

TMP Draft Vision and Guiding Principles -MVCA Comments

The Manotick Village Community Association (MVCA) lauds the TMP Draft Vision and Guiding Principles and see this as a positive step in development of the new Transportation Master Plan. Principles are essential and absolutely necessary however they are only bromides if they lack enforcement or are ignored.

We also believe, based on our experiences as a community association that the trucking industry seems to have priority over the health concerns of the community.

We have experienced a disconnect between city staff in various departments with respect to what is stated in Master Plans and what is actually recommended with respect to proposed projects and the expenditure of tax payer monies. A Master Plan cannot be a master plan if the principles enunciated are ignored.

Therefore, we are emphasizing accountability in our recommendations.

Comments and Recommendations

Principle 1 Reduce automobile dependence

Give priority to public transit, walking and cycling in accommodating future travel demand

Comment In our experience, efforts to encourage options other than the automobile have been weak to date. Calls for safe, walking pathways along Village roads and connecting arteries have resulted in a compromise where vehicles are in too close proximity to cyclists and pedestrians. We cite the paved shoulder along Mitch Owens, the absence of a pathway along Century Road to connect new developments in the south end of Manotick to the core, and the sharrow approach to cycling on Bridge Street, a City truck route used by many oversized construction vehicles.

Recommendation:

Principle 1 be reworded this way “***Councillors and Staff*** give priority to public transit, walking and cycling in accommodating future travel demand ***in all transportation and development projects.***”

For this principle to be effective, there should be a declaration by pertinent city staff forwarded to the City Manager and appropriate Councillors that their project meets Principle 1. This can be accomplished by some sort of check off declaration for related projects.

Principle 4. Protect public health and safety

Minimize the community impacts of truck and automobile traffic.

Comments.

This principle is critical for Manotick residents. For years, the MVCA has been working to convince the City to decrease the volume of truck traffic on Bridge Street by removing Bridge Street from the southern truck route with no success. A study, released by the University of Toronto, provides yet one more reason why the City needs to redirect transport trucks to other more appropriate roads in the City. This study highlights that truck traffic, particularly diesel trucks, release a number of pollutants into the air at levels that are hazardous to our health, particularly if you live next to a truck route. In particular it notes the release of nitrous oxides, ozones, sulphur dioxide and particulates. It also noted that pollution levels were higher in areas where large trucks made up a larger portion of the traffic. In particular, levels of black carbon were higher as a result of trucks releasing diesel exhaust.

The study recommends not locating new facilities such as schools or seniors buildings along established truck routes to minimize the health impact. In the case of Manotick, we have a truck route (Bridge St) that passes by an elementary school and two seniors buildings as well as a public park, library and two churches. As well, the traffic is backed up due to four traffic lights on Bridge St. causing trucks to spew even more noxious gases into nearby patios while waiting for the lights.

The study also recommends that cities should do a better job of collecting data on the types of trucks travelling on our roads. It also calls for better monitoring of these pollutants and recommends that cities establish monitoring stations near truck routes.

A summary of the study, entitled Near Road Air Pollution Pilot Study, is available at <https://www.socaar.utoronto.ca/>

In addition, in our submission to the EA on the Earl Armstrong Extension, we recommended that TIAs and EAs for all transportation projects be widened to include upstream and downstream effects. We submitted our concerns with respect to the Amazon warehouse and other projects however the subsequent TIAs and EAs were limited only to the immediate area and not to any down or upstream effects of increased traffic to communities whose locations would result in substantially increased traffic thereby affecting our health and safety.

Recommendation:

Principle 4 be reworded as follows: Minimize the community impacts of truck and automobile traffic ***through Environmental and Traffic Impact Assessments associated with communities directly affected by increased truck and automobile traffic and through the monitoring of noxious gases along congested routes especially truck routes. The City should take mitigation measures when it is determined there exists an adverse impact on resident health.***

Promote safe walking, cycling and driving through education, engineering and enforcement

We appreciate the sidewalk clearing the city achieves which at times are daunting. We also recognize the need for safe sidewalks for our seniors and those with mobility issues. We therefore this should be recognized in this principle.

Recommendation:

Amend as follows:

Promote safe walking, cycling and driving through education, engineering, *safe sidewalks* and enforcement

Principle 5. Protect the environment and enhance the economy

This principle is a motherhood statement but requires accountability by Councillors and city staff alike to be effective as it our experience that it is often ignored. If not, it should be deleted.

Recommendation:

Add : *All city projects be verified by the Project Manager as meeting Principle 5.*

Principle 7. Be accountable to the public

Hopefully, the tenor of our comments and recommendations relate the need for staff to be more accountable to the public. The metrics currently used by the city to judge accountability are only numeric metrics that be counted such as traffic flow etc. This is inadequate.

Recommendation:

Measure and evaluate performance based on defined indicators and objectives ***annually including requested comments by Community Associations and the general public with respect to public satisfaction. All such comments shall be reviewed by relevant elected officials and the city manager with responding comments. These are to made public.***

Commented [GT1]: I thought we were going to provide some examples of metrics that they could use.

