From: Vic Mikolayenko **Sent:** Saturday, April 18, 2015 8:42 AM
To: Gameiro, Carlos
Cc: Cathy Cox; Browaty, Jeff
Subject: EPC meeting of April 22, 2015 - Standing Policy Committee on Infrastructure Renewal and Public Works Item No. 4 - East St. Paul Through-Pass

April 17, 2015

To: City of Winnipeg Executive Policy Committee

From: Victor Mikolayenko, Winnipeg

Regarding: EPC meeting of April 22, 2015 - Standing Policy Committee on Infrastructure Renewal and Public Works Item No. 4 - East St. Paul Through-Pass

Please know that a functional design study public information session was held on September 24, 2014 regarding upgrades for the PTH101N and PTH59 intersection, the Bird's Hill Road and PTH 59 intersection and an Active Transportation crossing of PTH101N between the Raleigh Street and Gateway Road. Quietly introduced there was the notion of constructing an underpass at Raleigh St. wide enough to funnel East St Paul traffic into Winnipeg via non-arterial residential streets. Ostensibly, this would facilitate emergency vehicle access, but numerous remarks were made then and in public since then, to the effect that Raleigh/Gateway is a future corridor available for use by East St Paul in order to commute into downtown Winnipeg.

Now, recently, the Red River Planning District has advised that SmartCentres has (temporarily?) withdrawn it's proposal to construct a Big Box Retail Development in East St Paul, south of PTH101N adjacent to the community of North/East Kildonan. That decision effectively eliminates only the immediate threat of increased vehicular traffic through a quiet residential neighbourhood, but does not address the notion of relieving alleged traffic congestion from east St. Paul on Henderson Hwy. and Lagimodiere Blvd. Although the application by SmartCentres for their proposed development inside the perimeter has apparently been withdrawn, I find it curious that the SmartCentres website still has the property advertised on their website, at the following link:
http://www.smartcentres.com/locations/winnipeg-ne-mb
The brochure is at the following link:
http://www.smartcentres.com/sites/default/files/summary_pdfs/WINNIPEG_NE_0.pdf
It is worthwhile to observe also that MMM Group was the consulting firm hired by SmartCentres to prepare the traffic study for their proposed development and that MMM Group is the same consulting firm retained by the Province to prepare the functional design study report for the PTH59-PTH101 interchange and associated upgrades. This begs the question as to what is the full rationale for pushing this “through-pass”.

The Provincial ADM of Infrastructure and Transportation, in the April 18, 2015, edition of the “herald” community newspaper falsely accuses North Kildonan Councillor Jeff Browaty for misleading his constituents on the matter of this proposed vehicular connection bisecting a quiet

Winnipeg residential neighbourhood. However, ESP Council itself on Feb 24th, reported to it's citizens as follows:

"At the November meeting, provincial representatives presented a second option: the construction of a two-lane vehicle through-pass, which would also allow regular local traffic to use this corridor, giving East St. Paul residents an additional north-south route in and out of our community."

Concerning this "through-pass", the ADM states that: "It will be made wide enough to accommodate emergency vehicles, which would access it via a gated system." Clearly the Provincial government is being disingenuous, therefore, when it makes such public statements; statements which are in direct conflict with what has been reported by the RM of East Paul.

Furthermore, there is no evidence that any type of emergency vehicle needs to use, or actually has ever used the level crossing as it now exists. That is a red herring intended to distract North Kildonan residents from the real objective of literally paving the way for increased arterial traffic through their local residential streets.

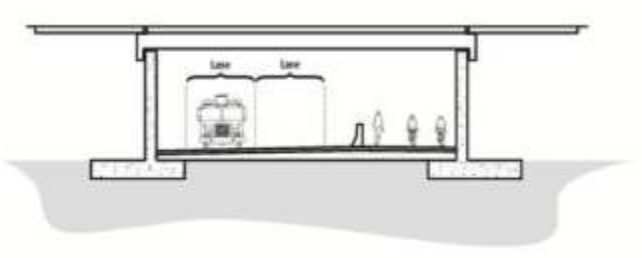
On April 14, 2015, Shelley Hart, the Mayor of East St. Paul, appeared as a delegation at the City of Winnipeg's Standing Policy Committee on Infrastructure Renewal and Public Works to reiterate her position.To quote ESP Mayor Shelley Hart:

"This is not an ESP vs the City of Winnipeg issue. This transportation link will benefit both of us as well as other municipalities in the area.
The City of Winnipeg's vacant land is limited – and this will translate into more development outside the Perimeter into the Capital Region."

Notice too that a number of East St. Paul streets are being closed as part of this project, while pushing a foot in the door to re-route that traffic into the quiet residential streets of North/East Kildonan.

A reasonable alternative to this scheme would be to limit the width of the proposed "through-pass" such that only pedestrians and cyclists would be accommodated and, if absolutely necessary (if no better alternatives, eg. shared services) an emergency vehicle could use that as/when may be required.

Citizens of North/East Kildonan and our community leaders need to be vigilant to ensure that any upgrades of the PTH101N and PTH59 intersection will respect the quiet enjoyment of our neighbourhood. The Active Transportation crossing between Raleigh and Gateway must be no more than that, i.e. to facilitate only pedestrian and bicycle "active" transportation uses. The following design is <u>unacceptable</u>:



A wiser and profound change would be to enhance ingress/egress on Henderson Hwy. and Lagimidiere Blvd. Surely, Lagimodiere Blvd. can and will be widened in the years to come, and so the perimeter interchange soon to be upgraded should be designed so as to accommodate that. Instead, the Province proposes to make changes (see drawing of proposed through-pass above) that will lead to the ruin of a wonderful neighbourhood.

In conclusion, any meaningful discussion with North/East Kildonan stakeholders will quickly reveal that the wish of ESP Council to use our residential streets as major arterial streets is unacceptable.

Thank you for the opportunity to express my thoughts and observations.