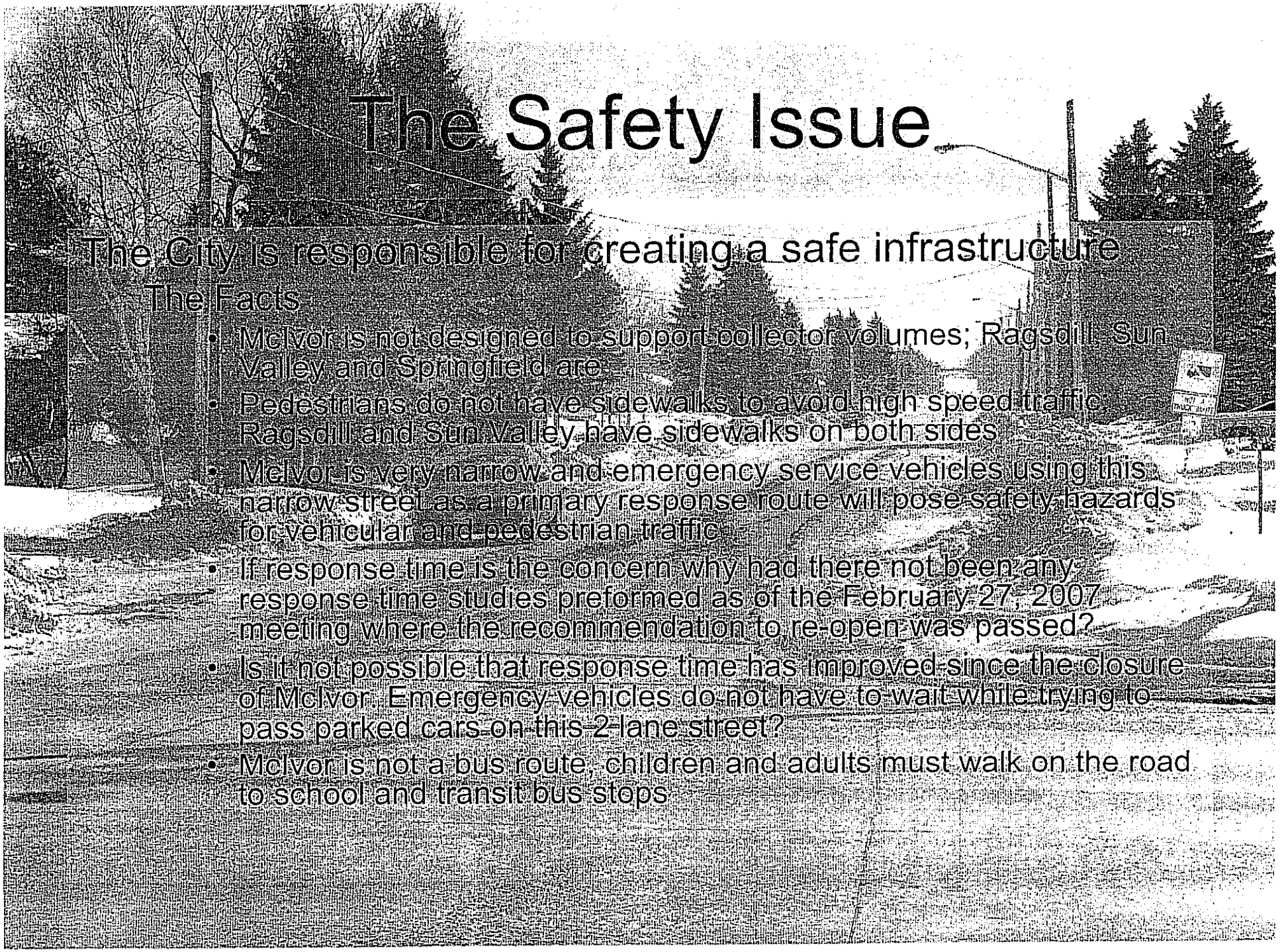

Re-opening McIvor Ave
Brian Reinisch
Member of the McIvor/Strongberg
Ave. Residents Association

The Safety Issue

- The City is responsible for creating a safe infrastructure





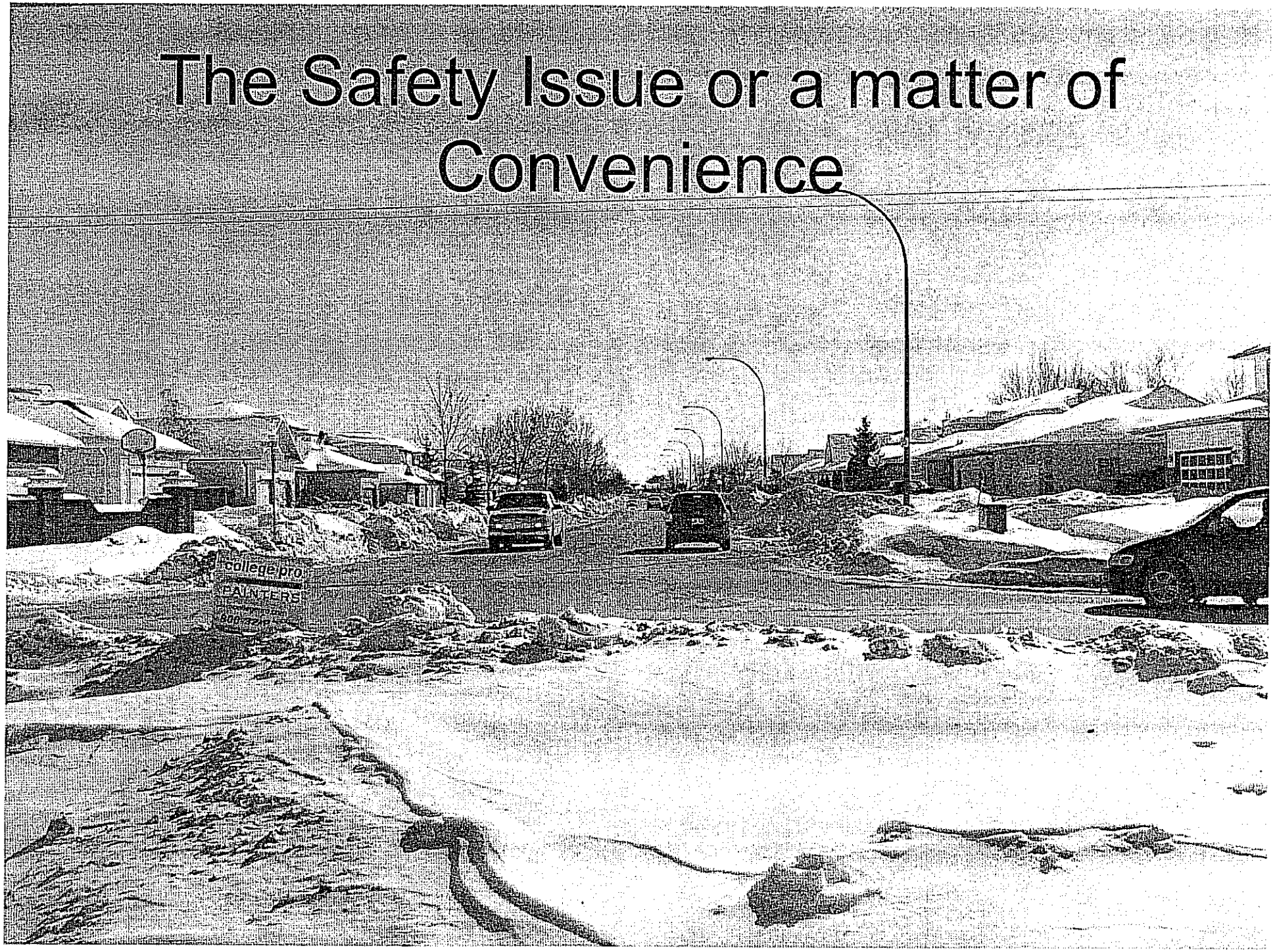
The Safety Issue

The City is responsible for creating a safe infrastructure

The Facts

- McIvor is not designed to support collector volumes; Ragsdill, Sun Valley and Springfield are
- Pedestrians do not have sidewalks to avoid high speed traffic. Ragsdill and Sun Valley have sidewalks on both sides
- McIvor is very narrow and emergency service vehicles using this narrow street as a primary response route will pose safety hazards for vehicular and pedestrian traffic
- If response time is the concern why had there not been any response time studies preformed as of the February 27, 2007 meeting where the recommendation to re-open was passed?
- Is it not possible that response time has improved since the closure of McIvor. Emergency vehicles do not have to wait while trying to pass parked cars on this 2-lane street?
- McIvor is not a bus route, children and adults must walk on the road to school and transit bus stops

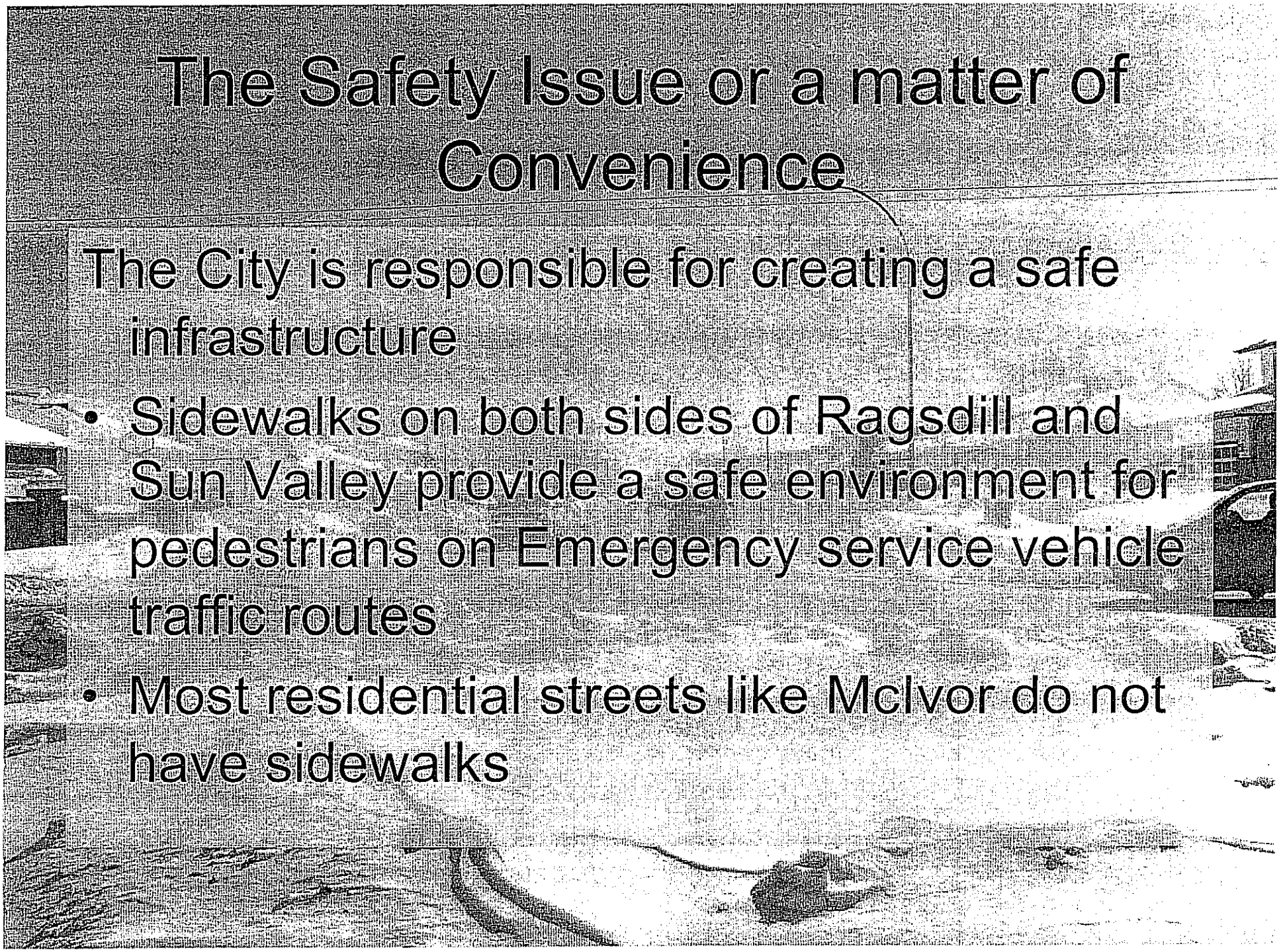
The Safety Issue or a matter of Convenience



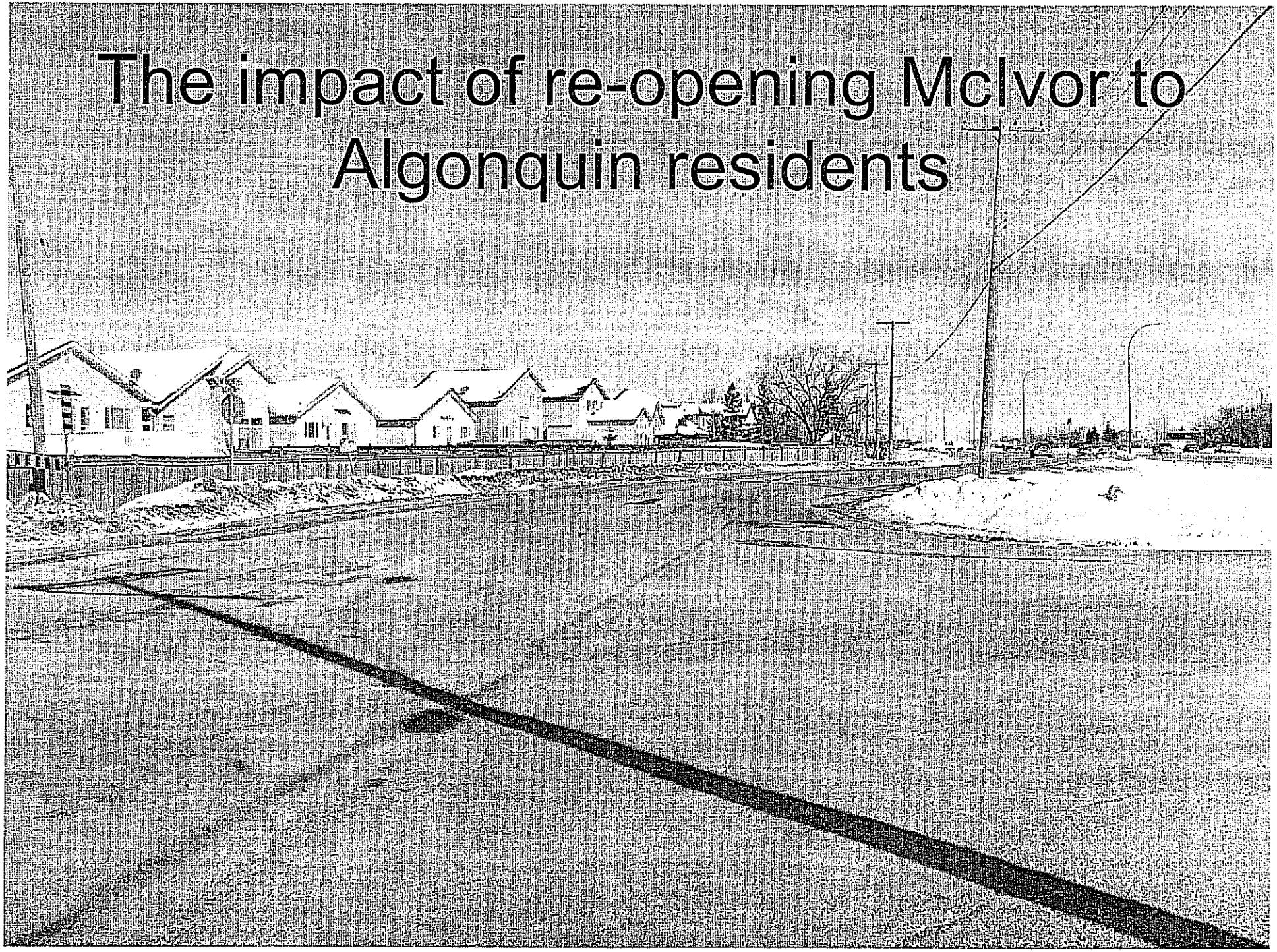
The Safety Issue or a matter of Convenience

The City is responsible for creating a safe infrastructure

- Sidewalks on both sides of Ragsdill and Sun Valley provide a safe environment for pedestrians on Emergency service vehicle traffic routes
- Most residential streets like McIvor do not have sidewalks

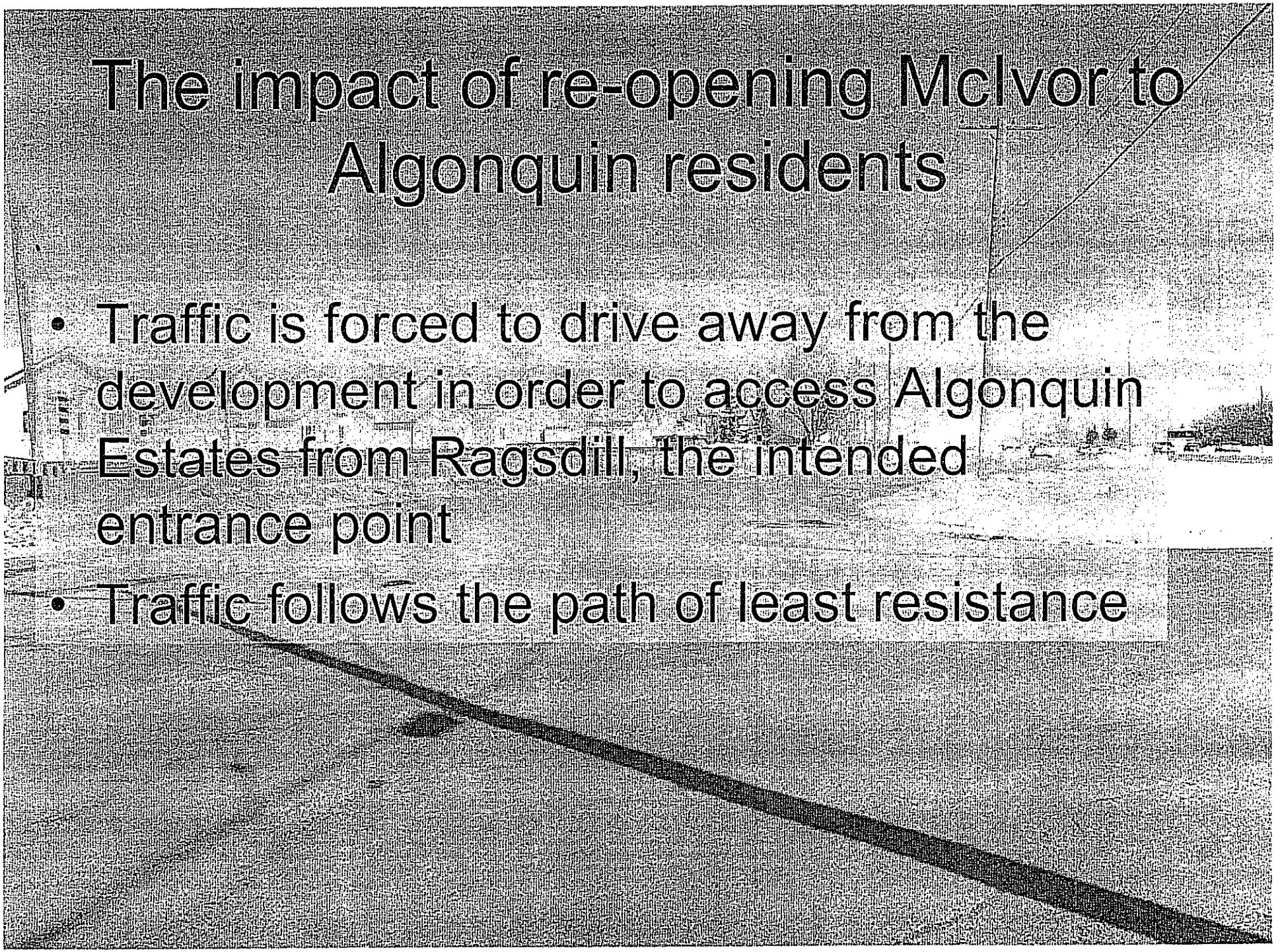


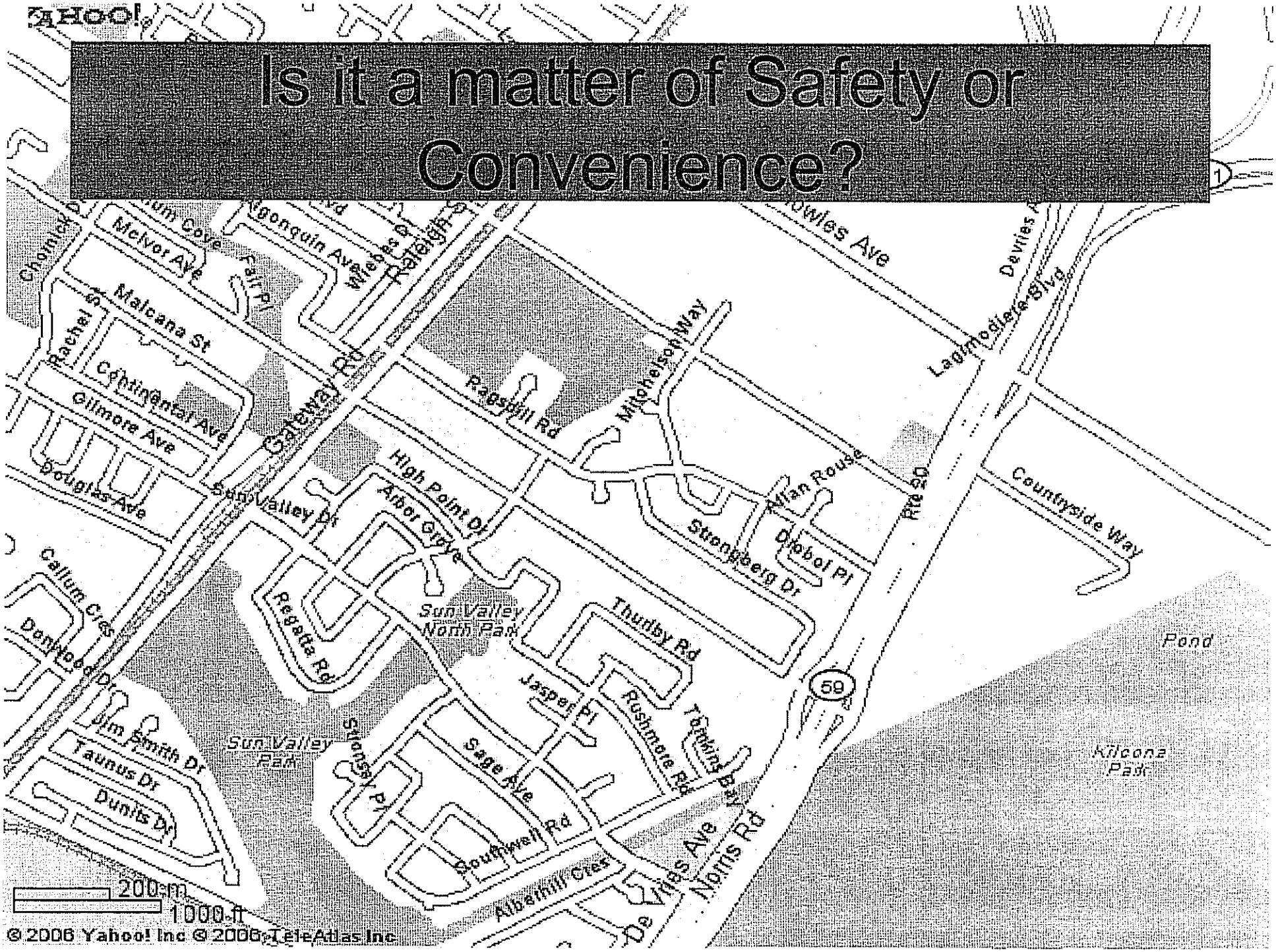
The impact of re-opening McIvor to Algonquin residents



The impact of re-opening McIvor to Algonquin residents

- Traffic is forced to drive away from the development in order to access Algonquin Estates from Ragsdill, the intended entrance point
- Traffic follows the path of least resistance




Is it a matter of Safety or Convenience?
YAHOO!
Mclvor Ave
Malcana St
Rachel St
Continental Ave
Gilmore Ave
Douglas Ave
Gateway Rd
Sun Valley Dr
High Point Dr
Arbor Grove
Regatta Rd
Sun Valley North Park
Callum Cres
Donlee Dr
Jim Smith Dr
Taunus Dr
Dunits Dr
Sun Valley Park
Stansky Pl
Jasper Pl
Sage Ave
Southwell Rd
Aldershot Cres
Thurlby Rd
Rushmore Rd
Tetkins Park
Raeburn Rd
Mitchelson Way
Stromberg Dr
Allan Rouse
Diebol Pl
Rte 20
Countryside Way
Lagimodiere Blvd
Devlies Ave
Nonis Rd
Pond
Alcona Park
Fall Pl
Algonquin Ave
Wrebes Cr
Raleigh St
Bowles Ave
59
200 m
1000 ft
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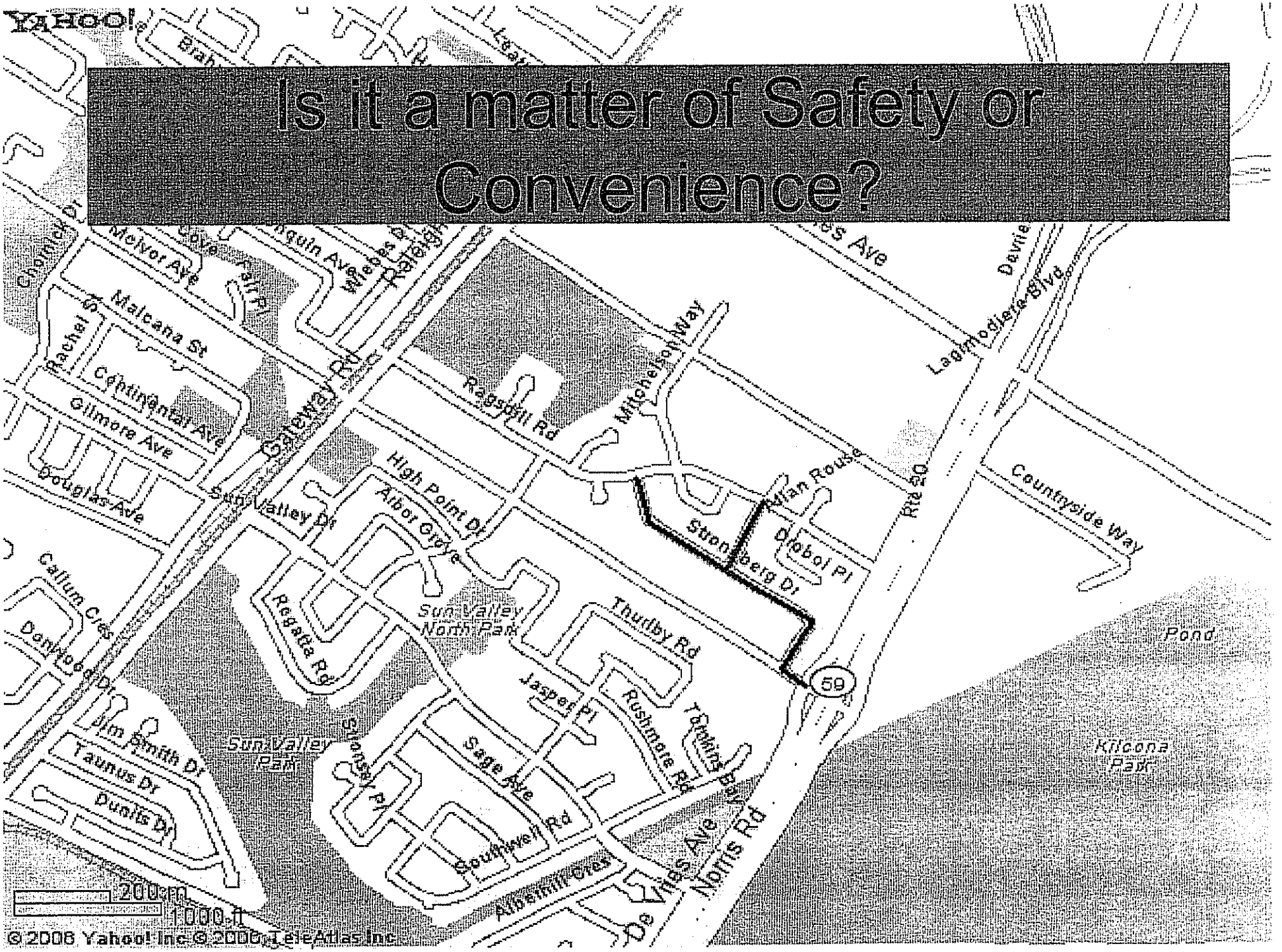
Is it a matter of Safety or Convenience?
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Continental Ave
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Abot Grove
Raggspill Rd
Mitchelson Way
Allan Rousse
Stonesberg Dr
Global Pl
Rte 20
Countryside Way
Sun Valley North Park
Regatta Rd
Thuilby Rd
Jasper Pl
Rushmore Rd
Tahtsa Bay
Sage Ave
Southwell Rd
Stansky Pl
Sun Valley Park
Callum Cres
Donhead Dr
Jim Smith Dr
Taunus Dr
Dunits Dr
Ribemill Crest
Nanis Rd
Lagmodiera Blvd
Davie
Pond
Kilcona Park
59
200 m
1000 ft
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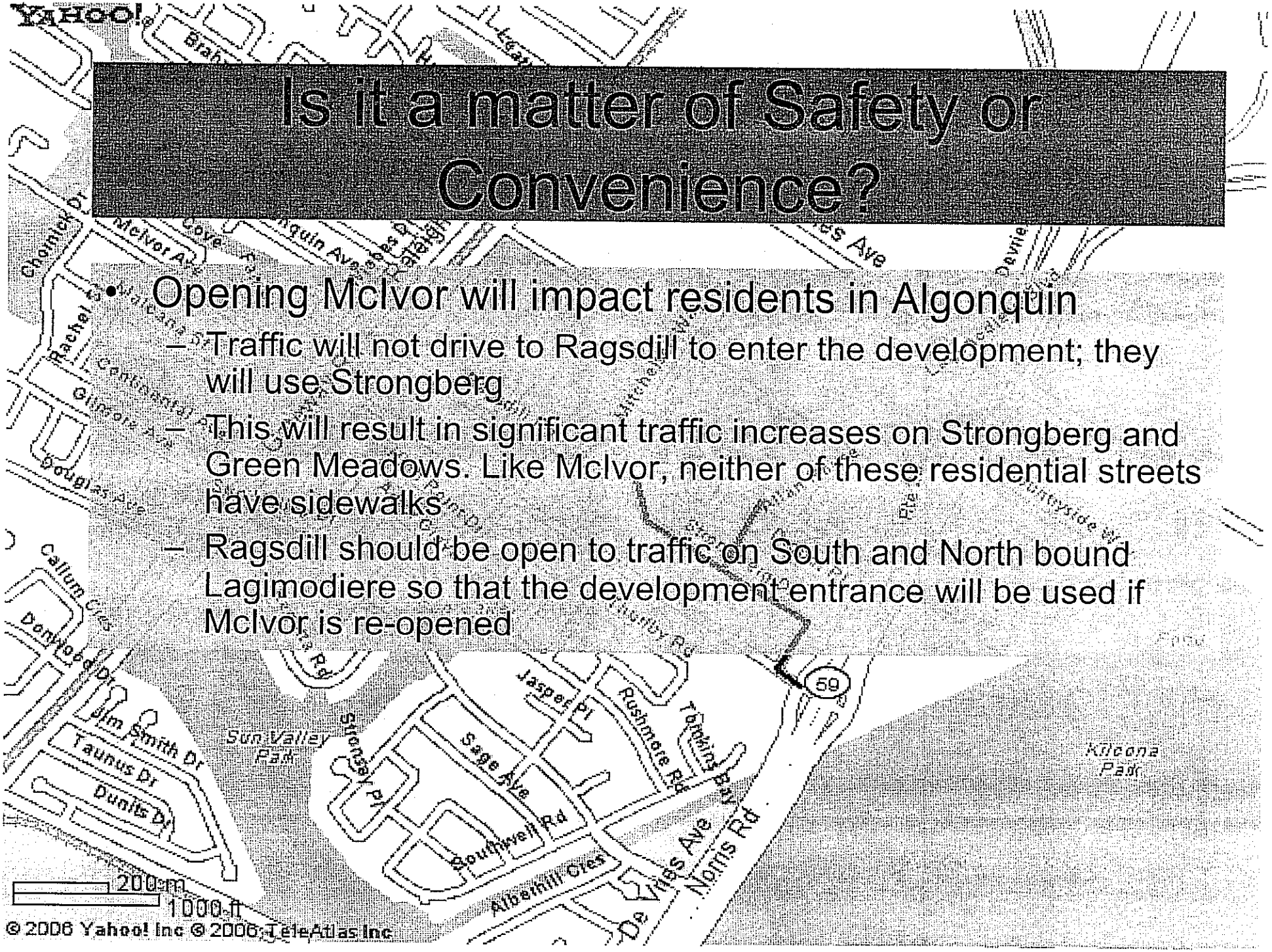
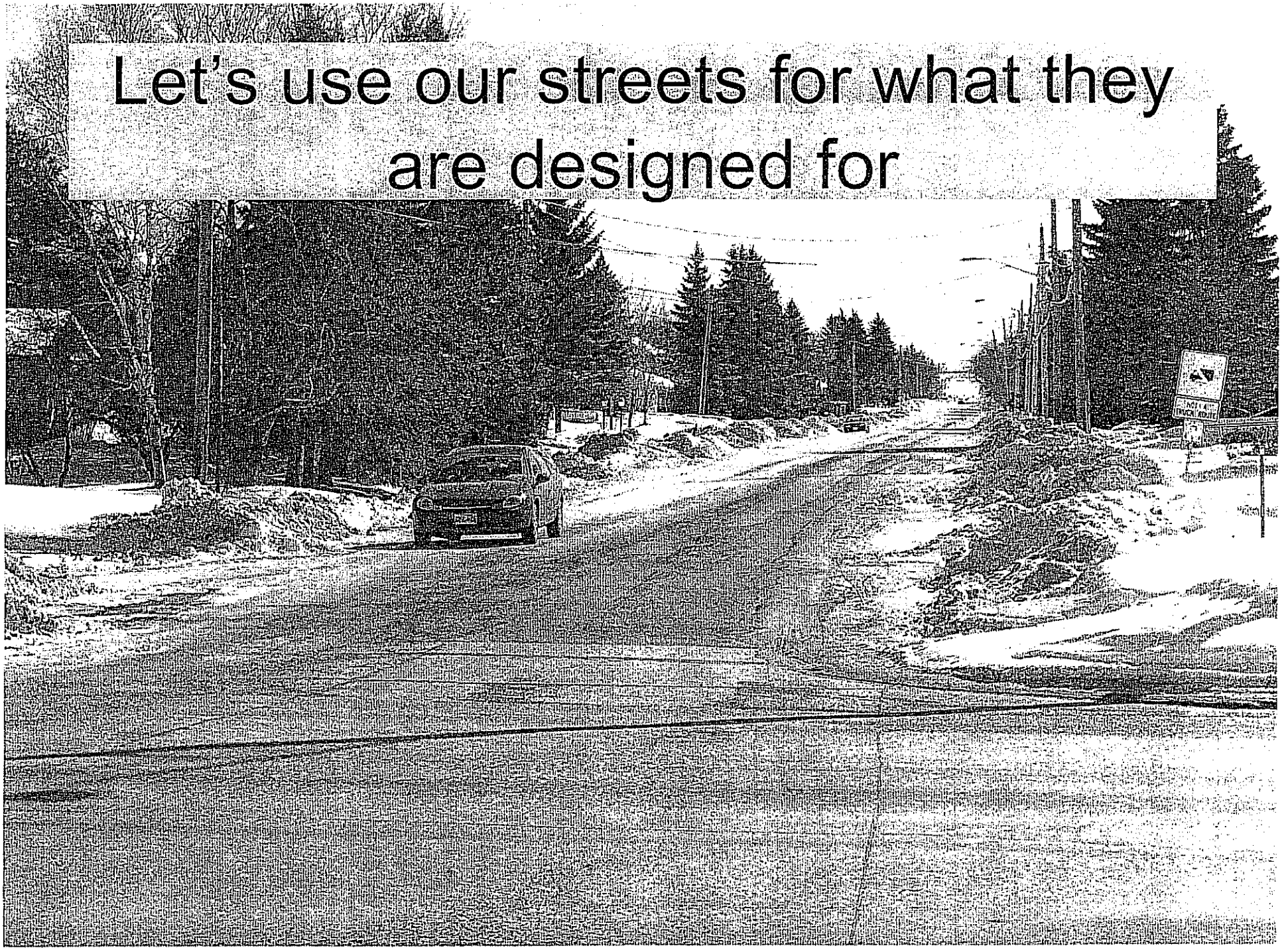
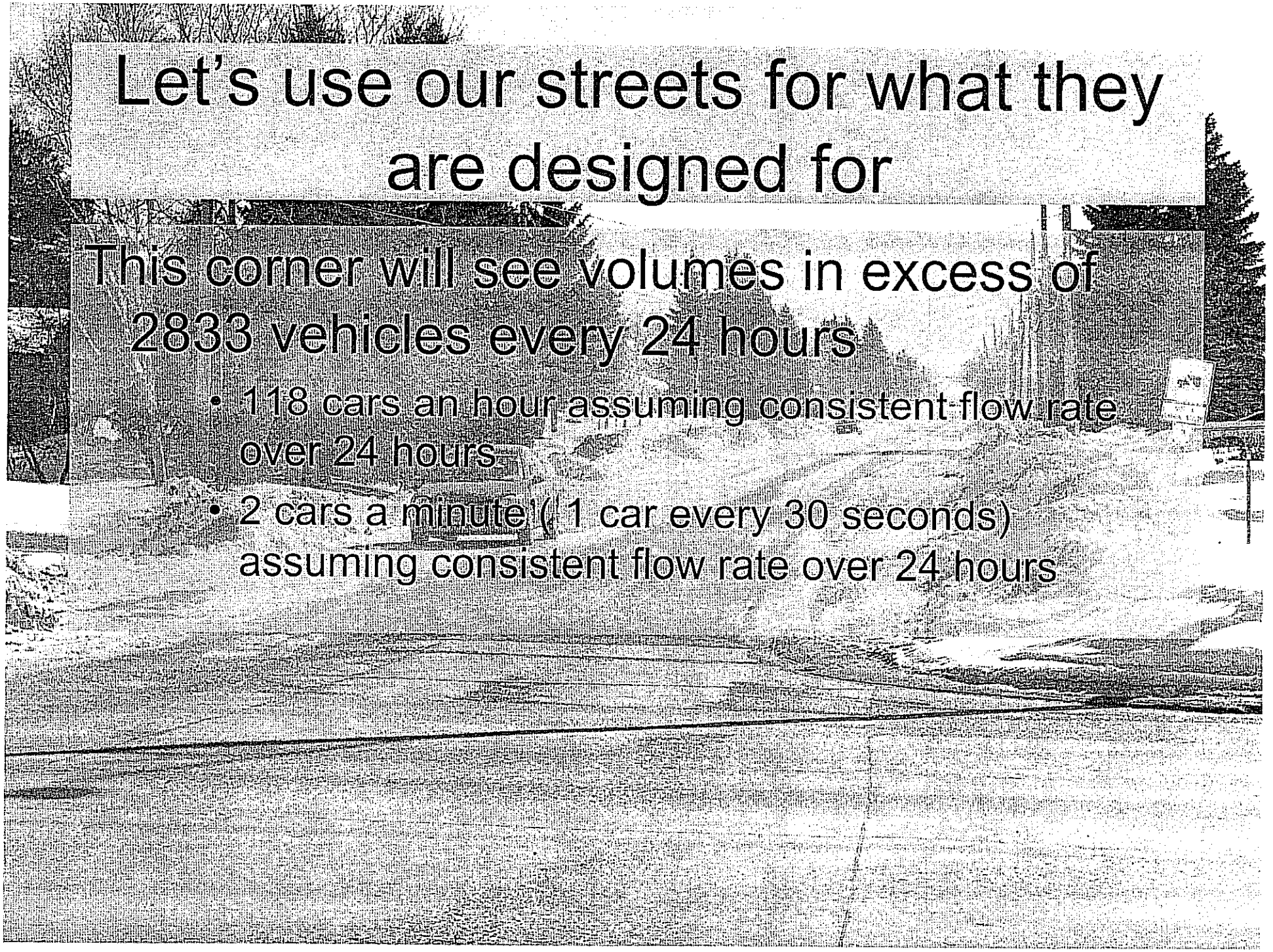
Is it a matter of Safety or Convenience?

- Opening McIvor will impact residents in Algonquin
  - Traffic will not drive to Ragsdill to enter the development; they will use Strongberg
  - This will result in significant traffic increases on Strongberg and Green Meadows. Like McIvor, neither of these residential streets have sidewalks
  - Ragsdill should be open to traffic on South and North bound Lagimodiere so that the development entrance will be used if McIvor is re-opened

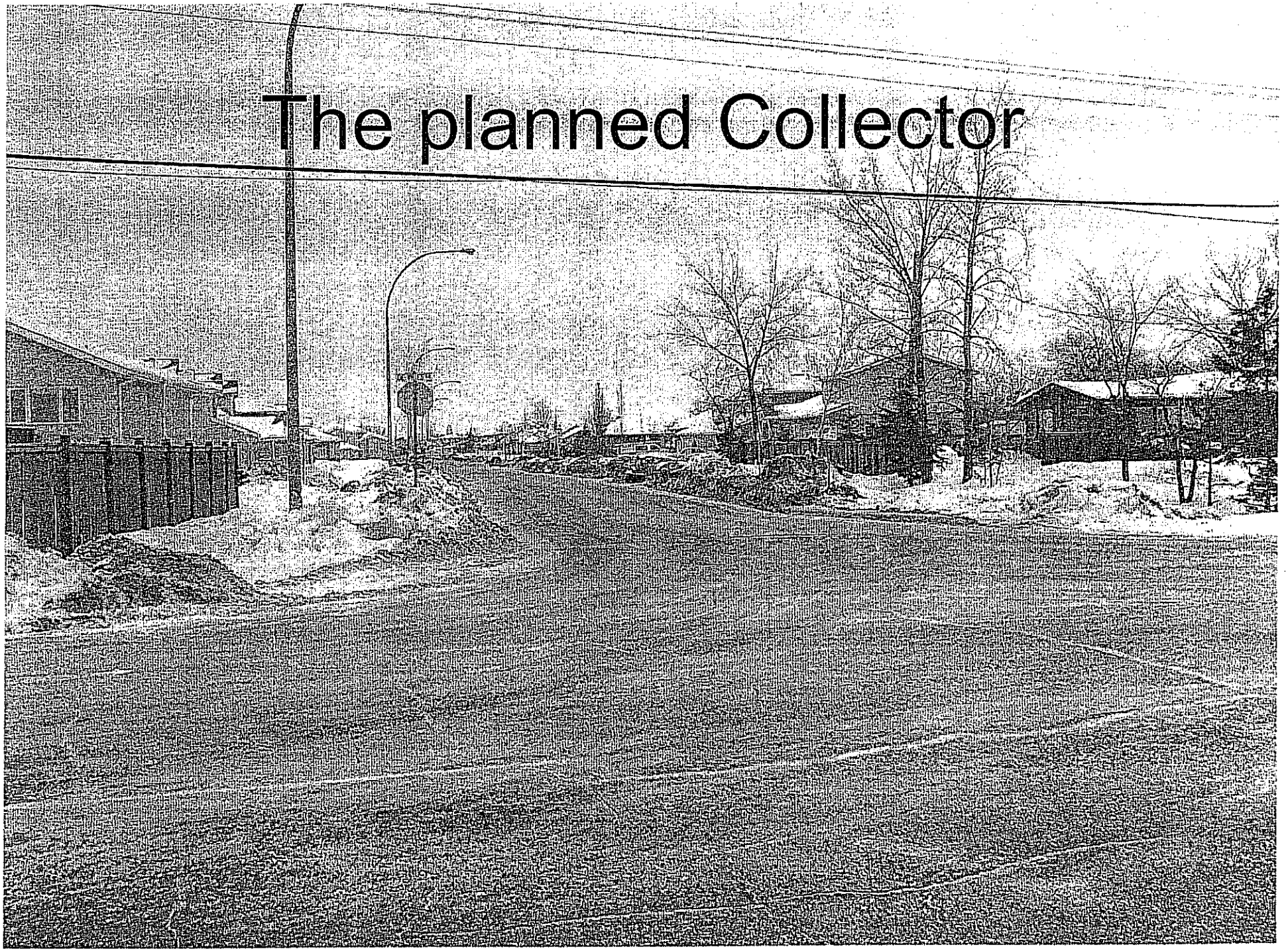


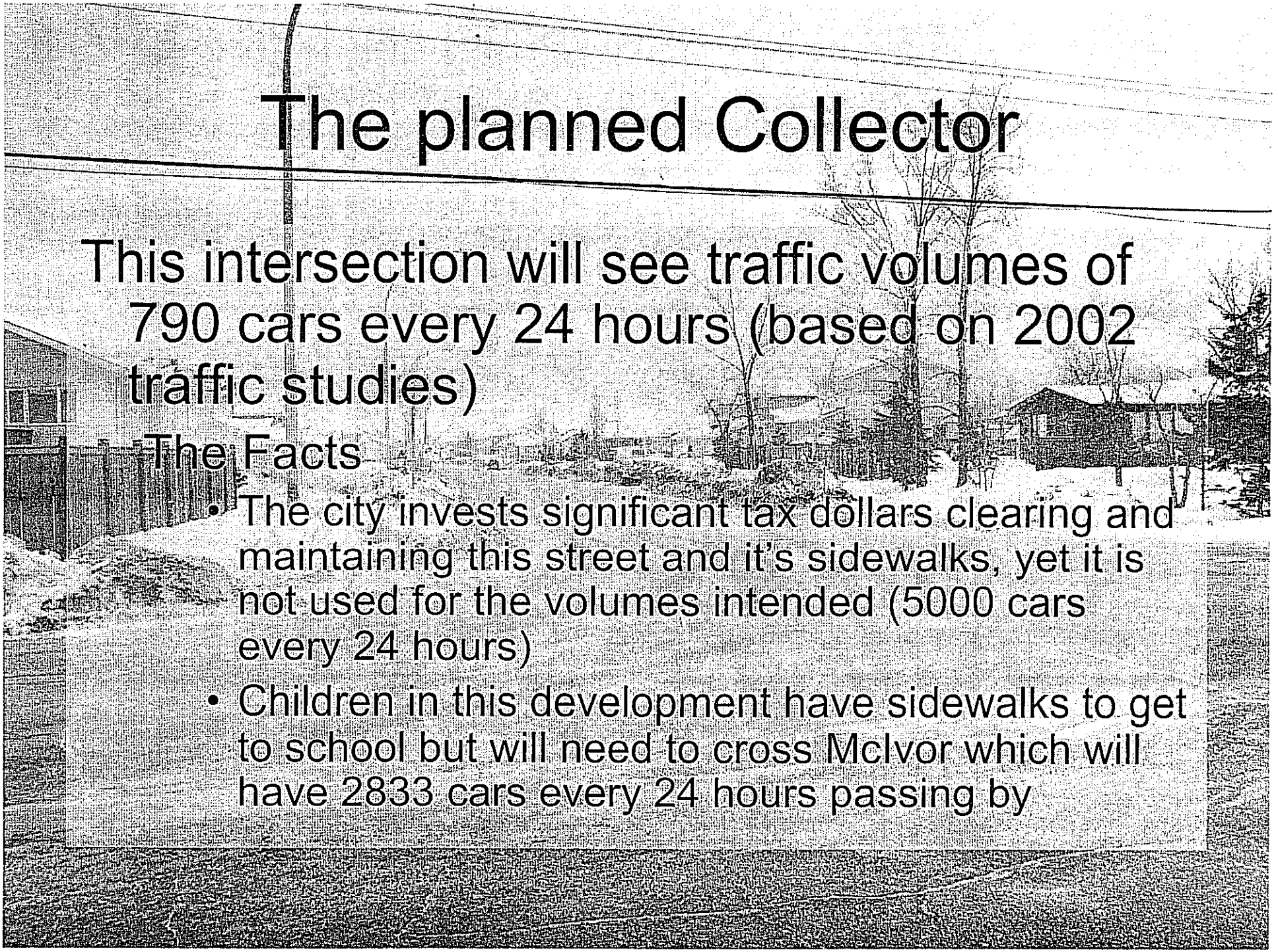
Let's use our streets for what they are designed for




Let's use our streets for what they are designed for
This corner will see volumes in excess of 2833 vehicles every 24 hours
• 118 cars an hour assuming consistent flow rate over 24 hours
• 2 cars a minute (1 car every 30 seconds) assuming consistent flow rate over 24 hours

The planned Collector





The planned Collector

This intersection will see traffic volumes of 790 cars every 24 hours (based on 2002 traffic studies)

- The Facts
  - The city invests significant tax dollars clearing and maintaining this street and it's sidewalks, yet it is not used for the volumes intended (5000 cars every 24 hours)
  - Children in this development have sidewalks to get to school but will need to cross McIvor which will have 2833 cars every 24 hours passing by