



RIVER WARD CITY COUNCILLOR MARIA McRAE'S REPORT TO THE RIVERSIDE PARK COMMUNITY May 4, 2011

Invitation to Councillor Maria McRae's Annual Community Safety and Crime Prevention Meeting

You will have the opportunity to address community safety and crime prevention issues that are important to you and to learn more about services available to you. This meeting occurs during Police Week, May 15 to 21, 2011.

Date: Monday, May 16, 2011

Time: 6:30 to 7:00 p.m. - Information booths
7:00 to 7:30 p.m. - Formal presentations
7:30 to 8:00 p.m. - Q & A

Location: Hunt Club-Riverside Park Community Centre
3320 Paul Anka Drive, South Gym

Representatives of the following organizations and City of Ottawa departments will be in attendance:

- By-Law and Regulatory Services
- Corporate Security
- Ottawa Community Housing
- Ottawa Fire Service
- Ottawa Paramedic Service
- Ottawa Police Service
- Ottawa Public Health
- Parks and Recreation
- Public Works, including graffiti management
- Traffic Management

**City Councillor Maria McRae's
Annual Strawberry Social for River Ward Seniors**

Date: Friday, June 24, 2011

Time: 1:30 to 3:30 p.m.

Place: Hunt Club-Riverside Park Community Centre
3320 Paul Anka Drive (at McCarthy Road)

Entertainment provided by Mike Fahey
Refreshments and Snacks
Door Prizes
Seniors Information Booth

Please call 613-580-2486 to reserve your ticket(s).
Space is limited.

General Vanier Protection Neighbourhood Watch

Congratulations to the newly formed General Vanier Protection (GVP) Neighbourhood Watch. Neighbourhood Watch groups play an important role in keeping our communities safe. If you are interested in joining an existing group or starting your own where one does not exist, please contact my office for more information.

Heron Road Bridge Rehabilitation

As of April 11, 2011, Heron Road is reduced from six lanes of traffic to four at the Heron Road Bridge. The speed limit is reduced to 50 km/h and some delays are expected during rehabilitation work on the north bridge. City staff expect to complete this project by the end of August 2013. For more information, please visit www.ottawa.ca or call my office at 613-580-2486.

Construction on Riverside Drive

Beginning in early May 2011, Riverside Drive, from Heron Road to just north of Brookfield Road, will be widened to include an additional lane on both the northbound and southbound sides of the road. You will also see some minor improvements to street lighting and the island configurations at the intersection of Riverside Drive and Hog's Back Road. City Staff anticipate completing construction by the end of fall 2011. Traffic delays during the morning and afternoon rush hour are expected.

Bank Street Community Design Plan (CDP)

The first phase of public consultation for the Bank Street CDP is complete and the key findings are:

- a. Bank Street serves a dual purpose in the study area: an arterial road that moves traffic in a north-south direction to other parts of the City, and a road that provides access to local and regional shops and services.
- b. The shared turning lanes along Bank Street allow cars to access businesses so that through lanes are unobstructed; however there are concerns about the safety of these turning lanes for cars, pedestrians and cyclists.
- c. Local residents visit the study area. Residents are more likely to travel by car than by an alternative mode of transportation to the study area since facilities for pedestrians and cyclists are limited or non-existent.
- d. The poor streetscape is a major reason why people do not walk or bike to the study area. There are numerous sidewalk and parking/access conflicts. There is minimal tree coverage for shading, no public gathering spaces, poorly-defined sidewalks and no cycling lanes throughout most of the study area. The study area should be more attractive, pedestrian friendly (e.g., wider sidewalks, areas to take refuge, benches), cycling friendly (e.g., bike racks, segregated lanes), and have public gathering spaces.
- e. The study area is considered unsafe for cycling in mixed traffic due to the high speeds and multiple left hand turns made by cars.
- f. The study area has a lot of asphalt, which blurs the limits of the public realm and on-site parking lots.
- g. Users tend to come to the study area for specific purposes rather than to just drop by for a coffee.
- h. The study area is known as a local and city-wide commercial district. Users like the diversity and variety of shops and services and can do most of what they need to do in one area.
- i. Businesses in the study area benefit from their central location and exposure to daily traffic flow. Car access and parking were recognized by businesses as important issues. Businesses would also like to have improved traffic movements, infrastructure improvements, and increased safety for pedestrians, cyclists, and vehicular accesses.
- j. The character of the study area has not transitioned with time but rather stayed relatively unchanged in the last 30 years. The current function of the corridor is largely based on its past and existing land uses.
- k. Despite the fact that the study area is frequented by many people, the area does not have an identity and is not referred to by name like Westboro, Glebe or Little Italy.

- l. The community of Old Ottawa South is north of the study area and has desirable streetscape characteristics, which should be continued along Bank Street rather than ending abruptly at Billings Bridge.
- m. The demographics of the nearby communities to the study area have changed, particularly with the increase in young families and seniors. The local amenities (e.g. buses, Transitway, proposed cycling lanes, Ottawa River) could be better utilized to improve the existing services and meeting the changing needs of the study area.
- n. The CDP study area is 3.2 km long and has a varying right-of-way and sizes of businesses along the corridor. Since the needs, constraints, opportunities and sections along the corridor are different, having one treatment for the entire study area is not appropriate.
- o. The idea of intensifying land uses in the study area was not a major concern to the public if the built form was in the context of a mainstreet scale. Numerous residents expressed the opinion that intensification was better along Bank Street than in adjacent neighbourhoods. There were however concerns about the impact of traffic.
- p. There is a perception that growth occurring south of the study area will attract more traffic. Since Bank Street is one of the few north-south corridors, there is a perception that changes along Bank Street may cause traffic congestion and may create the need for additional capacity on alternate north-south arterial roads in the area.

Winter Operations Lawn Damage

Every spring as the snow recedes, we can see how some lawns were inadvertently damaged by the City's winter operations equipment. If you would like your lawn examined and repaired with soil and grass seed, please make a quick call to 3-1-1 and City staff will get your home in the queue.

OC Transpo Network Optimizations Approved

On April 20, 2011, the Transit Commission approved the Network Optimization Plan. I encourage you to visit www.octranspo.com to review the Commission's decisions. Thank you to everyone who took the time to provide me with their feedback.

Although I am not on the Transit Commission, I did my best to advocate on behalf of our transit users. I liaised with staff, the Chair of the Commission, spoke at a public meeting and sent a formal letter to the commission detailing residents' concerns. I am committed to continue working with the Chair of the Commission and City staff to ensure that staff review the changes once implemented and tweak the routes as necessary.

Spring Cleaning the Capital 2011

This year's Spring Cleaning the Capital Campaign began on April 15, 2011. I invite you to get involved to give our city a clean sweep this spring. With your help River Ward can be the cleanest ward in the City!

Cleanup Starter Kits for litter pickup and/or graffiti removal projects are available to all registered volunteers. Litter Pickup Starter Kits include disposable vinyl gloves, garbage bags and leaf-and-yard waste bags. Graffiti Removal Starter Kits include graffiti removal wipes, masks and gloves. All kits come with helpful project and safety information to guide your cleanup project. Upon request and while quantities last, we will include magnets and stickers in the kits.

It's easy to take part. All you have to do is select a cleanup location where litter or graffiti has accumulated over the winter months. Large or small, all cleanup projects are welcome! Once you have chosen your cleanup location, you can register online at ottawa.ca/clean or by calling 3-1-1. The campaign runs from April 15 to May 15, 2011.

Residential Curbside Waste Collection – New Contract for 2012

On April 13, 2011, City Council debated the residential solid waste service level review for the new 2012 contract. Beginning November 2012, collection service will include weekly green bin pick up, year-round blue and black box pick up on alternating weeks, pick up of residual waste every two weeks and a special diaper and incontinence products pick up program.

Under the new contract, delivery of these services is expected to save millions of dollars annually, over six years, will increase the City's waste diversion rate and preserve the life of the Trail Road landfill.

For information on what items you can dispose of in the green bin, blue box or black box, please visit www.ottawa.ca or feel free to contact my office.

Integrated Road Safety Program (IRSP)

March Results

The City's Selective Traffic Enforcement Program (STEP) laid 2,978 charges in March for **speeding** and **unsafe and heavy/commercial vehicle infractions**.

Speeding was the dominant violation with 2,128 charges, while 850 tickets were issued to drivers for unsafe and heavy/commercial vehicle infractions.

Examples of unsafe vehicle charges include: improper tires, headlights and license number plate lights, obstructed windshield, no clear view to side or rear windows, and defective brakes and steering.

The types of infractions that involve heavy truck and commercial vehicle-related charges include: insecure load, load not properly covered, improper use of the designated Truck Route Network and operating commercial vehicle without valid Commercial Vehicle Operator's Registration (CVOR) Certificate.

April Initiative

Ottawa Police will be focusing on those who **fail to buckle up** or comply **with child car seat requirements** during April's Selective Traffic Enforcement Program (STEP). Red light runners will also be on April's radar.

Between 2005 and 2009, 24 people were killed, 47 suffered life-threatening injuries and another 228 were injured in Ottawa as a result of not wearing vehicle occupant restraints. Eighteen of those 24 fatalities were male.

In support of the annual province-wide "Spring Seatbelt Campaign," Ottawa Public Health nurses and Ottawa Police will be setting up roadside spot-checks during the month – ensuring vehicle occupants are wearing their seatbelts, and booster and child car seats are suitable and properly installed.

Running red lights also made a large impact in 2009 with 773 collisions reported. These collisions resulted in one death and 376 injuries (18 of them life-threatening).