

**Traffic and Safety Committee Report
to the NECA Annual General Meeting, Thursday, October 24, 2019**

The committee has worked on a number of issues during the past year. Some highlights:

1. Neighbourhood traffic. We are still awaiting results from the most recent neighbourhood traffic counts (taken on Dufferin Road, Lisgar and Crichton last fall) and the plans the City has in response to them.

The counts were triggered by the excessive commuter traffic to and from the McDonald-Cartier bridge through our neighbourhood, creating traffic jams and dangerous situations for children at our schools and the many elderly residents of our retirement homes.

Neighbourhood traffic and safety concerns have been exacerbated by the Rockcliffe Wateridge Village development east of the Airport Parkway and the likelihood of additional increases in commuter traffic through our neighbourhood.

2. Beechwood corridor. Discussions continue to percolate within the community about the multitude of traffic/safety issues on Beechwood; many residents think Beechwood needs to be “rethought.”

- a. Perceived need for changes along the 3 to 4 blocks of Beechwood with respect to lights and traffic management, since Beechwood has become a “complete street.”
- b. The south side of Beechwood between the Vanier Parkway and MacKay has parking places, a bike lane and then becomes a left turn lane for traffic to access MacKay St., but is only one actual auto traffic lane. This is confusing to all.
- c. Southbound traffic on Crichton St. at the Vanier Parkway is still turning left onto Beechwood Ave. even though that is no longer permitted. As well, vehicles are still driving straight through to the Vanier Parkway from the right turn lane going South.

The Councillor’s office admits that Beechwood is the most challenging overall transportation area in the ward, not the least because it is a shared boundary with Ward 13. Officials with both Councillor King and Councillor Fleury’s office meet regularly to discuss shared strategies to improve Beechwood.

3. The pedestrian crosswalk that has been put at **Springfield at Putman** appears not to be effective, according to many local residents. This is a high traffic area, with a 50km/h speed limit, that has a sidewalk on only 1 side of Springfield and that serves as the gateway to 5 schools. This intersection should merit a crossing guard as well as greater enforcement.

Our Councillor’s office has this intersection high on their list as needing attention.

4. Reduced neighbourhood speeds/gateway signage. There has been talk of establishing a gateway zone in our neighbourhood (40 km/h), as the City has committed to do this in all residential areas.

We understand it may also be possible to create 30 km/h gateway zones or 30 km/h speed limits on certain designated streets.

The Councillor has a goal of introducing gateway signage throughout the ward by the end of this term. This will depend on how much money is designated to the temporary traffic calming program in each budget year.

5. On-street parking. The issue of non-enforcement of overtime parking (more than 2 hrs in some sections and 3 hrs in others) and private driveway infringement has been along standing issue in our neighbourhood and has been exacerbated by the construction trades since the CSST project began.

When tires are marked by the enforcement officials, the vehicles remain on our neighbourhood streets by quickly moving to another spot--avoiding being ticketed. The illegal parkers have an effective 'notifying' system.

We have asked that bylaw enforcement officers be more creative in enforcement, so that the 'shuffle' has to take place at times other than the convenience of the lunch hour.

6. Snow removal. Concerns were repeatedly expressed last winter about the lack of snow removal on Stanley at/approaching the entrance to the CSST site in Stanley Park — and the safety issues related to a congested street, lack of attention by the City and contractor for properly clearing snow and providing proper access to a major construction site within a dense neighbourhood, and, truckers who ignore safety requirements when entering the site — a clear safety issue.

Also, there were problems with snow removal on the lanes. Some of the problems experienced and reported were residents unable to access their front entrances (many front on the lanes/mews), garages, or parking spaces due to packed ridges of ice left by the City plows, infrequent plowing or removal of snow and ice ridges, and difficulty walking in the lanes without fear of falling on wall-to-wall ice. Many residents were unable to leave their homes safely.

We have brought these and related issues up in greater detail directly with the appropriate City staff in charge of clearing the lanes. We will need to follow-up with reminders again soon.

7. Crichton/Electric PXO. We are pleased that this long-standing construction deficiency has been remedied, along with construction of a bulb-out at this location.

8. Dead-end sidewalks. One of the areas of concern to our neighbourhood walkers is dead-end sidewalks. An example: the sidewalks along Rideau Terrace. When heading east on Rideau Terrace from Springfield there is a sidewalk on both sides of the road. The south side sidewalk ends at the Champlain Towers and the north side sidewalk ends at Lambton Avenue where the street is narrow and curves toward the left. The sidewalk should be extended on either side in order to reach Acacia. This issue has been discussed with the City and we will continue to pursue it.

9. Stanley/Dufferin/Crichton improvements. In response to community concerns and consultations (and after a few attempts,) the City has completed construction of storm water infrastructure and related sidewalk, curb and pedestrian path at the Stanley/Crichton intersection.