

- 13. **Financial information** (See website: [www.montreal-west.com](http://www.montreal-west.com))
- 14. **Fireplaces & wood-burning stoves.** (see Environment)
- 15. **Garbage regulations** (See Councillors' Reports: Environment)
- 16. **Infrastructure.**

- **Grants seem to be less available.**

A resident asked if the Town is actually earmarking funds for repairs or just waiting for funds to come in. Councillor Ulin replied that the Town is constantly looking for grants and has been spending about \$1.5M every year over the past ten years in addition to the grant money that has been received for these repairs. This year alone, there is \$125K in the budget for sidewalk repairs. Councillor Feeney echoed Councillor Ulin's remarks regarding the Town's ongoing search for grant money and pointed out that it makes the best use of taxpayers' dollars because a grant can cover anywhere from 30 to 60 percent of the cost of this work. she added that tens of millions of dollars have been invested in the Town's infrastructure in the past 10 to 15 years and a grant of \$2.4M has already been received to be used over the next 3 years. However, although the search for grants will continue, they seem to be less available, perhaps both the provincial and federal governments have a lot of debt and fiscal commitments. The pace of repairs may therefore become slower as it makes sense to do the work when it can be substantially subsidized. (March 2024, Informer – **January, 2024**, Council meeting)

Roads in need of repair are put on a yearly list that the provincial government reviews and decides which areas qualify for grants. (November, 2021, Informer – **September, 2021**, Council meeting)

- **Brock N. between Curzon & Fielding; Strathearn between Curzon & Nelson, Brock S. & Ballantyne S, between Avon & Broughton, Percival between Milner & Nelson.**

The long-standing dangerous conditions of the sidewalks on Brock North between Curzon & Parkside are still greatly in need of some resolution and have been brought up many times to Council. The solution to the problem would be entirely to replace, rather than just patch, these areas. However, because of the way these sidewalks were originally built, this is not possible without digging up the entire street., which cannot be done without a government grant. There was agreement from Council that conditions on this street are deplorable. However, there are some issues that Councillor Small-Pennefather will have Public Works and the Traffic Safety Committee look into, such as removing the crushed speed bump and assessing the need for more speeding deterrents. She added that if there is any other solution that can be found to improve things on this street, it will be looked into. (September, 2023, Informer – **May, 2023**, Council meeting)

Government grants are required in order to help finance major repairs to the streets in the Town and the government sets the standards for which streets should be prioritized according to their above and below ground conditions. Councillor Ulin acknowledged that the condition of Percival places it high on this priority list but no streets will be repaired or have infrastructure redone this summer. As she had announced in the April Council meeting, the Town's focus will be on doing the preliminary work on the section of Avon between Westminster and NDG in preparation for the major reconstruction of the whole eastern area of that street which will be coordinated with the city of Montreal in the following year. (September, 2022, Informer -- **May, 2022**, Council meeting)

- **Lead water pipes.** (See Councillors' Reports: Environment)
- **Publish infrastructure priority list.** Rather paternalistic – people get agitated when their street gets bumped Surely the underground pipes are not videoed each year, what causes a change in priority? September, 2023, Informer – **June 2023**, Council meeting CHECK

Other topics discussed included a request for a continually updated list of streets scheduled for repairs in priority order. **Councillor Ulin agreed with this request and added that the list could be published in the Informer, accompanied by an explanation of how the streets are selected.** (April, 2023, Informer – **February, 2023**, Council meeting)

- **Potholes on railway crossing.**

The potholes in the section of Westminster crossing the tracks can be repaired only by CP personnel. (December, 2021, Informer -- **October, 2021**, Council meeting)

- **Potholes: patch versus repair.**

The Town [has a] lot of “vintage” roads and sidewalks and the Public Works staff spends a large portion of every summer on repairs to potholes, sidewalks, manhole and catch basin repairs, tree safety maintenance, cleaning of public buildings, and setting up of public events. The size of the blue-collar team is limited and they are everywhere, all the time, doing all kinds of essential jobs, many of which aren’t even seen. Although outsourcing projects like streets and sidewalks is sometimes done, repairs are extremely expensive so the Town has to undertake as many of these jobs as possible in order to keep overall costs low for residents which means a balancing act is always required. (September, 2022, Informer -- **June, 2022**, Council meeting)

- **Why are Brock North sidewalks only patched with asphalt?**

Public Works staff are constantly repairing potholes in streets and patching sidewalks where possible. However, because of the construction of some sidewalks, such as the ones on Brock North and Strathearn, there is a particular problem because of the way the concrete used for the streets was poured along with the sidewalk making it all one piece. Asphalt patches are the only viable option unless the entire street is rebuilt in those locations. (April, 2023, Informer – **February, 2023**, Council meeting)