



## **Preliminary Findings**

### **Heavy Truck Study, Bridge Street and Manotick Main and Vimy Bridge, August, 2023**

In August 2023, MVCA volunteers collected data on heavy truck traffic in Manotick and nearby Vimy Bridge. Vimy Bridge was selected as a basis for comparison. It is one alternative route to cross the Rideau River in South Ottawa, but not the only one. Hunt Club Road and Roger Stevens Roads are also alternatives in South Ottawa.

It is the position of the MVCA that any truck doing local delivery or pick-up in Manotick is welcome. We are concerned however about the extraordinary volume of heavy trucks going through narrow streets of the community when they don't have a local reason to do so. This is a matter of public safety.

Each location was surveyed for five weekdays from 7am until 5pm. Heavy truck traffic begins earlier and ends later in the day in each location, so actual daily heavy truck volumes are in fact higher in both locations. The focus of this study is heavy commercial trucks including dump trucks, tractor trailers, flatbeds, tanker trucks, cement trucks, and tandem trucks. We did not count buses, residential garbage/recycling trucks, firetrucks, or other smaller trucks sized for local service. This is a preliminary report of our findings:

1. On average, there were 967 heavy trucks going through the intersection of Bridge Street and Manotick Main from 7am to 5pm on a weekday. The volume on Vimy Bridge averaged 507.
2. 84% of heavy trucks in Manotick travelled in one of two directions:
  - Westbound on Bridge Street, then turning right on Manotick Main
  - Southbound on Manotick Main, then turning left on Bridge Street
3. The remaining 16% of heavy trucks travelled through the village northbound or southbound on Manotick Main, or northbound on Manotick Main, then turning right on Bridge Street.

4. Over 140 pedestrians and 73 people on bikes navigated the intersection of Manotick Main and Bridge Street each day during study hours.
5. On average, a heavy truck climbed onto the sidewalk 67 times while executing a right turn around the northeast corner of the intersection of Bridge Street and Manotick Main each day during study hours. Volunteers witnessed many occasions of sidewalk encroachments that forced pedestrians and cyclists to move for their safety.
6. Sidewalks were also climbed on the southeast and northwest corners of Manotick Main. Evidence of tire marks can be seen on sidewalks around the intersection.
7. We observed all types of vehicles routinely turning right on red without stopping, and often at speed.

The vision of the MVCA is zero fatalities and zero life-changing injuries on our community streets. As it currently exists, the intersection of Manotick Main and Bridge Street is effectively designed to optimize the likelihood of fatalities of pedestrians and cyclists. We urge the City of Ottawa to work proactively with the community of Manotick on solutions to this public safety risk.

Here's how:

1. Reclassify Bridge Street and Manotick Main as local truck traffic only. This will dramatically reduce the frequency of trucks climbing onto sidewalks.
2. Add a speed enforcement camera in the Community Safety Zone on Bridge Street.
3. Implement no right-turn-on-red on Bridge Street Westbound at Manotick Main, and Manotick Main northbound at Bridge Street.
4. Implement advance pedestrian and cyclist signals at each of the four signalled intersections on Bridge Street.
5. Implement a left turn signal River Road at Bridge/Mitch Owens. (Note: this location is in Councillor Darouze's ward and requires his support)

With the support of Mayor Sutcliffe and Councillors Brown and Darouze, the MVCA would like to engage with City of Ottawa staff to work on specific details for a safer Bridge Street. It is possible, and leaders who make it happen will earn the gratitude of the Manotick community.

Respectfully submitted,

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