



## RIVER WARD CITY COUNCILLOR MARIA McRAE'S REPORT TO THE RIVERSIDE PARK COMMUNITY September 4, 2013

### Welcome Back to a New Fall Season

I hope that you and your families enjoyed a wonderful summer. Best wishes to students, their families and teachers during this new school year. I look forward to continuing working with you on matters that are of importance to our community.

**Please join me and staff from the Hunt Club-Riverside Community Centre at  
CommFest 2013!!**

**Date:** Saturday, September 7, 2013

**Time:** 8:00AM to 2:00PM

Garage Sale opens @ 8AM

Activities run from 10AM – 2PM

Lunch is served from 11AM until 2PM (for a nominal fee)

**Place:** Hunt Club-Riverside Park Community Centre  
3320 Paul Anka Drive  
(Accessible by Bus Routes 87 and 146)

### *Save the Date* - Councillor Maria McRae's Annual Autumn Tea for River Ward Seniors

**Date:** Friday, October 18, 2013

**Time:** 1:30 to 3:30PM

**Place:** Hunt Club-Riverside Park Community Centre  
3320 Paul Anka Drive  
(Accessible by Bus Routes 87 and 146)



## **Springland Drive – Traffic Safety & the Seasonal Traffic Calming Project**

City Traffic staff, in conjunction with the Ottawa Police Service (“police”), develop and implement road safety initiatives and campaigns utilizing one or a combination of the three Es: Education, Engineering and Enforcement. Enforcement is one means to address traffic safety, and Road Safety staff and the police use education and engineering as part of their integrated approach.

The issue of speeding on Springland Drive is often raised by residents and was discussed openly at your local community association meetings. Further to these community concerns, I worked with staff to deliver the Seasonal Traffic Calming Pilot Project (“Pilot”) on Springland Drive. It is one of 12 such projects that Road Safety staff are conducting across the city, and is aimed at slowing drivers, especially near schools and parks.

Staff installed centreline markings and a total of five (5) flexible signs between Walkley Road and Norberry Crescent (closest to Ernie Calcutt Park). The markings and the signs provide information to motorists that they are entering an area where they should have a heightened sense of awareness as a driver due to the presence of a school and a park, as there is a likelihood of children and other pedestrians in the area. This Pilot effectively decreased speeds when tested in another jurisdiction.

By way of background, to address community concerns about speeding, several years ago, residents on Springland Drive approached me about reducing the speed limit from 50km/h to 40km/h and provided me with a petition in that regard. Springland Drive is classified as a Residential Collector Road under the Transportation Master Plan, versus a local street (such as Mooney’s Bay Place, Flannery Drive, etc.), and was not immediately eligible for the speed limit reduction. Given the community’s concerns, I asked City Traffic staff to further investigate and ultimately the speed limit was lowered.

The Pilot is focussed on reducing speed along a corridor of Springland Drive near Holy Cross School and Ernie Calcutt Park. This area is frequented by children and their parents/caregivers and residents from throughout the community accessing the school and park, including seniors and persons with disabilities who may also need to cross the street.

In response to the specific location on Springland Drive for the Pilot, Road Safety staff provided the following statement:

*“Based on our numerous speed reviews along this corridor, the highest speeds are in the section where we have proposed for the pilot.”*

Road Safety staff have confirmed that the **average speed** at the **85<sup>th</sup> percentile** (*speed at or below which 85 percent of the motorists drive on a given road unaffected by slower traffic or poor weather*) on Springland Drive is ~60 km/h, or **~20 km/h over the posted limit**.

Regarding traffic volume, the Pilot is addressing traffic safety as it relates to speeding. As previously mentioned, Springland Drive is classified under the Transportation Master Plan as a Residential Collector Road. These types of roads are designed to serve neighbourhood travel between local roads (e.g. Flannery Drive or Mooney’s Bay Place) and arterial roads (e.g. Walkley Road & Riverside Drive) or travel between local roads and major collector roads (e.g. Alta Vista Drive). Therefore, Residential Collector Roads are specifically designed to carry more traffic than a local street. City Traffic staff have conducted traffic counts and origin/destination studies and have concluded that Springland Drive is not at capacity.

### ***Springland Drive – Traffic Safety & the Seasonal Traffic Calming Project (continued)***

I regularly ask for and receive police enforcement in the area in response to community traffic safety concerns such as speeding, stop sign running, etc. Residents can also report traffic safety issues to the police and it remains an option for you to call the police non-emergency number at 613-236-1222, ext. 7300. Your call for service will generate valuable statistics that the police use when allocating resources.

Police enforcement only works when an officer is on site and this Pilot proposes to reduce speeds 24/7. Photo radar is not allowed in Ontario and to that end, if you are interested, you may want to contact your local MPP to raise this issue. I have previously moved and supported motions in favour of photo radar and the Province has steadfastly refused to grant the City of Ottawa the authority to implement it.

The City has also responded to community concerns about the safety of children crossing Springland Drive in front of Holy Cross School. This January, a school crossing and an adult crossing guard were placed at that location. Pedestrian crossing studies undertaken in 2012 indicated that there were enough children crossing the road to meet the warrants for the installation of an adult crossing guard. Now children have adult supervision to safely cross Springland Drive as they go to and come from school.

I will provide more information about the results of the Pilot in due course.

### **Sawmill Creek Pedestrian Cycling Pathway Extension – Public Open House**

At the end of June, I held an open house regarding the Sawmill Creek Pedestrian Cycling Pathway Extension project.

The Sawmill Creek Pedestrian Cycling Pathway Extension is a \$2.5 million project that will connect from the existing Brookfield Multi-Use Pathway, east of the VIA Rail line, and extend approximately 1.1 kilometres south to Walkley Station.

Many residents from throughout our Ward and across the city attended this open house. I look forward to the completion of this phenomenal cycling and pedestrian jewel and will keep you updated as the project progresses.

### **Significant Increase in Residential Recycling and Waste Diversion**

Residents of Ottawa have increased recycling by 14 percent, including 16.5 percent in green bin collection, and overall, we are sending 10 percent less material to the landfill. This is great news for the City's green bin program and for our City.

Comparing to last year's report, in the second quarter of 2013, there was a one-per-cent increase in total waste collected (90,380 to 91,360 tonnes), and a 10 percent decrease in total waste taken to the landfill (52,150 down to 47,110 tonnes). Total recycling (blue and black box, and green bin material) increased by 14 percent, from 38,230 tonnes to 44,250 tonnes.

### **Biological Controls for the Emerald Ash Borer**

Forestry Services is working with invasive species experts from the University of Toronto and the Canadian Forest Service to advance research on biological controls for the Emerald Ash Borer (EAB) through the use of native and non-native species that act as predators. This issue was a topic of several questions at the Emerald Ash Borer Information Session held earlier this summer and I want to ensure that you have the most current information on the work being done by our staff on this important issue. The Canadian Food Inspection Agency has approved two non-native species of wasp for release in Canada as a control for EAB. These are *Tetrastichus planipennisi* and *Spathius agrili*. A third species of wasp that is native to Canada, *Phasgonophora sulcata*, is also being researched as a possible EAB predator. The wasps are non-stinging and are harmless to humans.

The City of Ottawa is currently working with researchers to explore the use of *Tetrastichus planipennisi* and *Phasgonophora sulcata* on local Ash trees. *Spathius agrili* is not considered to be a good candidate for release in Ottawa due to our colder climate. Forestry services staff is already working with researchers by contributing staff time, equipment and inspecting sites to evaluate the effectiveness of these biocontrols in Ottawa and how best to incorporate them into the City's EAB Strategy. The research trials are initially being done on a small scale and will include monitoring how the non-native insects interact with native species.

The City is exploring multiple options to manage the spread of EAB. Research in jurisdictions with longer experience with this pest suggest that no one tactic is 100% effective. Therefore, a combination of different tactics, including pesticide use and biocontrols, is required for the long-term management of EAB.

I will continue to update you regarding this issue.

### **Ottawa Ranked First in Canada, Third Overall in List of Sustainable North American Cities**

Ottawa was ranked first in Canada and third in North America, according to Corporate Knights magazine's inaugural North American Sustainable Cities Scorecard.

Ottawa placed first out of the five biggest cities in Canada. Ottawa also ranked first in North America in the category of Environmental Quality and second in the category of Governance and Empowerment.

The report, published in Corporate Knights' Best 50 & Sustainable Cities Edition, measured the 20 largest cities in the United States and Canada on 27 performance indicators across five categories: environmental quality, economic security, governance and empowerment, infrastructure and energy, and social well-being. San Francisco was ranked number one overall and Washington, DC came in second.

## **OC Transpo Route 87 – Autumn 2013 Update**

As you may be aware, last year I approached the General Manager of OC Transpo to determine if OC Transpo was in a position to improve transit services to St. Patrick's Home. In response to my concerns, OC Transpo has adapted a Special Service on Route 87 to better address the travel needs of St. Patrick's Home workers, volunteers, and visitors.

OC Transpo Route 87 was changed in September 2011 by combining a part of Route 87 with a part of Route 140. Route 87 now provides the all-day service on Springland Drive and Flannery Drive, and as a result, there is no all-day service provided on the section of Riverside Drive between Ridgewood Avenue and Heron Road. With this change, there is no longer all-day service provided at the bus stops in front of and across the street from St. Patrick's Home. The nearest all-day service is provided at bus stops at Ridgewood Avenue and Riverside Drive, about 400 metres to the south.

### *OC Transpo – New Special Service Funding*

In January 2013, using new funding that was provided by City Council for targeted services of this type, OC Transpo introduced a new special service, providing two bus trips to and two bus trips from St. Patrick's Home each day, seven days a week. The trips to St. Pat's currently arrive at 11:32AM and 2:32PM Monday to Friday (11:37AM and 2:37PM on Saturdays and 11:33AM and 2:33PM on Sundays). The trips from St. Pat's currently leave the home at 11:33AM and 2:33PM Monday to Friday (11:37AM and 2:37PM on Saturdays and 11:34AM and 2:34PM on Sundays).

### *OC Transpo – St. Patrick's Home Continued Dialogue*

At my request, in March 2013, senior OC Transpo staff met with staff, volunteers, and family members of residents at St. Pat's to discuss possible ways that the transit service could be adapted to better meet travel needs. Because of this meeting, the following improvements are now underway:

- The bus stop on Riverside Drive in front of St. Pat's is being relocated to a location closer to the front entrance of the current building and closer to the front entrance of the new building now under construction.
- A new bus shelter and a new bench are being installed at the bus stop.
- More succinct information about the times of the special trips is being posted at the bus stop.
- OC Transpo staff are discussing with St. Pat's representatives possible changes to the trip times to better match workers' and volunteers' start and finish times. If agreed, these changes would begin in September 2013.
- Staff responsible for the City's open data program have connected a software developer with IT staff at St. Pat's to work towards the installation of a real-time next bus arrival display in the front lobby at St. Pat's. This would allow people leaving St. Pat's to know when the next buses are expected at the stop in front for the special trips, and at the northbound and southbound stops at Ridgewood Avenue and Riverside Drive.

Representatives from St. Pat's remain interested in more frequent transit service to their location. OC Transpo staff have advised that the current transit budget does not provide for the restoration of the previous versions of Route 87 and Route 140. Staff are, however, reviewing the numbers of workers and volunteers who could use transit, to determine whether a limited number of additional trips could be provided within the current budget, while meeting the minimum financial performance standard. This discussion with St. Pat's continues.

I am appreciative of the work done by OC Transpo staff to address the specific concerns of St. Pat's Home and will keep you apprised of any updates therein.

## **Back to School – Construction and Zone Safety**

As the new school year starts, it is important to make sure everyone is aware about the risks and dangers with construction areas. Construction areas can add to the challenge of ensuring the safe movement throughout the City.

The Ottawa Police Service reminds motorists and pedestrians to be aware of the increase in traffic during this time and consider the following safety tips:

- Children and pedestrians should walk on available sidewalks.
- Always cross at intersections, looking and listening for traffic and walk across only when road is clear and safe to do so.
- Follow adult crossing guards, student crossing patrols and school bus operator's signals.
- Always wear a helmet when riding a bike and walk your bike across a roadway.
- Reduce speeds in schools zones and be ready to stop at any time. Children do not always notice oncoming traffic

Construction zones present other challenges to drivers and pedestrians such as:

- Increased signage, including speed zone changes, stop signs and detours.
- Higher volumes of traffic on alternate routes and possible delays.
- Lane reductions, narrower roads, temporary sidewalks and re-designation of roads to one-way travel.
- Increased equipment and machinery in the area and workers directing traffic.

Some tips to consider while travelling in construction zones include:

- Plan your route to avoid the area,
- Lower your speed,
- Be aware of new signage, including detour changes,
- Watch for changing conditions including movement of pedestrians, vehicles and construction personnel and changing roadway surfaces,
- Be patient, remember work zones are necessary to improve infrastructure and roads and make them safer.

Let's have a safe and wonderful school year!

## **Ottawa Ranked First in World on Economic Development Scorecard**

I am proud to say that Ottawa has received the first-place ranking in a scorecard by the Marin Prosperity Institute that ranked 61 cities from around the globe in three key measurements of economic development: Technology, Talent, and Tolerance and a fourth measurement – Quality of Place.

The ranking suggests that a balance between the three measurements of economic development is a potential indicator for economic growth in a region. Of the 61 cities studied, Ottawa received the highest marks for talent and the highest overall rank, ahead of global cities such as Oslo, Amsterdam, Copenhagen, London and New York.

This is a great achievement for Ottawa and I am proud of our residents.

### **Property Taxes – Pay Online by Credit Card**

The City has launched a new online feature allowing payment cards (credit card and *Interac* Online) for online payment of property taxes. Because of the increased demand for more flexible online payments, MasterCard, VISA and American Express, as well as *Interac* Online will now be accepted to make secure online property tax payments as a new payment service.

The number of payment card transactions with the City grew to almost \$1 million in 2012 with associated payment cards costs to the City of more than \$2 million this year. Acceptance of payment cards comes at a cost to the City and its taxpayers. Council approved service fees to be charged for those who choose this new property tax payment option to ensure that fees are paid by only those who choose this payment channel rather than by all taxpayers.

Service fees charged by the third party provider are:

- 1.99 per cent of the payment amount for transactions over \$25
- \$0.50 for transactions of \$25 or less
- payment cards will not be accepted for transactions totalling less than \$1

The City of Ottawa does not receive any part of the service fee, which is charged by the City's third-party provider, Paymentus Corporation. The service fee covers the fees charged by payment card companies and the costs of handling and processing a payment.

Providing this new user-pay option will:

- maintain fairness and stewardship of public funds by protecting taxpayers from costs associated with payment card use by those who choose this option
- reduce the City's costs related to payment card fees
- allow users to accumulate payment card loyalty rewards without the costs being borne by taxpayers
- enable expanded access to self-serve web-based payments
- enable the expansion of payment card use across more business lines

Credit card payments for property taxes are not accepted at Client Service Centres or by mail. Cash or cheques will continue to be accepted for all payments.

To make an online payment, please go to [www.ottawa.ca](http://www.ottawa.ca) and within the ServiceOttawa box select "Pay Your Property Tax Bill".

## **20 Years of Cleaning the Capital!**

Tim Hortons and the City of Ottawa are pleased to announce the launch of the early bird registration for the annual Fall Cleaning the Capital event, which will take place from **September 15 until October 15**.

Volunteers who register their cleanup project during the early bird period, which takes place between August 15 and September 14 (still have lots of time!), have a chance to win one of the many early bird prizes donated by our generous sponsors. Regular registration ends October 15.

Registration is quick and easy: First, select a cleanup location, such as a ravine, shoreline, bus stop, pathway, park or any public area requiring tidying up. Then go to [Ottawa.ca](http://Ottawa.ca) to register your cleanup project.

Cleanup starter kits for litter pickup and graffiti removal projects are available to all registered volunteers upon request. Litter pickup starter kits include disposable vinyl gloves, garbage bags, as well as leaf and yard waste bags. All kits come with helpful project and safety information to guide your cleanup project.

This is a great opportunity for families and friends to work together on community cleanup projects that help make Ottawa, our home, clean, green and litter free. The Tim Hortons Fall Cleaning the Capital is also an excellent way for high school students to earn their community volunteer hours!

## **Household Hazardous Waste Depots – Keeping Our Environment Safe**

It is important for us to dispose of our household hazardous waste in the safest and most environmentally friendly way. To keep our waste collection operators and our environment safe, we need to do our part by safely disposing of waste such as used batteries, needles, pesticides and pool chemicals. For a complete listing of household hazardous waste, please visit [ottawa.ca](http://ottawa.ca).

To help us dispose of these products safely, the City operates several, one-day Household Hazardous Waste Depots at various sites throughout Ottawa. The next depot is on **Sunday, September 22, 2013** at 100 Constellation Road from 8AM to 4PM. A complete list of dates is available at [ottawa.ca](http://ottawa.ca).

If you cannot attend a depot, some materials can be easily recycled every day. You can return items such as paint, oil, compact fluorescent bulbs and rechargeable batteries to a participating local retailer any day of the week during regular operating hours.

## **Safer Roads Ottawa Program**

### ***September Initiatives***

The City of Ottawa and the Ottawa Police Service's Selective Traffic Enforcement Program (STEP) will focus on **school zone safety** and **vehicle occupant restraints** during the month of September, as part of its ongoing commitment to keeping Ottawa's roads safe.

#### *School Zone Safety*

Between 2008 and 2012, there were 35 collisions involving school buses or in school zones resulting in seven injuries.

#### *Vehicle Occupant Restraints (includes child car seats)*

Between 2008 and 2012, there were 209 collisions involving the non-use of seat belts or a child safety seat used incorrectly. These collisions resulted in 219 injuries and 22 fatalities.

*The Safer Roads Ottawa Program is a leading community partnership between Ottawa Fire Services, Ottawa Paramedic Service, Ottawa Police Service, Ottawa Public Health and the Public Works Department committed to preventing or eliminating road deaths and serious injuries for all people in the City of Ottawa, through culture change, community engagement, and development of a sustainable safe transportation environment.*

*Also participating in the Safer Roads Ottawa Program are the Royal Canadian Mounted Police (RCMP), Ontario Provincial Police (OPP), Sureté du Québec, Department of National Defence's Military Police and Gatineau Police Service to improve road safety for all residents of the national capital region.*