Jo-Ann Park
Clerk of the Executive Policy Committee
Council Building
510 Main Street
Wpg. MB R3B 1B9 22 November 2004

Dear Ms Park,

Re: Plan Winnipeg By-law No. 130/2004:
North-South Transcona Route Alignment

This letter is to register my opposition to the above By-law. I will address some of the points made in the discussion to be found in the Report Summary on the City of Winnipeg website.

Neighbourhood Impact: It is stated in the report that the proposed realignment is positioned adjacent to large nodes of existing and proposed residential development rather than passing through them. I disagree with this statement, as the proposed route passes directly through the center of the Mission Gardens community.

Realignment of the proposed traffic corridor to Bradley Street would bring the corridor through the middle of an established residential area, dividing the neighbourhood in two, and effectively isolating large numbers of children from their community school. The children from both Mission Gardens 2 and 3 currently attend Bernie Wolfe Community School, and for many of them, the well used pedestrian path through the green space between the connected developments is their route to walk or bike to school. The school is also a well used community meeting place, with many children involved in after school and evening activities. To bring a busy traffic route through the middle of this community poses a grave safety concern for the children who will then have to pass over this route just to get to and from school, as well as to take part in community events.

I also have a concern about the added distance to school for these children. I see no plan on your map about where the crossing between the two sides of the Mission Gardens area will be. Depending where that may be, the distance to school for many of the children could double from approximately a half mile to just over a mile. Will they then need to be bussed to school, at additional taxpayer cost?

The existing alignment would have less of an impact on the community, as the route is already a high traffic street with very few residential areas. The division between school areas is along Plessis Road, so that the children from either side would not have to contend with crossing the traffic corridor to get to school.

The report speaks of the existing alignment passing through an area of high pedestrian activity. The walkway through the center of Mission Gardens is also a high pedestrian area. The proposed realignment also takes the corridor directly beside church lands, as well as three City of Winnipeg playgrounds.

Environmental Impact: There would be a detrimental impact on the environment as a direct result of all the extra vehicles (parent cars / school buses) that would be required to get the children of Mission Gardens safely to school.

I cannot speak to your statement about reduced emissions due to higher fuel efficiency on the proposed Bradley Street alignment. However, I can safely say that the emissions from this proposed realignment of the traffic corridor would impact quality of life for a far greater number of people, as it passes through a much more heavily residential area than the existing Plessis Road route.

Safety: The Bradley Street alignment would impact upon the already congested corner of Rougeau and Bournais Street right beside Bernie Wolfe School. There is already a concern about the increased traffic beside the school. The proposed change would bring many more parent vehicles or school buses to the area at peak traffic times, increasing the potential for car/ pedestrian accidents.

Property Requirements/Capital Costs: I feel that these two are related, as your report states that the existing alignment would require more acquisitions than the Bradley Street alignment. Please bear in mind that the City of Winnipeg already owns the tract of land in the center of Mission Gardens, and that the cost of construction and property acquisition for the corridor could be greatly offset by the development of that land. Homes in the area are currently at a premium, and a residential development in that area would offset construction costs, as well as having a positive impact on the existing community.

I feel that the proposed high traffic route through the Mission Gardens area is unacceptable as a solution to truck traffic problems experienced by a few residents on Plessis Road. The proposed realignment would have a hugely detrimental effect on the Mission Gardens community. Placing our children at risk and dividing our community is not an acceptable option.

I am unable to attend the public hearing on Nov. 25 due to my work schedule. Please place this letter on the public record.

Yours sincerely,

Anita Cowan

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