

My name is John "Sam" Weller. I have lived at 4062 Lorraine Crescent for most of the past 43 years.

My house is on the corner at the northern intersection of Lorraine and Strathcona, and I have two real concerns about the plan to install a sidewalk on Strathcona Drive:

1. From the point of view of walkers in winter:

As I mentioned in my presentation on April 1st [Attached as Appendix A], my morning walks take me down Belvenia Road. This winter I had two frightening slips and falls on the sidewalks there. So with all those patches of ice, I had to walk on the road for most of the next several weeks. I slipped on ice on my own driveway five years ago and broke my ankle; I do not want to do this again on a city sidewalk.

The proposed sidewalk on Strathcona would be more difficult than those on Belvenia: Under Option 6, with the sidewalk sharing the curb with the road, the big snow ploughs cannot avoid pushing the snow onto the sidewalk, making it unusable until the sidewalk plough comes around a day or two later to push it off, some back on the road, some onto the grass and driveways. In the meantime we would have to walk on the road, which, under Option 6, would now be narrower by 5 feet.

That proposed extra foot of sidewalk would be little help with the pile of snow and ice pushed over by the big snow ploughs. We have heard that the sidewalk machines are 5 feet wide, so unless the sidewalk driver rips up our turf on the other side as he goes by, that extra foot will not hold much snow or ice or slush.

Parked cars on Strathcona are not an issue with our present road width but might be a bit of a problem for us walkers in winter with the proposed narrower road.

2. From the point of view of resident drivers:

In my 43 years here, we have had no traffic accidents. Taking five feet off the road width for this proposed sidewalk, however, might spell disaster:

A narrower Strathcona would make it more difficult for people to back out of driveways. Many residents need to scan over their shoulders for traffic from three directions, as well as watching for neighbours who might be backing out at the same time. This is not a big problem, but the proposed narrower road would make the situation difficult. And parked cars on this narrower road would not help.

In short, the roads are wide enough there is not a problem for walkers in this neighbourhood, and with our great safety record, I see no need for any of the proposed sidewalks.

As you will remember from the *Committee of the Whole* on April 1st, most residents who would be affected by a sidewalk signed a petition to Council: **We say "No" to Sidewalks on Strathcona Drive**. The twelve pages of the Petition were attached to the meeting agenda.

Ladies and gentlemen of Council, I urge you to support Option 4, and thank you for your patience.

John H. Weller

Appendix A;

Weller's presentation to April 1st meeting of the Committee of the Whole:

My name is John Weller. I have lived at 4062 Lorraine Crescent for most of the past 43 years.

My house is on the corner at the northern intersection of Lorraine and Strathcona, and I have several concerns about the plan to install sidewalks in our quiet neighbourhood of Lorraine, Strathcona and Apple Valley:

1. From our residents' point of view:

- The roads are wide enough there is not a problem for walkers in this 40-km zone;
- the presence of walkers and the absence of sidewalks has a calming effect on drivers;
- we would lose the lower parts of our driveways, meaning some of us may not have enough off-street parking; and
- in winter with its snow and ice, the city would add these new sidewalks to their list of others to be cleared. But they already have trouble keeping up with this task. So, should we wait for the city to clear these new sidewalks? Or should we try to do it ourselves, for the benefit of all the walkers the city's audit says will be passing along here every day? I have a corner lot and I shudder to think of that added task. My morning walks take me down Belvenia Road. Being somewhat elderly, and after a few frightening slips and falls on its sidewalks, I learnt to walk on the road if there is any ice (which was for several weeks this year). Those sidewalks are no help to walkers. And I have discovered that our roadways are better maintained than our sidewalks.

2. About sidewalks on Lorraine Crescent:

- The Halton Catholic District School Board has plans to close St. Raphael's school, which will eliminate all of the morning and afternoon traffic that accumulates on Lorraine around the walkway near McIntosh Place. In the meantime, these dropped-off school kids and accompanying adults are unlikely to take the extra steps to use the sidewalks; and
- as a crescent with no outlet, there is no through traffic on Lorraine; all the traffic is local destination. Along with the fact that there are only 29 homes on the Crescent, this seems to remove any technical need for sidewalks on Lorraine.

3. The Green Space view of sidewalks:

- We would lose much of our street-side landscaping and some hedges, trees and bushes;
- by removing so much greenery and so many mature trees, the city would lose a small but valuable piece of our urban green space;
- paving over so much of our roadside grass would make storm run-off worse; and
- page 6 of last week's Burlington Post reports that the city is interested in the Green Municipal Funding mentioned in the recent Federal budget. This suggests that our City is looking for money to add more Green to the city. This present Strathcona Sidewalks Proposal, however, seems to fly in the face of this request: our City wants more green, yet this plan for unnecessary sidewalks has Green

being taken away, paved over. An interesting point here is that the cancellation of the planned sidewalks would itself give a fine start to a local greening initiative.

4. From the traffic point of view;

I was disturbed to read that the City does not plan to replace the existing speed humps across Strathcona. We surely need more traffic calming, not less. Sidewalks will not slow down cars. Although the traffic on Strathcona Drive is not heavy, most cars seem to ignore the 40-km limit. I think installing two more speed humps on Strathcona north of Spruce Avenue would encourage fast drivers to use Walkers Line, even though it has only one lane each way. As well as re-installing the existing speed hump, the addition of another speed hump just north of the northern Lorraine/Strathcona intersection [near my house] would help slow down the north-bound cars that speed around that stop sign. And perhaps we could install a police car nearby? That would quickly fatten our city's coffers.

A three-way stop where Grapehill meets Strathcona would also go a long way to encouraging drivers to use Walkers Line.

Installing these new sidewalks will not reduce the speed of any cars; in fact, some drivers may tend to drive faster with no pedestrians to consider.

5. From the point of view of future generations:

Should we perhaps try to consider the possible needs of future generations living in our quiet neighbourhood? Gazing into my crystal ball, I don't see their needs being any different from ours. And if in 20 or 30 years they decide they'd like to have sidewalks on Strathcona, it surely makes sense for them to do it at their own infrastructure review. In the meantime, I see no point in us now installing and maintaining sidewalks for someone who might like to have them there in the year 2040.

When I was starting to prepare this presentation a week or two ago, it crossed my mind that the next generation will certainly be more environmentally active than we are. They may even implement a program to remove sidewalks in neighborhoods such as ours where they are not really necessary. So let's save them the trouble and expense; let's remove these sidewalks from the 2019 construction.

In short, I oppose the plan to install any sidewalks in the Strathcona Drive area at this time. Ladies and gentlemen of Council, thank you for your patience.

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