



Village Heritage... Village Character.... Village Pride

Board Meeting

Aug. 18, 2010 7pm

Manotick Public Library

AGENDA

1. Approval of Agenda
2. Approval of Minutes of the July 21st meeting
3. Treasurer's report
4. Update on MVCA activities July/Aug:
 - 150th Anniversary of Manotick Mill July 31
 - Manotick Mahoghany Liason (Subdivision Plans posted on city WS)
 - Upcoming meeting on Junicon Bridge St. Senior's Residence (Application on city WS)
 - Parks and Pathways Subcommittee update (attached)
 - Traffic and Transportation Subcommittee update (attached)
5. Upcoming Events:
 - September 19th: Picnic in the Park preparations
 - Food and drinks (Daryl Webber)...
 - Dr. Kaboom...
 - (advertising in addition to broadsheet?)
 - Music...
 - The Municipal Election: Do we want to participate? If so, how?
6. Preparation of the first broadsheet.
7. Other business
8. Adjournment

Parks and Pathway Committee (PPC) on Village Pathway Activity July/Aug 2010:

- Three of the four pathways will be constructed under the Green Partnership Pilot Program - McLean, Centennial and Barney McCarney
- The Rideau Valley Conservation Authority, as required by the City, gave their approval for Barney McCarney and McLean Park
- Conditions required by the City have been met
- The project has been tendered and D & G Landscaping were the successful bidders
- The contract with D & G was signed by Brian Tansley on behalf of the MVCA
- The Consent to Enter Agreement from the City was signed by Brian Tansley on behalf of the MVCA
- With all requirements met, D & G Landscaping began construction at McLean Park on Monday, August 16 we can't say Tansley signed the contract with D & V
- With all requirements met, the PPC requested that the first cheque of \$10,000 be directed to the MVCA
- The PPC has formally requested \$7,500 from the Georgina Falls Trust Fund for the Centennial Park Path; this request has been sent to the Ward Councillor, copied to Brian Tansley and the City Deputy Treasurer
- Letters of support have been received from the Lion's, Manotick BIA and Manotick Village and Community Association and submitted to the City and the Ward Councillor
- It is anticipated that construction of all three pathways will be done by the end of the September
- The PPC will submit a final report to the City per the grant conditions and a copy will go to the MVCA Board
- **Outstanding Items**
- Could MVCA Treasurer, Pierre Viau please advise Kris Schulz when the City cheque has been received and deposited
- All invoices when received from D & G will be verified and signed off by the PPC and submitted to the MVCA Treasurer for immediate payment

If the MVCA Board has any questions about any aspect of the Pathways Project, please don't hesitate to contact me.

Kris Schulz, Chair,
Parks and Pathways Committee
MANOTICK VILLAGE & COMMUNITY ASSOCIATION

**Documentation associated with Traffic and Transportation Subcommittee activity
July/Aug. 2010.**

Dear Mr. Manconi,

re: Elderly persons crossing on Bridge Street

Mr. Bruce Willems and I request to meet with you at your convenience this week to discuss an opportunity for your department to assist in a pilot project to implement a safe elderly persons crossing that is needed on Bridge Street in Manotick.

Background:

Junicon homes has applied for a Zoning Change and Site Plan Control to build a 126 unit retirement residence along a block face on Bridge Street between Manotick Main Street and the Rideau River (D02-02-10-0028 and D07-12-10-0092). The RVCA requires a 30 m setback at the back of the property from the Rideau River and the City has taken a 4 m strip at the front of the property for future road widening purposes and has told Junicon to build the facility following the City's "Main Street intensification" guidelines of locating the building close to Bridge Street a short 3 m from the sidewalk.

Following two public meetings, Junicon submitted a second revised site plan and a revised traffic impact brief that meets nearly all of the Community's concerns. However, one key concern remains and that is how to provide the estimated 200 senior residents whose average age is expected to be 82 years a safe crossing of the 2 lane Bridge Street arterial to reach important nearby walking destinations that include 2 churches, a senior volunteer run restaurant and meeting place, and the Dickinson Square facilities (145 m south of the proposed retirement facility) including Watson's Mill operating many programs for and by seniors in Manotick. The importance of locating this retirement facility so close to all these amenities for seniors in the Village of Manotick cannot be overemphasized. It is in this context that a convenient and safe seniors crossing is critical to allow our new senior residents walking access to these facilities and numerous community programs operated for and by our seniors. Members of our Community have expressed a deep concern that a safe and convenient crossing facility is a key requirement for successful integration of residents of this facility with the broader (senior) community in the Village.

The revised traffic impact brief was asked to consider the Community's request for a signalized mid-block pedestrian crossing in front of the retirement residence that would directly connect this facility with the most important walking destinations. The revised traffic report concurred that such a crossing warrants consideration compared to having the (average age) 82 year old residents walk an **additional 300 m** to cross at the roughly 6 lane wide signalized intersection at Bridge and Main Streets where these seniors also need to contend with three high-volume turning movements during the walk cycle. (see Figure 1 below)

The total distance to Watson's Mill assuming a mid-block crossing is 215 m. It is 515 m if seniors need to cross at the Bridge/Main Street intersection. That is, a mid-block crossing would cut the total walking distance by more than half for seniors thereby ensuring that seniors who cannot walk more than 300 m at a time would be able to reach their desired destination by foot.

Despite these obvious advantages, the revised traffic study concluded (see Reference 1) that a signalized mid-block elderly crosswalk is expensive and may possibly result in insufficient vehicle storage space between the Main Street intersection under maximum traffic load

conditions. The study also claims that a signalized mid-block crosswalk would save only 5 minutes of walking time and hence the study does not recommend this solution. What the study failed to recognize is that elderly persons not only walk slower, but their stamina is not that of younger people and for many an extra 300 meters means that their destination is not reachable on foot, especially those who walk assisted by cane, by walker or holding someone's arm. An additional 300 m can mean the difference between independence of walking vs dependence on the retirement facility's buses to reach nearby destinations.

Proposed inexpensive pilot operational solution

Fortunately an alternate workable solution has been developed by a retired City/RMOC traffic specialist, Mr. Bruce Willems living in Manotick. It is his solution that we wish to bring to you for discussion and your consideration to hopefully champion and implement as an inexpensive operational pilot that if successful could be a candidate for broader implementation withing the City.

This solution which we would like to review with you is schematically shown in Figure 2 entitled "Proposed Elder Person Crossing at Retirement Residence". Key features of this inexpensive and easily implementable pilot solution include:

1. A 3.3 m by 5.0 m pedestrian safety island to store pedestrians crossing one lane of traffic at a time. Assuming a walking speed of 1.0 m-per-sec (as per revised traffic study), it would only take 4 seconds to cross a single 3.6 m wide lane of traffic to reach the safety island thereby impacting traffic minimally if at all. This solution is incapable of causing EB queues exceeding the available storage of 130 m, the distance between Manotick Main Street/Bridge Street intersection and the proposed unsignalized pedestrian crossing.
2. Use of white paint hash-markings on the pavement to highlight/identify the location of an elderly crosswalk to all motorists.
3. Use of standard City of Ottawa "Yield to Pedestrian" signs (and possibly in combination with a standard "elderly person crosswalk" sign) to notify drivers of the upcoming pedestrian crosswalk.
4. Use of an approx. 8 m long, 3.3 m wide curbed median island on each side of the crosswalk confining each lane of traffic to 3.6 m.
5. This would be an extremely low cost test for approx. 6 months or so to take place with the completion of the seniors residence. The pilot would determine how it is accepted and see what adjustments are necessary if it is to become a permanent feature and to see how it fits into the City's "Main Street intensification" guidelines.

Consultation:

We have reviewed our proposed solution with the Rural Sector Fire Chief for District 9, Mr. Paul Hutt, at a meeting held at the Manotick Fire Station on 12 August. The Chief expressed support for our proposed elder crossing and advised us that it represents no physical constraint for responding to any emergency calls that require the use of Bridge Street.

Literature review:

The U.S. Department of Transportation - Federal Highway Administration - Environment - Chapter 9. Traffic Calming includes Figure 9-22. - see reference (2) below.

This study identifies positive impacts for people with disabilities and slower walking speeds including decreased crossing distances and greater safety by crossing one leg of traffic and then waiting on a pedestrian refuge before crossing the second leg of traffic.

Meeting Request:

Mr. Bruce Willems and I would like to meet with you at your convenience next week to discuss this proposal to pilot a safe elderly persons crossing on Bridge Street in Manotick.

With warmest regards,

Klaus Beltzner, Transportation Chair, Manotick Village and Community Association (MVCA)
1370 River Road, Manotick K4M 1B4
613-692-2462

References and Figures

References:

(1) Traffic Impact Brief - Bridge Street Retirement Residence, Manotick, ON, CastleGlenn Consultants Inc.

http://webcast.ottawa.ca/plan/All_Image%20Referencing_Site%20Plan%20Application_Image%20Reference_Traffic%20Study%20SUMB2%20D07-12-10-0092.PDF

(2) U.S. Department of Transportation - Federal Highway Administration - Environment - Chapter 9. Traffic Calming

Figure 9-22. Center island narrowings provide pedestrians with reduced crossing distances due to the presence of a pedestrian refuge area.

9.2.9 Center island narrowings

Center island narrowings are raised islands located at the centerline of a street. Other names for center island narrowings include midblock medians, median slow points, or median chokers. Travel speeds are reduced due to the narrow path of travel at that location and are particularly effective on curves. Center islands also act as effective pedestrian refuge locations.

9.2.9.1 Impact on pedestrian access

Center island narrowings have the following positive impacts on access:

Positive impacts

- People with disabilities benefit from decreased crossing distances; and
- Pedestrians with slower walking speeds are able to cross one leg of traffic and then wait on a pedestrian refuge before crossing a second leg of traffic.

9.2.9.2 Design recommendations for center island narrowings

The following recommendations are intended to enhance access at center island narrowings:

- Raise medians to better separate pedestrians and motorists;
- Design median barriers to include accessible features such as cut-throughs with detectable warnings for people with vision impairments and a minimum clear width of 915 mm (36 in);
- Center island narrowing can narrow lanes to lower vehicle speed which enhances the safety of roadway crossings for pedestrians; and
- Consider bicycle travel when reducing lane width and provide a way for bicyclists to share the road with motorists.

Figures:

Figure 1 - Annotated map of Bridge Street and nearby walking locations for Retirement Residents with location of proposed mid-block elderly persons crosswalk, the existing signalized Main/Bridge Street intersection and walking routes.

Black walking lines identify 300 m detour to cross Bridge Street at signalized Main Street intersection. Note that Bridge Street is widest at roughly six lanes at the pedestrian crosswalk. Blue lines identify allowable turning movements for vehicles during "walk signal" phase that currently includes WBR (481 vph AM which includes 11% heavy and long trucks; 449 vph PM which includes 5% heavy and long trucks), NBT (214 vph AM, 200 vph PM) and SBL (486 vph AM which includes 8% heavy and long trucks; 488 vph PM which includes 7% heavy and long trucks). These movements occur while pedestrians are crossing on the "walk signal".

Concerns raised with the Bridge/main intersection include:

- (a) a need to lengthen the "Walk" cycle (when pressed) to twice its current length to permit slow walking seniors time to cross AND to disallow all turning movements during the "Walk" cycle; and
- (b) that **300 additional m of walking** to go to the Bridge/Main intersection which more than doubles walking distances is more than a significant number of retirement residents can physically do in an outing. A mid-block elder person crosswalk would reduce the total walking distance to the furthest destination to 215 m. AND it would provide a safer crossing where seniors only have to contend with one traffic lane at a time (see also Figure 2).

Figure 2: Proposed Elder Person Crossing at Retirement Residence

Key features of this inexpensive and easily implementable pilot solution include:

1. A 3.3 m by 5.0 m pedestrian safety island to store pedestrians crossing one lane of traffic at a time. Assuming a walking speed of 1.0 m-per-sec (as per revised traffic study), it would only take 4 seconds to cross a single 3.6 m wide lane of traffic to reach the safety island thereby impacting traffic minimally if at all. This solution is incapable of causing EB queues exceeding the available storage of 130 m, the distance between Manotick Main Street/Bridge Street intersection and the proposed unsignalized pedestrian crossing.
2. Use of white paint hash-markings on the pavement to highlight/identify the location of an elderly crosswalk to all motorists.

3. Use of standard City of Ottawa "Yield to Pedestrian" signs (and possibly in combination with a standard "elderly person crosswalk" sign) to notify drivers of the upcoming pedestrian crosswalk.

4. Use of an approx. 8 m long, 3.3 m wide curbed median island on each side of the crosswalk confining each lane of traffic to 3.6 m.

Dear Board Members,

I have received a note back from Mr. Manconi advising that he is away this week and has asked Kevin Wylie to review and recommend next steps.

Also, Councillor Brooks has e-mailed me this morning and asked to be notified of the time and place of the proposed meeting.

Klaus

----- Original Message -----

Subject: Proposed Elderly Persons Crossing on Bridge Street

Date: Mon, 16 Aug 2010 09:37:31 -0400

From: Klaus Beltzner <klaus@beltzner.ca>

To: Manconi, John <John.Manconi@ottawa.ca>

CC: Bruce <bruce.willems@sympatico.ca>, "McWilliams, Cheryl" <Cheryl.McWilliams@ottawa.ca>
<Paul.Hutt@ottawa.ca>

- Show quoted text -

DRAFT MEETING MINUTES (DO NOT CIRCULATE): MEETING HELD JULY 21, 2010

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PRESENT: Klaus Beltzner (KB, Parks & Pathways), Jane Dormon (JD), Brian Tansley (BT), Pierre Viau (PV).

REGRETS: Jan Hynes (JH), James Clancy

TOPICS FOR DISCUSSION:

1. Approval of the Agenda

The agenda was unanimously approved.

2. Approval of the minutes from the June 16 meeting

The minutes were unanimously approved without changes.

3. Treasurers report

As of July 21, 2010, the MVCA account balance is \$23,531.35.

Activity since June 16 report: 2 student awards of \$500 each. Monthly banking fee \$3.75.

4. Update on the Committees/Development issues

– *Manotick–Minto Liaison Committee*: the plans for the subdivision have been posted on the City

of Ottawa website. A new architect, Mr. Cassidy, is working for Minto on the facades for the

Mahogany development. An effort is in progress to coordinate a meeting with Mr. Cassidy at

the next Manotick–Minto Liaison Committee meeting to get more information. KB expressed his

concern about the apparent lack of a traffic light at the Bankfield – First Line intersection.

– *Junicon's proposed Seniors Residence – Bridge Street, Manotick*: the application has been

posted on the City of Ottawa website. BT expressed concern about the posting by Junicon,

which claims to reflect/address concerns expressed by the Community (Manotick), however, it

does not significantly reflect the concerns expressed by the MVCA at their joint meeting. KB indicated that a signalized crosswalk should be installed to allow persons to safely cross the

road in the vicinity of the Residence (north to south). KB and Brian Millar spoke with the engineer and planner for Junicon: they indicated that they would consider the crosswalk, but

believed that the City of Ottawa would veto it. The light for the crosswalk would have to be

coordinated with the traffic lights. Some discussion was had as to when the greatest volume of

pedestrian traffic would be in that area, i.e., peak or off-peak vehicle traffic hours?

The Board expressed its disappointment regarding the lack of response to concerns expressed

by the MVCA apparent in the posting by Junicon. The Board agreed that a 3-party meeting

(Junicon – City of Ottawa – MVCA) is warranted.

BT commented that it is important to poll the Community (of Manotick) regarding the impact

of Junicon's proposed development on Traffic, Pedestrian Safety, and other issues. The plan is to incorporate some information into the next broadsheet, and to email members recommending

that if they have and concerns regarding the potential impacts that they fill out the survey/poll

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and allow the MVCA to negotiate with Junicon and the City of Ottawa on their behalf.

– *Parks and Pathways Committee: Progress Report submitted by Noel Norenius:* It was observed

that D&G Landscaping are the successful bidders for the work associated with the pathways

project. PV asked whether there were any financial commitments made to D&G landscaping.

The Board discussed that the agreement with the Parks and Pathways Committee requires any

financial commitments to be passed by the Board of the Directors (BoD) of the MVCA, and

that any agreements involving money where approval of the MVCA is implied, should be approved by the BoD in advance. The BoD requested that BT check that these agreed-upon

protocols were being followed.

– *Traffic and transportation:* Klaus Beltzner (see above, *Junicon*).

5. Upcoming events

– July 31 is the 150th Anniversary of Manotick Mill : plans to sell popcorn and candy floss at this event.

– September 19th is the Picnic in the Park: Daryl Webber will coordinate the food. Glen Brooks

has confirmed that we can use the park on that date. BT will investigate what can be done with

respect to music. JD to contact people regarding face painting at the event.

– The Municipal Elections: PV suggested that we use the email tree to get members to send in

concerns and questions to the candidates for the roles of Councillor and (or) Mayor.

These

questions could be forwarded to the candidates to answer at an MVCA-hosted Municipal Meeting (1 meeting for candidates for Councillor, 1 meeting for Mayoral candidates?).

There

was some discussion as to whether the meeting should involve Ward 21 or just Manotick.

The

meeting should be advertised as “All Welcome”. All questions to be posted on the MVCA

website (?). The question of the need for names to be attached to the questions was addressed,

as anonymous postings can be very problematic. However, in consideration for peoples

right to

privacy it was decided that the names of persons submitting concerns or questions shall be

posted, but not in connection with their question, rather a list of names of persons having submitted questions will be posted separately.

6. Fundraising initiatives

Motion to purchase a candy floss machine. Quote from Poppacorn Co. (Lancaster Rd.) "Breeze" model = \$1087 + tax. Information from a commercial vendor that uses such a machine indicates that the machine will pay for itself very quickly and would be a good way to

augment revenues for the MVCA. Unanimous agreement for the purchase.

7. Preparation of the first broadsheet

BT commented that we have news for the broadsheet. The broadsheet should also be used as a

tool to see what issues members want us to pursue/concentrate on in the future. BT will require

assistance from all BoD members for contributions to the broadsheet. Issues for the broadsheet

currently include the following: Junicon-Seniors residence; Update on Minto's "Mahogany"

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development; Student awards.

8. Other business

There are problems with the MVCA website (minutes have disappeared).

9. Adjournement

ACTION ITEMS:

- BT to purchase candy floss machine.
- BT to contact JH about a notification for the members regarding the posting of Junicons plans on the City of Ottawa website.
- BT to contact JH when she returns from vacation to see about problems with the website.
- JD to find "face painters" for the Picnic-in-the-Park".
- BT to talk to the P&P committee regarding financial commitments.