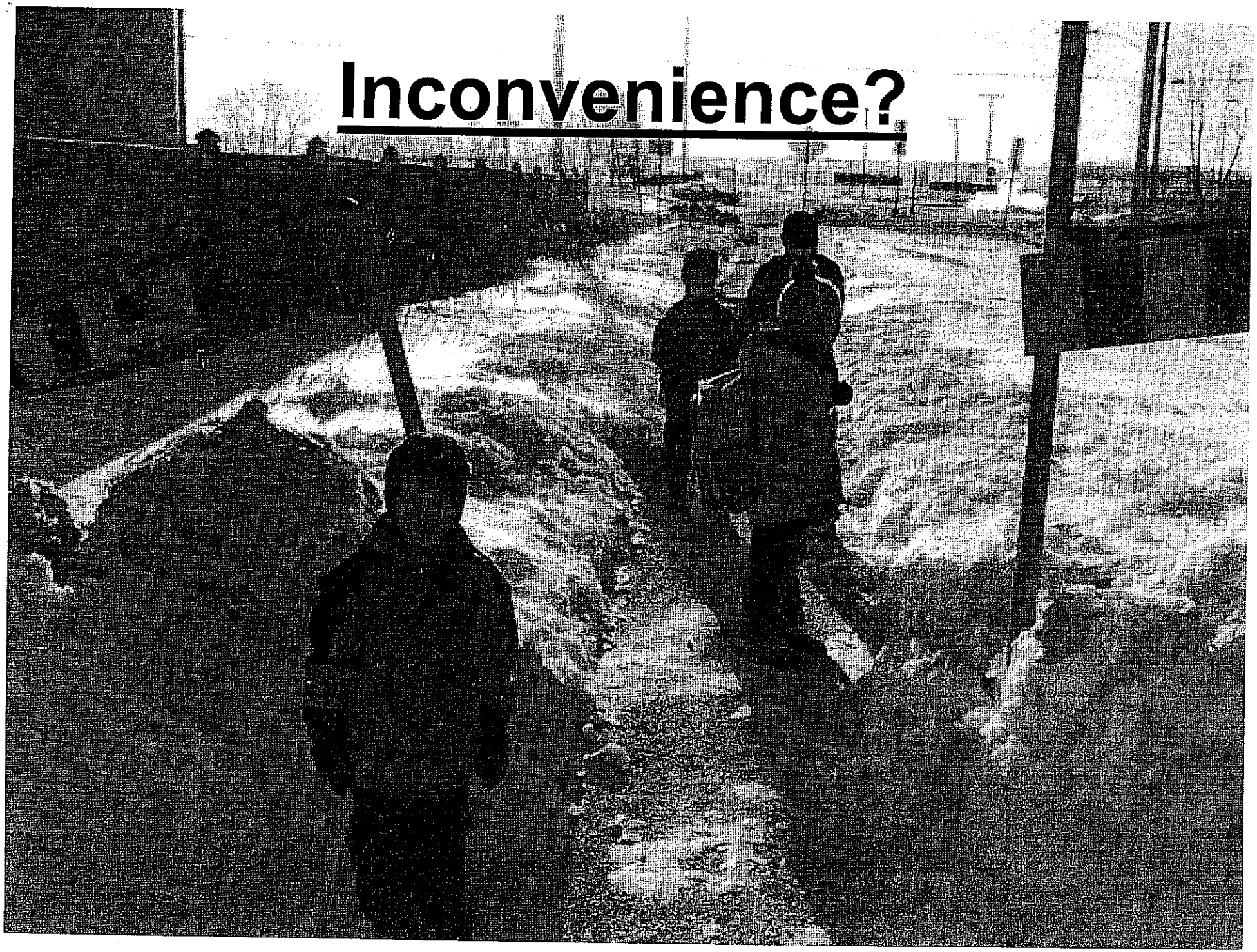
- City of Winnipeg Collision data: 2001-2004, (Collected from Public works & WPS).
- 2002 –Lagimodiere & Springfield: 50 (Before closure).
- 2003 – Lagimodiere & Springfield: 36
- 2004 - Lagimodiere Blvd & Springfield had 50. (McIvor closed)
- 2005 - Lagimodiere & Springield: 44 (Preliminary report shows decrease) McIvor closed, By-law enacted May 2005.

Legal issues-

- City of Winnipeg **Legal services** citied in By-law 90/2005, "**It is determined that no person or class of persons shall be considered as being injuriously affected by the closing of McIvor Ave. between Strongberg Drive and De Vries Ave.**"
- Strongberg Ave. residents bought properties under developer's agreement with the City that McIvor Ave. would be closed.

The CDTS-

- **Citizens for Democratic Traffic Solutions (CTDS) is a Ragsdill collector street based community group.**
- **Terry Kozak and Tom Kormylo (CDTS members) are Ragsdill residents. (Ragdill designed for 5000 cars/day).**
- **CDTS famous petition listed residents from Inkster and Kenaston Blvd. (Not North Kildonan residents)**
- **CTDS has no positive plans** or **strategies to help protect McIvor and Strongberg residents**.
- **Terry Kozak (Ragsdill resident) stated closing McIvor Ave. was an inconvenience.** (Wpg Free press Feb 28/07)


Inconvenience?

What was the point of:

- 21 years of planning.
- 4 years of **open** discussion, public and resident meetings, department consultations, traffic impact studies.
- Approval from Community council, City Administration, Property and Development, Public works, EPC and City Council to close McIvor in May 2005.
- All of this wiped out in a matter of months.

McIvor closed means-

- Safety and protection of families on Strongberg, Ragsdill and McIvor Ave.
- City emergency services not negatively effected.
- Intergrity of City decision making and planning maintained.
- No injurious affect noted by Legal services.
- Strong support from City Administration.