

August 17, 2010

## Presentation to the Public Works Committee pertaining to Winter Maintenance Policy

Chairman Browne and members of the Public Works Committee, I thank you for the opportunity to make a presentation on behalf of the Whitmore Walkers. I would like to begin by expressing appreciation for the manner in which the snowfall from the back to back storms of January 22 and 23 was handled. I live on a category 5 residential street, actually a bay, which is probably at the very bottom of the list for maintenance and yet it was cleared on January 28<sup>th</sup>.

The unwritten mandate of the Whitmore Walkers is to draw attention to the need for safe and secure walking paths be it dedicated pathways, side walks or, as is so often the case, the roads. It is important that these routes connect all the way to desired destinations such as education sites, shopping malls and other business centres. We would request that sanding operations keep pedestrian traffic in mind and concentrate on the full length of the cross walks and not just on the driving surface leading up to the crosswalks.

We are in basic agreement with the Recommendations listed on page 22. The continuation of the initiative of the 2009-2010 season to combine where possible, plowing and removal operations, is to be commended. The decision to incorporate ice shaving practices as part of the on-going maintenance program for residential streets is one with which we fully agree.

Continuing to develop relationships with the Transit Division is an obvious no-brainer---who better to report on the condition of transit stops than Transit? How about developing relationships within Public Works so that snow removal and, in summer, street cleaning equipment and personnel do **not** arrive at the same time as the automated garbage collection vehicles? How hard is to provide the list of collection days for each route? Why not enlist input from all departments on conditions they encounter during the performance of their duties? There are numerous occupations in whose best interests safe walking and driving conditions are a must. These include Letter Carriers, Courier Services, Taxi Services, Ambulance and Emergency Services providers. Designing a system whereby they could easily report on conditions could replace the performance measurement audits for which there have been insufficient resources. Community Associations and Service Clubs could be another source of manpower for reporting conditions. RQHR has several committees that look into the impact of the environment (natural or built) on Active Living or the Prevention of Falls---developing a relationship with these committees couldn't hurt.

Returning to residential streets, the biggest impediment to street clearing or shaving is the increasing numbers of vehicles parked on the road for extended

periods. It is particularly hazardous in the areas with no sidewalks since there is precious little road surface to be shared between drivers and pedestrians. These areas were never designed for four car families, of which there seem to be many. Greater communication regarding the bylaw and suggestions on alternative parking arrangements will never go amiss. Dealing with the abuse of overnight residential parking of school buses and trailers, except those being used in the short term for renovations and repairs, should be a priority. If communication fails, Parking Fines should be doubled with each infringement until they become greater than the cost of appropriate and alternative parking!

Please continue with the "Clear the Way" Campaign. There is no point to a residential snow removal bylaw if there are not the resources to enforce it.

In closing, we would urge the City of Regina to lead the way with cooperation among departments and other agencies. We ask that you miss no opportunity to stress the need, and to set the example, for all activities that promote sustainable living right now, not some time in the future.

Catherine Gibson.