

## **Risk Assessment Meeting March 30, 2011**

### **Working Group Recommendations**

Zone A (Page 2 of Map)

#### **Nepean Creek to Black Rapids?**

Although this section does qualify, under \*previously established Parks Canada criteria, as an area to be considered for a speed restricted area, more research of the effects of this change may be required. For example, if tow sports were not permitted in this section of the river, would congestion in the Black Rapids to N44 section be increased to an unsafe level?

\* Previously established criteria:

We install speed zones for three very specific reasons.

1. Highly congested boat traffic areas
2. Narrow channels
3. Boater conflicts - as in merging channels or limited visibility.

#### **Black Rapids to narrowing south of N44**

Ski schools and clubs have traditionally operated in this section of the waterway. Though the river appears wide, there is a lot of vegetation and marsh along the shore, therefore recreational activity takes place in the navigation channel. The ski clubs find excessive wake dangerous while training is in session.

Consideration could be given to restricting other towed sports activities during specific and posted training times.

#### **Narrowing south of N44 to north of Chapman Mills Conservation Area**

This is a very developed area and excessive wake is an issue. There is however no need for a speed zone or to restrict recreational activity that does not create excessive wake. It was noted that the risk assessment in this area is more complaint driven than actual risk to public safety.

Because of the risk to personal safety and to property this area should be a "no wake" zone.

Zone B (Page 3 of Maps)

#### **Chapman Mills to Long Island**

The recommendation was to leave this stretch of the river as is, no speed limit, no restrictions to towed recreational activity. Recommend educational messages be communicated at all public boat launch locations, particularly Ecolands Park.

### **Long Island Locks to south end of Long Island.**

Recommend “no wake” zone from Long Island locks to 250msouth of the locks, creating a safe area for vessels approaching or leaving the lock, or mooring. There would remain approximately 700 meters of bay area for boaters to enjoy recreational activity that creates more than minimal wake.

Suggest the existing speed zone at Long Island be extended north to the opening of the bay and south beyond the tip of the Island. However, there was concern this length of speed restricted area was excessive and boaters may try to “make up for lost time” once they exit the speed zone. More review is required.

### **Section south of N95 to N99?**

Collins Point is an area of concern for excessive wake and speed on the “S” section. Extend speed zone north from N99 to beyond the “S”.

Zone C (Pages 4 & 5 of maps)

### **Manotick Marina to 416 Bridge**

Extend existing speed zone and no wake zone 100 m south of Kelly’s Landing. Fuel stations on the water are of particular concern because of the risk to safety and the environment. A speed zone combined with a no wake zone adds to the strength of enforcement.

From 100m south of Kelly’s Landing to Hurst Marina no change.

Add a 100m speed and no wake zone at Hurst Marina for same reason as Kelly’s Landing.

Extend the “no wake” zone from south tip of Sanders Island, north beyond Long Island Marina to reduce excessive wake that creates a safety hazard for people on boats and docks at the marina.

Kars to 416 bridge, leave as is.

### **Note**

Wash to some extent, is a natural occurrence. The Shoreline Vulnerability Study, once reviewed in detail will impact recommendations. A second working group meeting (expanding on environmental interests) will be necessary.

Attempt to have “no wake” zones, once clearly defined, gazetted and added to the hydrographic charts similar to the speed zones. As well, speed zones on charts should be more obvious.