-----Original Message-----
From:
Sent: Wednesday, June 17, 2020 3:02 PM
To: CLK-CityClerks
Subject: Winnipeg.ca : Other - Submittal to tomorrow's Executive Policy Committee

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Sent: Wednesday, June 17, 2020 3:01:53 PM
Name: Tom Pearson
Email Address:
Phone:
Address:
Winnipeg, MB

Photo(s): Churchill Drive Closure.JPG
Referring URL: https://winnipeg.ca/clerks/council/delegation.stm
Subject: Winnipeg.ca : Other - Submittal to tomorrow's Executive Policy Committee
Message:
I am here to register my strong opposition to Report of the Standing Policy Committee on Infrastructure. Renewal and Public Works dated June 9, 2020, Item 4 "Extending the Sunday / Holiday Bicycle Route". Very little planning went into the current initiative which was undertaken (for good reason) to provide a safe venue outdoors during covid19. Since that time active cases have declined to a level of 5 on a Manitoba wide basis. The Province of Manitoba and the City of Winnipeg are "opening up" and such amenities as pools, parks and playgrounds are now available. Usage of the Churchill Drive route in my neighbourhood has been low and it will become even lower as folks return to work and day care becomes available. Now is the time to take a breath, analyze the results and then to move forward after review of data on usage and consultation with residents. To extend the closures absent a serious review is nothing but a bait and switch to satisfy active transportation special interest groups at the inconvenience and in some cases potential risk to the broader population of our City. It is the "squeaky wheel" syndrome and it is bad government.

I have some specific concerns that relate to the Churchill Drive route. There is a linear park complete with trails that parallel Churchill Drive. Churchill Drive functions as a collector and provides access for residents to South Osborne and Jubilee. Given the low use of this route by pedestrians and cyclists restricting traffic on a street used by many to get to work is ill-considered.

I am a walker. I walk everywhere I can. I walk my Riverview neighbourhood and I walk downtown to shop and for appointments. I've been doing this for many years and I have never had any concerns with traffic in our neighbourhood or heading downtown. In that case my "active transportation" route is a sidewalk. How innovative! I am a senior with health issues and I am able to practise social distancing simply by moving over or off the sidewalk when some one is passing.

I do not believe for a minute that cyclists have ever had problems with traffic in Riverview. However, I do understand the dilemma that cyclists face on busy streets and I applaud the City's planned initiatives to provide better and safer routes for cyclists.

Let's think things through so that there are no unintended consequences associated with the initiative. By way of example, as a result of the Churchill Drive active transportation route traffic on Arnold Avenue has increased significantly, which has resulted in an unnecessary risk to children who play along the street and use the playground and field that abut the street. Traffic in general on residential streets has increased. This equates to increased risk to residents and area children. A portion of Churchill Drive has been totally closed to vehicle traffic for months. Not possible, you say? A photo is attached. This has resulted in hazardous goods such as oxygen under pressure destined for Riverview Hospital being routed off Churchill Drive along Eccles, then through residential streets to the rear of Riverview Hospital. The Morley bus turns onto Eccles along this route and a collision would have tragic consequences.

Public Works has undertaken a study to gauge use of the street by cyclists and pedestrians. Those results should be made available before any further discussion of extending closures If warranted, by all means restrict vehicle access to the street on weekends but end the restriction at the north intersection of Eccles and Churchill and remove the street closure so that deliveries and staff can gain access to the rear of Riverview Hospital under the "one block" rule. The rest of the time leave the streets open so that residents can go about their business and use the roadways that their tax dollars paid for.

Respectfully submitted,

Tom R. Pearson P Eng. (Ret)


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AND PEDESTRIANS