



Manotick Village & Community Association
Truck Traffic Survey
2021

Manotick Village & Community Association
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Executive Summary

For years, residents have raised health and safety concerns over the impact of trucks on the village as they travel the narrow route along Bridge Street past homes, an elementary school and two seniors' residences.

Bridge Street, in the rural village of Manotick, is one of three river crossing points south of Hunt Club Road in the City of Ottawa that are part of Ottawa's rural truck route. While Vimy Memorial and Roger Stevens Drive are arguably safer routes for large trucks, Manotick bears the brunt of the truck volume.

Despite continued representations to address this situation, the City of Ottawa has yet to address these concerns. As part of the ongoing effort to get action, Manotick & Village Community Association (MVCA) recently undertook a truck survey at the main intersection in the village core (Bridge and Main Streets) to quantify the volume of trucks driving through Manotick. In the survey, only the largest class of trucks, Class 8, were counted.

The findings are very concerning in terms of the safety of our residents, particularly the most vulnerable – children and seniors.

The survey revealed that on weekdays, between 7:00 am and 5:00 pm, on average:

- **90 Class 8 trucks travel through Bridge and Main Streets every hour**
- **8 Class 8 trucks drive over the sidewalk every hour**
- **14 pedestrians and/or cyclists are present at the same intersection every hour**

The community finds this is an unacceptable safety risk for a rural village, to say nothing of the obvious pollutant dangers.

This report includes the details of the survey, illustrative photographs which demonstrate why this level of Class 8 truck traffic is inappropriate for the village, and an appendix that contains some of MVCA's efforts to date to communicate concerns with the City. This report also includes impact statements and some of the emails from residents about truck traffic issues.

This report is being widely shared in the hope that the City will finally step up and make the necessary changes to the truck routes to lessen the dangerous impact on our village. Our goal is to effect positive change and protect the residents of Manotick.

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Introduction

Manotick is populated by more than 7,000 residents who have chosen the rural village lifestyle over busier urban and suburban settings. The rural villages, when forced into amalgamation, were promised their rural character would be maintained. Today, the City of Ottawa continues to make that commitment. At the same time, Manotick residents have long been expressing their concerns over the negative effects and dangers of truck traffic passing through the Village. The topic comes up at every Town Hall and every election debate. Villagers email MVCA and our City Councillors frequently with concerns and commonly share their experiences and frustration on social media. Yet there remains no action to address the situation.

In representing the concerns of the village residents, Manotick Village & Community Association (MVCA) has relentlessly used all of the City's prescribed methods of highlighting the dangers of truck traffic in the village. MVCA actively participates in Official Plan, Secondary Plan, Transportation Master Plan, and Economic Development Plan consultation sessions. Board members attend ARAC meetings, respond to Engage Ottawa surveys, attend Town Hall meetings, and regularly invite Ward 21 Councillor Moffatt to MVCA meetings.

MVCA has also reviewed the City's Strategic Road Safety Action Plans, Pedestrian Plans, Cycling Plans and Transportation Plans which offer some solutions that could help the situation - but the plans do not translate into reality in our community. Over the years, Board members have engaged directly with appropriate City staff to inform them of dangerous situations within the community to help educate staff about the need to address this situation. Appendix B is an example of such a communication where the City's responses fail to align with the spirit of the Strategic Road Safety Action Plan.

Shortly after the opening of Highway 416 in 1997, then-Councillor Glenn Brooks proposed a motion to Council for a study to reconsider truck routes going through Manotick. The motion was voted down by Council based on the expense of the study and the recommendations of City Staff who believed it would be detrimental to the environment for trucks to head north to use Hunt Club or south to use Roger Stevens Drive.

In the early 2000s, at the time of the proposed Mahogany development in the south end of the village, the City committed to review truck traffic following the construction of the Vimy Memorial Bridge. While numbers did drop by 25%, we believe that shift has been replaced by increased numbers due to development in the rural areas.

The promise of a survey came up again in 2015 after a traffic accident at Bridge and Main Streets involving a large truck. Many promises were made by Mayor Watson and Councillor Moffat at the time to review truck routes. See Appendix A for a news article quoting many of those promises. Yet, here we are in 2021 and there has not been a truck study nor any changes made to the truck routes.

Truck Survey

The community's frustration with the lack of progress in addressing the truck dangers has several residents prepared to undertake more aggressive measures to bring the issue into sharper focus for the trucking industry and the City. Given there is no quantitative data available to the community to support our claims of the dangers of the truck traffic due to inappropriate volumes, MVCA decided to conduct this survey.

MVCA identified the intersection at Bridge and Main Streets as a primary location of concern. It is a busy intersection used by cyclists, pedestrians, commuters, City vehicles, delivery and commercial vehicles, transit, and school buses. It is also the location of reports of trucks driving onto the sidewalks and corners, with close encounters between large trucks and pedestrians and cyclists.

The decision was made to study the traffic at that intersection during the school and workday to quantify numbers and types of trucks and risks to residents as a result of activity at that intersection.

Speeding motorists were also identified as a concern in the Village. However, it is not a measurement that was included in the scope of this study.

In addition to counting trucks travelling through the Village's main intersection, we also looked at comparative numbers for the two other southern truck routes. The new Vimy Memorial Bridge, just 4km away, has a far superior road infrastructure to safely accommodate pedestrians, cyclists and a high volume of cars and large trucks. The Roger Stevens crossing offers access to the 416 with minimal traffic, no village, low residential impact, and very few pedestrians or cyclists. However, the trucking industry has clearly demonstrated their preference for the Mitch Owens/Bankfield route.

Methodology

Volunteers were scheduled to position themselves at the intersection of Bridge and Main Streets between March 9, 2021, and May 14, 2021. They captured data in 30 unique 1-hour snapshots at varying times of day, between 7:00 and 17:00, Monday through Friday. See Appendix D

Volunteers tracked the number of Class 8 trucks who travelled through the intersection. They noted they type of truck, the directions the Class 8 trucks entered and exited the intersection, if they drove onto the sidewalk or corner of the intersection and if there were any pedestrians and cyclists present at or in the intersection.

Volunteers submitted their findings to MVCA who collected and analyzed the data.

The focus of the truck survey was on large, heavy trucks considered to be Class 8 category. These are the trucks that are obviously inappropriate for our historic village and are the most detrimental to our community.



Trucks were grouped into 6 types, as shown in the images below.
All images in this report are photos taken on Bridge St. and/or Main St.

Tractor Trailer



Dump Truck



Float



Flatbed



Container



Cement Truck



Other

In addition to the 6 classifications identified, there was an additional “Other” category that captured large trucks that do not fit the 6 main types.

“Other” includes vehicles such as boom trucks, cranes, and horizontal directional boring equipment.



***NOTE**

The Class 8 trucks are not the only **commercial vehicles** using the southern east-west highway through Manotick. While not officially surveyed, the types of commercial vehicles pictured below likely represent 40 – 50% of the commercial, non-class 8-vehicle traffic in Manotick. They too contribute to the congestion at Bridge and Main Streets intersection and speeding along Bridge Street even though Manotick is not their destination. While not part of our survey, we estimate non-class 8 traffic going through Bridge & Main to be 15 to 50 vehicles *per minute*, depending on time of day.

Examples of High Volume, non-Class 8 Commercial Vehicles not included in this survey.



Survey Findings

Types of Trucks and Risk to Pedestrians and Cyclists

The survey found that on a consistent basis

- 89.4 Class 8 heavy trucks drive along Bridge St and go through the Bridge/Main intersection **every hour** past parks, a public school, a school playground, two seniors' residence, most located less than 30 feet from the edge of the road.

Figure 1 demonstrates the high potential for a fatal truck – pedestrian collision.

- 7.7 of the large Class 8 trucks drove on the sidewalk or corner **every hour** as they navigated through the intersection.

*Note: During the time of data collection there were 437 pedestrians and cyclists present at the intersection as the trucks were passing through it (14.3 people per hour)

Figure 1: Trucks Travelling Over Curbs and on Sidewalks

Type of Truck	Count	Drove on sidewalk/corner
Cement	137	6
Container	300	43
Dump Truck	1190	22
Flatbed	487	66
Float	116	37
Tractor Trailer	248	50
Other	204	8
Total	2682	232
	89.4/hour	7.7/hour

While Dump Trucks represent the majority of Class 8 trucks that travelled through the intersection in this survey period (44.4%), it is the Floats and Tractor Trailers that pose the greatest risk to pedestrians and cyclists by being unable to navigate turns without driving onto the sidewalk.

- 43% of the trucks are too long and/or wide to safely drive through a small village
- 44% are the most polluting of all the trucks - the dump trucks.
- 31.9% of Floats drove onto the curb
- 20.2% of Tractor Trailers also drove onto these sidewalks

It is important to note that at all four corners of this intersection there are either decorative stone walls or traffic safety guardrails that would prevent a pedestrian from being able to move safely away from a truck that was driving over the sidewalk.

Direction of Travel

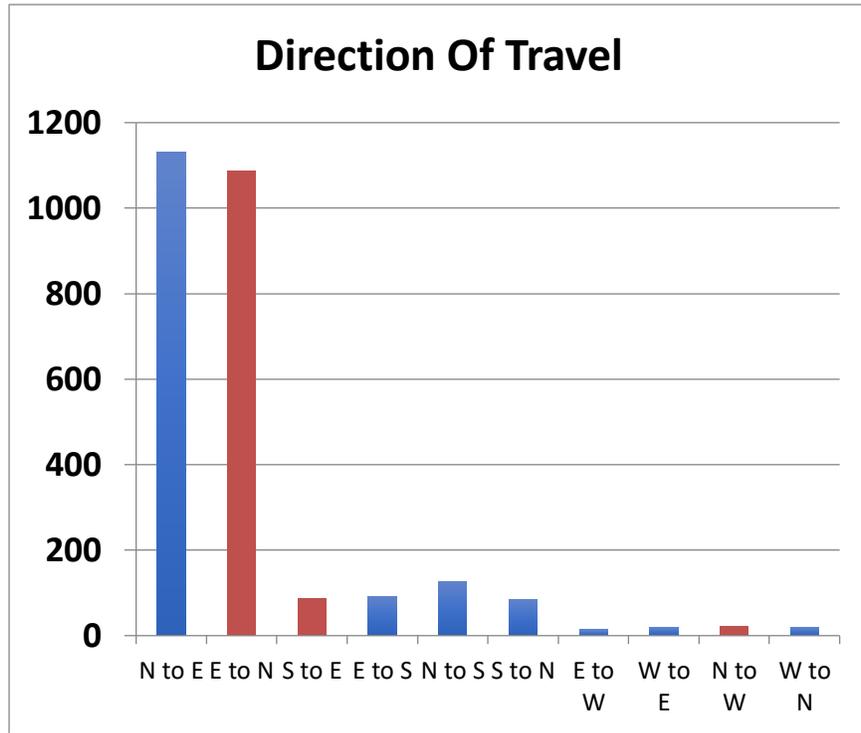
Figure 2 displays the pass-through nature of the truck traffic.

The trucks are driving between Bankfield and Mitch Owens as an E-W, W-E route and cutting across to and from the 416 & 417 rather than staying on the 400 series highways to avoid the city.

- Every 3 days over 2000 trucks come through Manotick.

Though our chart shows N-E and E-N, those are actually east-west travel because of the slight offset in the road alignment between Bridge Street and Bankfield. “N to E”, as an example, represents the Class 8 trucks who travelled from the north through the intersection at Bridge and Main Streets and then continued east. For “E to N” the truck came from the east and turned north and so on.

Figure 2: Truck Traffic Direction of Travel



The bars in red represent the dangerous right-hand turns through the intersection which many trucks have difficulty negotiating.

Every 3 days, over 1000 trucks are attempting to negotiate a right turn at a tiny intersection with another 500 – 2500 other cars and smaller trucks going through at the same time, along with cyclists and pedestrians.

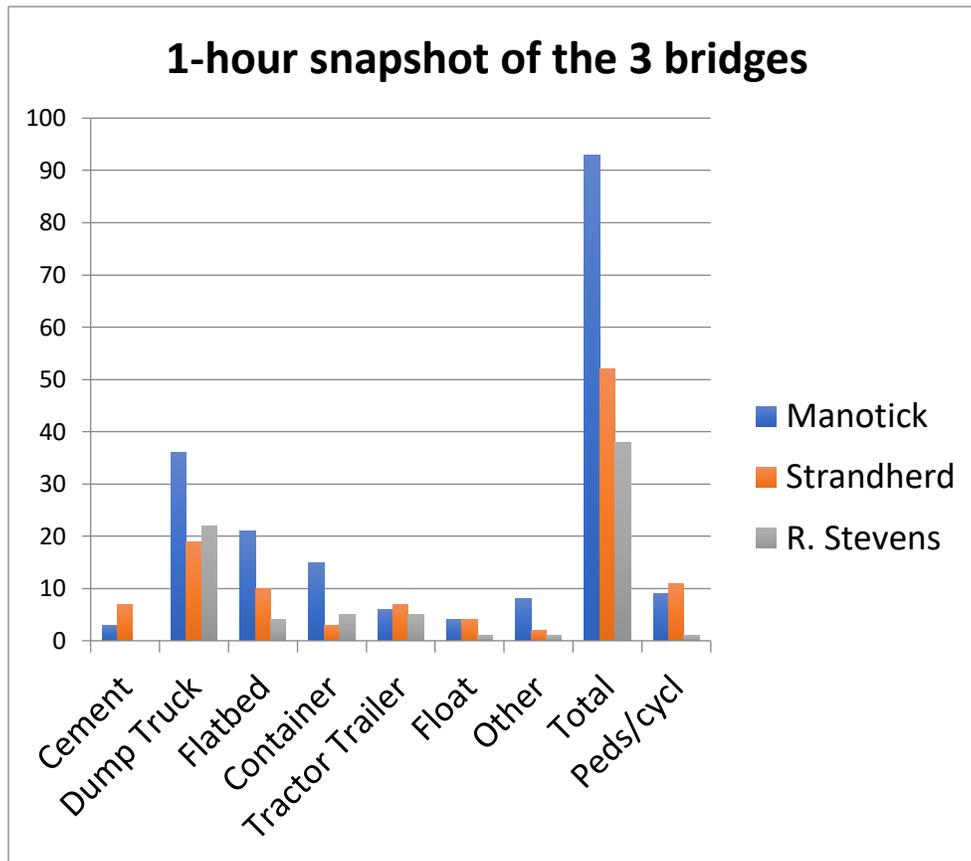
Truck Traffic Across Three Southern Bridges

The reality is that large commercial Class 8 trucks travelling across Ottawa do need to cross the Rideau River. The question is if the quantity of traffic on these rural routes through rural villages makes sense and keeps the communities safe.

Figure 3 is a comparison of the truck and pedestrian traffic, same day of week, same time of day, between the three bridges.

Manotick, while the least suited to accommodate Class 8 trucks, is supporting almost double the truck volume as the other routes where the negative impact is much less on seniors, children and pedestrians.

Figure 3: Truck Traffic on Rural Bridges



Truck Traffic through Manotick by Day and Week

Further to the disproportionate quantity, the volumes are steady as shown in Figures 4 and 5. There is no relief for the residents of the community at any time of day or day of week within the 10-hour business day we surveyed from 7:00 – 17:00.

One sample survey between 17:00 and 18:00 finally showed a decline in volume but still not to a minimum. While the early hours (5 a.m. to 7 a.m.) were not included in the survey, trucks begin travelling through the Village at 5 a.m. during the week. Saturdays were not surveyed but construction type trucks continue on Saturday albeit at lesser volume.

Figure 4: Truck Traffic by Day of the Week

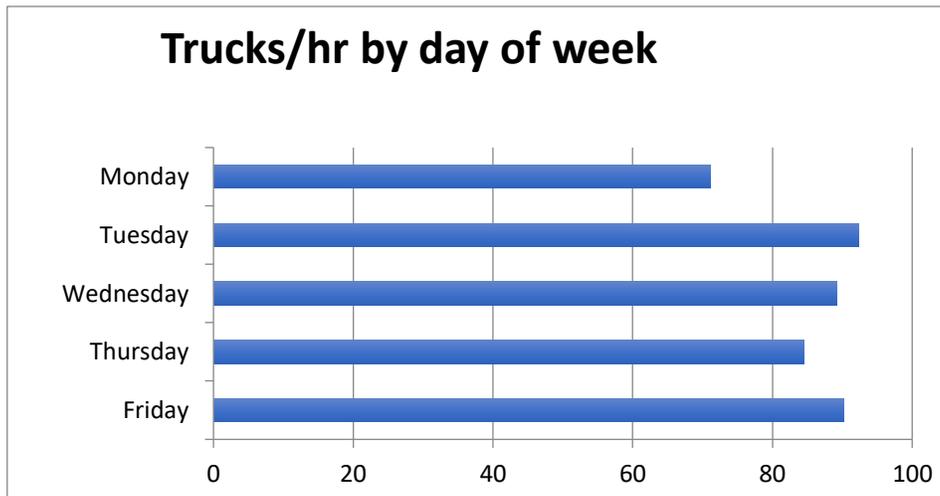
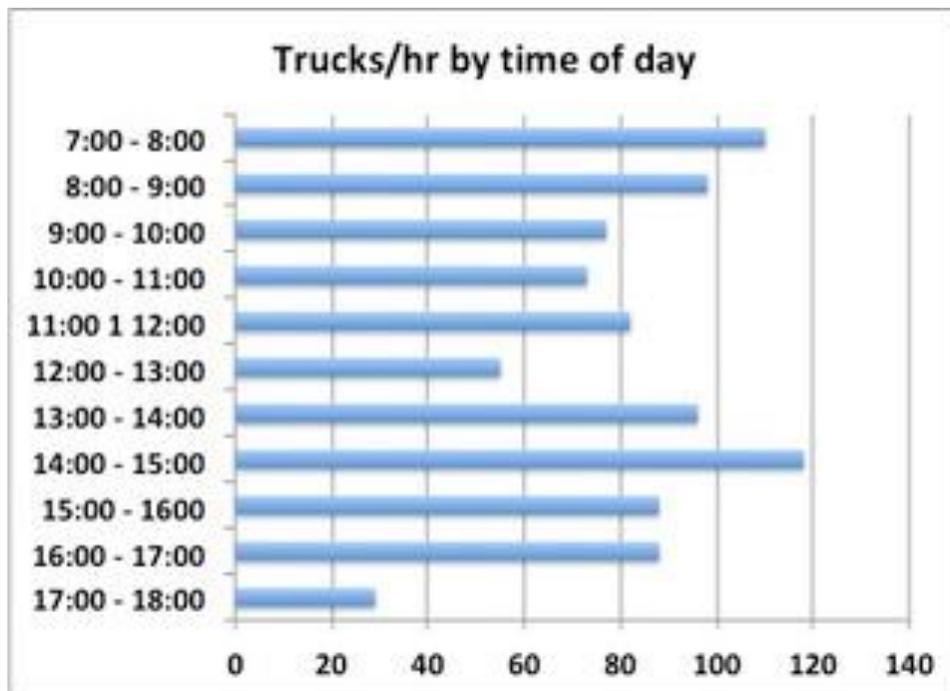


Figure 5: Truck Traffic by Time of Day



Truck Traffic Impact on the Manotick Community

Safety

*“Everyone shares responsibility for safety on our roads; **the City** as the roadway providers, the Police who enforce the rules of the road, and even the users.*

Human life and health are the number one priority, so when we design and build roads, we will make sure that a small human error doesn’t result in death.”

Councillor Stephen Blais, Chair, Transportation Commission

Based on the results of our truck study, Manotick sees more than its share of opportunities for small human errors to result in death or major injury. The question is why is nothing being done given that road safety is a priority for the City? Council voted against studying the truck route, Ottawa Police Services do not enforce the rules involving vehicles driving on sidewalks despite being made aware of it happening, and the users show little regard for the safety of the villagers because they continue to select the more expedient route over the safer route.

The community has long known that trucks regularly cross over the sidewalks when making right turns at that intersection as evidenced by the black tire marks on the sidewalk. One of our board members has met with and written to City staff (see appendix B), and requested protective bollards be installed at that corner. However, staff responds that there is nothing in the budget to address the safety issue.

Is that response acceptable when 7.7 times per hour pedestrians and cyclists face this situation, as shown in the video below, at the N-E corner of Bridge & Main?

Click on this link for a video recorded by a pedestrian at the northeast corner of the intersection and Bridge and Main Streets.

https://video.wixstatic.com/video/5de51e_1620eff67a6b45ae9039adada0575dc8/360p/mp4/file.mp4

This is not a unique example of poor driver behavior. Our surveyors recorded many incidents of impatient drivers at the corner. There is often a long line of southbound vehicles waiting to turn left onto Bridge Street and truck drivers will go through the red light knowing that smaller vehicles will not challenge them.

The longer, wider Floats and Flatbeds cannot make the right-hand turn from Bridge Street to Main Street without starting their turn in the middle lane (straight through lane). If that middle lane is occupied, they use the right turning lane anyway, knowing they will need to drive over the sidewalk to make the turn, as shown in the example below where the middle lane was occupied.



And while one might assume the driver would not do that if a pedestrian were present, that is simply not true. Our surveyors observed many cases of pedestrians having to get out of the way as the truck never stopped or even slowed down out of concern for the person on the sidewalk.

Beyond the obvious dangers of the trucks driving on the sidewalk, other safety issues exist with this volume of large trucks in a compact village.

Facts:

- Trucks take 3 times longer to stop.
- Trucks cannot quickly maneuver around a sudden situation.
- Truck drivers have poor close-range visibility to see pedestrians and cyclists.



Manotick does not offer protected cycling or multiuse pathways on Bridge Street. It is basically single lane in either direction with a bike lane that turns into a sharrow on two occasions. Therefore, there is no room to maneuver, no margin for small error. Not all cyclists are comfortable with sharrow, particularly in high volume traffic where cars and trucks are regularly exceeding the speed limit. It is especially precarious for children and youth who want to bike to school or the pool or library.

The trucks do not always respect the bike lanes. This driver only moved over because he saw his picture was being taken.



How safe does this woman feel with this huge concrete mass coming around the corner towards her?



Remembrance Park, bordering Bridge Street, is a lovely park with commemorative gardens honoring each of the branches of the Canadian Services. There are wide, smooth walkways and many benches upon which to rest and reflect, with the sound of the river nearby.



Appropriately, the park is situated right across the street from the 2 seniors' residences.

Unfortunately, seniors are not the speediest of pedestrians and even with a PSW helping, we have observed seniors having difficulty making the crossing in time before this bears down on them...



Sometimes the seniors just do their own thing... thinking they live in a rural village as opposed to a busy city.

It is not uncommon on Bridge Street to see cargo overhanging the side of the trucks on the sidewalk and bike lane side of the road. The most frequently seen are roof trusses. In the case of the right turn around the north-east corner of Bridge and Main Streets, the combination of overhanging trusses and the truck driving on the sidewalk leaves zero room for a pedestrian and the trusses come dangerously close to the telephone pole and signal standard.



Pollution

The people most susceptible to the detrimental effects of pollutants are young children and older adults. A lesson learned long ago in the 1952 London Smog. Compared to the other bridges, Manotick has an incremental impact from truck pollution due to Bridge Street's proximity to several parks, a soccer pitch, a large public outdoor pool, a public school and its playground, and two seniors' complexes. Those most vulnerable to the pollutants are right along the trucks' path. There are 230 students attending the school and 316 seniors and staff at the seniors' residences.



Playground beside
Manotick Public School
The fence is 20 feet
from the road



The Miller Seniors Apartments.
The patio is less than
30 feet from road.

“Reduce near-road diesel exhaust concentrations.”

“A major finding from this study is the disproportionate role of emissions from diesel vehicles. Policies and interventions should be created to reduce emission of diesel exhaust in populated areas, particularly near facilities used by our more vulnerable members of society.”

This was the number 1 recommendation from the University of Toronto Southern Ontario Centre for Atmospheric Aerosol Research's 2019 Near-Road Air Pollution Pilot Study (socaar.utoronto.ca).

Emissions

These widely known emissions facts are all relevant to our situation.

- Truck emissions exceed car emissions by at least 3 times.
- That factor increases when trucks are stopping and starting.
- Truck weight also impacts the level of emissions.
- The age of the truck has a significant impact. Dump truck operators in particular tend to not upgrade their trucks as often as the long-haul operators.
- Proximity to truck routes greatly increases health risks from the pollutants.

In our **rural** village, almost 90 trucks per hour drive along Bridge Street, with heavy loads. The majority are dump trucks, many are older, all frequently stop and start, and their emissions reach the young children and older adults who live and play within 30 or 40 feet from the road.

Particle Pollution

In addition to exhaust emissions, scientists are warning of another, currently unregulated, dangerous health risk near roadways. The particle emissions circulating from tire, brake and road surface wear is significant and has been found to exceed exhaust emissions in areas where tailpipe emissions are regulated. The level of particle pollution is dependent on the weight of the vehicle, the type of tires, the road condition and the age and type of brakes. If we look at our 6 categories of Class 8 trucks in this survey, and take an average of 6 axles per truck, that is 12 sets of brakes and 22 tires per truck, times 90 trucks per hour, depositing their particle pollution in our air. And this is on top of the 500 – 2500 cars and other small trucks on the same road at the same time, 40% of which are commercial and not destined for Manotick but cutting through on the southern east-west unintended highway.

Noise Pollution

The residents of Manotick do not require a detailed decibel meter reading report to appreciate the noise difference between cars and heavily loaded Class 8 trucks. A few of the trucks continue to use air brakes in spite of the signage prohibiting their use. An important consideration is that the elevated noise from these trucks driving closely past residences, school and parks is disturbingly continuous starting from before 6 a.m. until at least 6 p.m. at a rate of 1.5 trucks per minute. This brings mental health issues into the mix.

Future Impact

As the City continues to promote economic development and approves new business locations close to 400 series highways, the MVCA continues to express concern over the limited scope of the Traffic Impact and Environmental Assessments. These assessments look at the immediate vicinity of the proposed sites in isolation and fail to consider the downstream and congregate impacts to other communities.

A member of the MVCA Board thoroughly studied the assessments relating to the new warehousing and trucking business at Boundary Road and responded to the City with detailed comments and recommendations. The summary of the recommendations was as follows:

Recommendations

- 34. A TIA (traffic impact assessment) be commissioned to include Manotick, other areas and the adjacent roads with respect to the increased traffic from these sites.**
- 35. These TIAs to be reviewed in 5 years or sooner.**
- 34. Population increases in the adjacent communities need to be considered.**
- 36. Environmental Assessments (EAs) need to address the impact of increased traffic and routes upon the communities e.g. schools, retirement residences, playgrounds and the effect upon the appearance of the community.**

37. The Earl Armstrong EA to be broadened to include any future extension of Earl Armstrong to Hwy 417 bearing in mind the current and future increased commercial facilities at Boundary Rd and the effect on those communities on and adjacent to Mitch Owens and Manotick. Such EA should consider routes such as Rideau and Thunder Roads to Boundary Rd.

38. EAs should address the long term effect of increased traffic through communities which may affect “human life” or “the social, economic and cultural conditions that influence the life of humans or a community” in accordance with the Environmental Assessment Act, R.S.O. 1990, c. E.18

May 15, 2019 John Harrison, Director Traffic Safety, MVCA

We now know, based on the trucks we saw during this survey, that the new warehousing and trucking facilities at Boundary Road/417 have impacted Manotick (downstream). Any impact analysis to be done for the large facility proposed at the 416 and Roger Stevens Drive should include the impact of truck traffic on Manotick and Metcalfe.

The City currently has at least 6 commercial and 2 residential development plans on the table for Manotick. Three of these, the 10 single-family homes on Highcroft, and the 20 or so unit apartment building on Main Street at Highcroft, the commercial building at Main & Highcroft, are north of and close to the Bridge/Main intersection. These will result in more pedestrians and cyclists crossing the intersection to reach the business area of the village. There will be more pick-up trucks and cars and, particularly during construction, even more dump trucks, cement trucks and flatbeds congesting that corner.

What Needs to Happen Now?

Manotick Village & Community Association offers the following recommendations based on the survey results and an examination of what has worked elsewhere as well the City’s current Road Safety Action Plans.

1. In the short-term (30 days) install bollards at the NE and SE corners of Bridge & Main. Given Ottawa Police Services do not have the resources to do constant monitoring of offending trucks crossing onto sidewalks, at least bollards protect pedestrians and are self-enforcing. Contact the companies whose long and wide-load trucks use the Bridge Street route to advise them of the bollard installation so they can consider alternate routes. The company names collected during the survey are available to City staff upon request.
2. Change the rural truck route to exclude Manotick – Bridge Street & Main Street. Create a plan for enforcing the change of designation.
3. Improve access to Earl Armstrong from the eastern industrial areas and warehousing facilities.

Appendix A

Truck accident renews call for local study; Incident “inevitable,” residents say

NEWS FEB 27, 2015 BY EMMA JACKSON MANOTICK NEWS



An articulated truck blocks traffic on Manotick Main Street on Feb. 24 after getting caught on overhead wires and knocking over a traffic light. – Submitted

An oversized truck that knocked down a traffic light in the middle of Manotick on Feb. 24 has residents pushing even harder to get trucks out of their village.

The articulated vehicle was turning north onto Manotick Main Street from Bridge Street around 12:40 p.m. when the conveyor equipment it was carrying pushed the pole into the southbound lanes. There were no cars in the lane at the time and the truck driver has not been charged, according to police.

But residents are calling this the last straw.

“I’m not surprised, not at all,” said Janice Domaratzki, who drove by the accident about 30 minutes after it happened. “The volume of those articulated trucks going by, it’s inevitable.”

Professional engineer Chris Thompson also witnessed the aftermath. Given the configuration of the truck – with its load on the back half of the pivoting vehicle – and the tight corner, he said he doesn’t believe the truck would have made it safely even if it had illegally driven over the boulevard.

“There’s not a lot of manoeuvrability,” Thompson said. “The truck driver’s going from a turning lane on Bridge onto Main Street ... The (conveyor equipment) swings out and knocks a light standard over. What else could he have done? He was already doing what he has to do to negotiate the corner.” Thompson said the real problem is why the truck was on Bridge in the first place.

“That truck route was designated 50 years ago. Well, 50 years ago it was the only way to get across the river,” Thompson said. “The designation is way out of date. The city has ignored its duty to be doing an area-wide truck study.”

That’s what Manotick Village and Community Association president Klaus Beltzner has been saying for several years. He wants the city to conduct a local study that would add key arterials to the truck route in the south end, allowing trucks to better access the Vimy Memorial Bridge that opened between Barrhaven and Riverside South last summer, and limit the number of trucks on Bridge.

The last city-wide truck network was approved in 2005, but city staff have been holding off renewing it while downtown issues like the construction of an inter-provincial bridge – and now possibly a tunnel – are considered.

Beltzner said the new bridge should have sparked a review to update the south end situation until the city commits to the city-wide review. Instead, the city has been enforcing the current network. Last fall, residents were incensed to see new “no truck” signs popping up across the south end reminding trucks to stay on the proper roads – of which there are few.

Right now only Mitch Owens and Leitrim roads are full truck routes heading east-west from the far end of Osgoode ward, while Rideau Road is a limited route.

Earl Armstrong Road, which connects directly to the bridge, is open to trucks west of Limebank Road, but Limebank doesn’t allow trucks south of Earl Armstrong. That means drivers can’t take it north from Mitch Owens. They also can’t take Albion Road, because right now it barely connects to Earl Armstrong, which is a dirt road in that area. For most, it’s easier to just go through Manotick.

The local study is not in the city’s draft 2015 budget, but that doesn’t mean it won’t happen. “There’s lots of things that get funded that aren’t line items in the budget,” said Rideau-Goulbourn Coun. Scott Moffatt. “We’ve done projects before where I couldn’t point to it in the budget.” He said he’s in talks with city staff to get the study started as soon as possible. And he’s got the support of the mayor; in response to a resident’s letter this month, Mayor Jim Watson said a local study is needed to give “proper access” to the new bridge.

“While the opening of the Vimy Memorial Bridge has created the single largest reduction in truck traffic, it is safe to say that more can be done to properly share the load, hence the localized truck route study,” Watson wrote.

But even with the study underway it could take several years to see any real benefit, since the study will largely just identify roads that need to be prioritized for upgrades, Moffatt said.

“If the roads were ready to go they would be in there (already),” he said. He’s asked staff to see if any of the roads could take trucks now, or if they could possibly be brought online with minor upgrades. “I’ve asked staff to take a closer look at Limebank, because even if we could add half loads to it, that would be something,” he said.

But adding sections to the truck route is only one part of the solution. Beltzner also eventually wants Bridge Street removed from the truck route. In the meantime he wants south end wards to share the load between the Manotick, Vimy Memorial and Hunt Club bridges. He also wants an interim ban on oversized trucks like the one that got stuck last week.

“(Oversized trucks were) ok when there was no other alternative but now there is an alternative and they shouldn’t be going through Manotick,” he said, noting that wide loads are especially dangerous for pedestrians and cyclists using the thoroughfare. “The (wide trucks) tend to have to go right to the curb if someone is turning left onto Dickinson, and that would behead anyone that’s walking along.”

According to the city’s truck route designation policy, rural arterials like Bridge are generally classified as truck routes.

But the criteria also states that truck routes should avoid pedestrian corridors, minimize impacts on areas like residential neighbourhoods and schools, and avoid bisecting communities.

While few homes front onto Bridge Street, there is a seniors’ residence at the corner of Bridge and Dickinson Circle (with another one planned across the street) and Manotick Public School is just a few blocks further east.

Appendix B

Community Association and City Staff communications about the dangers at the corners of Bridge and Main

On Tue, Jan 22, 2019 at 4:01 PM John Harrison wrote:

Reference: Manotick Walk Audit Response_Dec52018_FINALCoA.pdf

Thank you for your detailed responses at the Reference to the issues raised by the Manotick's Walkability Surveys of January and September 2018. We certainly appreciate your actions taken to date. However, we have comments on some points.

Recommendation 10

We would disagree with your assessment of the safety of the corner of Main and Bridge Street. Your staff observed two trucks making this turn safely. Our observations as residents of the village are that a number of trucks do cross onto the sidewalk. We also are concerned with your comment that "pedestrians should always leave themselves a buffer" Bridge Street has a seniors residence and soon to be built Adult apartments thus raising our concerns. We hope to make observations of our own over a number of days to ensure that this corner is safe but not in this brutal cold! This will happen in the spring and will forward our findings to you for your information.

From: John Harrison
Sent: August 22, 2019 4:17 PM
To: Crowley, Thomas
Cc: Moffatt, Scott ; GRACE THRASHER ; Bonnie Gray ; L. Van Der Burt ; Allan Smith ; Nancy Horne ; Klaus Beltzner ; Theresa Roberts ; Dianne Breton; les whitney ; Doug Valerio
Subject: Re: 2018 Manotick Walk Audits

Ref: Transportation Services Department Comments and Responses Dec 5, 2018

This is a follow up to our response to your comments with respect to our Walkability Surveys conducted in 2018. You indicated that Traffic Assessment Specialist Scott Muir would follow up to our comments of Jan 22, 2109. Unfortunately, we have not had an opportunity to connect. We note that some issues have been resolved by your staff for which we are grateful.

On Friday July 26, 2019 Councillor Moffat organized a site visit along with the Manotick Community Association (MVCA) to review village core sidewalks in view of the Walkability Surveys conducted by the MVCA to which you have referred at the reference. City staff from Road Renewal, Transportation Assets, City Planning, Manager Sustainable Transportation, and the Project Manager Strategic Transportation Policy and Networks Transportation Planning were invited as well.

Ref: Issue No. 6 The site visit team noted that there were truck tire marks on the sidewalk at the north corner of Bridge and Main St. I have attached for your review a picture taken recently of tire marks on the sidewalk in question. Early this month, a member of our community was nearly sideswiped by a large truck at this corner which was reported to the police along with its licence number. Your comment that "pedestrians should always leave themselves a buffer until it is safe to cross" is not applicable to the handicapped, the elderly especially with walkers, and children. We wonder if this would stand up in civil court. I have attached two pictures taken recently of the tire marks.

We ask that this corner be reviewed again to see if there are some solutions to this issue other than standing back.



From: Crowley, Thomas
Sent: August 22, 2019 4:36 PM
To: John Harrison
Cc: Moffatt, Scott ; GRACE THRASHER ; Bonnie Gray ; L. Van Der Burgt ; Allan Smith ; Nancy Horne ; Klaus Beltzner ; Theresa Roberts ; Dianne Breton ; les whitney; Doug Valerio
Subject: RE: 2018 Manotick Walk Audits

Dear Mr. Harrison:

Thank you for this afternoon's email and for following up with me in regard to the Manotick Village walk audits that were conducted in 2018.

I will flag the ongoing concerns identified in your email with the relevant Transportation Services staff, and will endeavor to get back to you with their responses as quickly as possible.

Thank you again for bringing this to our attention.

Sincerely,
Tom Crowley
Co-ordinator, Transit System Accessibility / Coordonnateur, Accessibilité du système de transport
Business Support Services / Services de soutien aux activités
Transportation Services Department / Direction générale des transports
City of Ottawa / Ville d'Ottawa
613.580.2424 x52017 (TTY/ATS: 613.741.5280)

On Fri, Nov 22, 2019 at 12:06 PM Muir, Scott wrote:

Hello Mr. Harrison,

Im very sorry for the delay in responding to this. We've been working on a number of projects without our unit that have taken up more time than we would have liked and are trying to catch up.

We have forwarded the request for changes at the intersection of Manotick Main and Bridge street to our signals engineers to review turning templates to see if adequate space and radius is available to support any action. If it comes back showing that trucks are not able to make this turn, we will look into this intersection under our Pedestrian Safety Program to make changes in the upcoming years. Once we have a solution ready, we will follow up.

For the NTC guide, we will be reviewing this road segment under the new guidelines and will provide a response once data has been collected and we are able to review. The new guidelines request that temporary measures be reviewed before permanent ones be installed. Our suggestion to have this reviewed in the spring of 2019 did not yield any measures to be installed over the 2019 season. Given the short road segment, curve and general characteristics, it would be unlikely that the speeds would be high enough here to warrant qualifications into the NTC program; however, we will review and let you know once the data has been returned.

Again, I apologize for the delay. Please reach out to me if you have any further questions.

Thanks,
Scott

Scott Muir

Traffic Assessment Specialist



From: John Harrison
Date: Tue, Dec 3, 2019 at 2:10 PM
Subject: Re: FOR RESPONSE (Deadline: September 6, 2019): Manotick Walk Audit Followup by MVCA
To: Muir, Scott
Cc: Grace Thrasher , Crowley, Thomas

Hi Scott

I am following up on your response of Nov 22. The other day I noticed bollards at Wellington and Granville Streets as shown in the attached picture. This would appear to be a solution to trucks driving on the sidewalk I would think. If there is a concern that trucks might be damaged by the bollards, then logically this would prove our point that this corner is an accident waiting to happen.

John Harrison

From: Crowley, Thomas
Sent: August 13, 2020 10:36 AM
To: Baird, Jennifer
Cc: Perrault, Kim
Subject: Fw: FOR RESPONSE (Deadline: September 6, 2019): Manotick Walk Audit Followup by MVCA

Hi Jennifer.

Can you please escalate as required within Traffic Services? (I understand you are acting for Kim P.)

Councillor Moffatt has been copied.

Mr. Harrison is the President of the Manotick Village Community Association, and has been waiting for a response back from Scott for months.

Thanks.

Tom

Tom Crowley
Co-ordinator, Transit System Accessibility / Coordonateur, Accessibilité du système de transport
Business Support Services / Services de soutien aux activités
Transportation Services Department / Direction générale des transports
City of Ottawa / Ville d'Ottawa



On Thu, Aug 13, 2020 at 2:35 PM Baird, Jennifer wrote:

Mr. Harrison,

It was brought to our attention this morning that you continue to patiently wait for a response back to your concerns from the Manotick Village walk audits that were conducted in 2018. We sincerely apologize for the delay and lack of response. From what I understand, this went over to our signals group for review and they provided a response back indicating that there is over tracking of heavy vehicles at this corner, following this, it went to the Pedestrian and Cycling Safety Coordinator for their review. A follow-up request has been made to get information to provide back to the Community Association.

Please know this has been escalated and will do our best to provide a response to you shortly.

Thank you again,

Jennifer

Jennifer Baird

Specialist | Spécialiste

Safety, Compliance, Training and Development | Sécurité, Conformité, Formation et Perfectionnement

On Thu, Sep 3, 2020 at 3:06 PM Muir, Scott wrote:

Good afternoon Mr. Harrison,

Our Traffic Services Signal Design and Inspection team has conducted an assessment of the Manotick Main and Bridge Street intersection to review and analyze heavy vehicle turning movements. The outcome of the review is the following:

- Westbound right turning movements occurring from the right turn lane over tracks the sidewalk while such turning movements from the through lane do not impact the sidewalk;
- It is reasonable that some heavy vehicles try to turn from the right turn lane when the through lane is likely blocked with traffic; and,
- Tire tracks were observed on the north east quadrant sidewalk of the intersection during an on-site inspection of the area.

Given the outcome of the review, staff are currently exploring options to facilitate the vehicle movement and also to improve the safety of pedestrians at this intersection. It is likely that these options may require some form of construction; however, at this time, we are unable to confirm whether there are any feasible alternatives until further assessment of the intersection is completed through our Pedestrian Safety Evaluation Program (PSEP) This year's PSEP funding has been committed to another project, however, this location may be a candidate for consideration under the PSEP in future years. That being said, consideration must be given to future program funding availability, overall construction costs to modify this intersection, and also ranking priority of other locations city-wide which are also being assessed via the program. Regretfully, at this time, there does not seem to be any effective, low-cost measures that can be implemented in the immediate future to address concerns at this intersection.

Mr. Harrison, should you have any further questions on the PSEP, or if you wish to further discuss issues and potential options to improve safety at this intersection, please reach out directly to our Cycling & Pedestrian Safety Coordinator Caitlyn Prévost. Caitlyn can be reached at Caitlyn.Prevost@ottawa.ca.

Thank you,

Scott

From: **John Harrison**

Date: Wed, Sep 9, 2020 at 1:17 PM

Subject: Re: FW: FOR RESPONSE (Deadline: September 6, 2019): Manotick Walk Audit Followup by MVCA

To: Muir, Scott , Crowley, Thomas

Cc: Scott Moffatt , Grace Thrasher , Eberwein, Wendy

Good Morning Scott and Caitlyn

We are very disappointed that after almost three years pointing out that the corners of Main St and Bridge St are dangerous to pedestrians , Traffic Services has finally confirmed this, yet funding for any mediation efforts appear to be not available due to commitment to other projects.

Furthermore, any solutions you appear to suggest (which may not receive funding in my lifetime) would only perpetuate the constant truck traffic with its poisonous fumes, noise and danger.

There are other solutions which you fail to mention such as:

1. review whether Bridge St should be a truck route at all, which passes by a school, a playground , a recreational pool mainly for children , a church and two senior residences. In addition to the poisonous fumes, noise pollution is a factor to consider. I refer you to our response below to the draft principles in the review of the TMP ;
- 2, failing to removing Bridge St as a truck route, we would recommend that over-sized trucks be prohibited on this route and
- 3, as an interim solution , install bollards on these corners which are elsewhere in the city. I refer you to the attached picture of bollards on Wellington St. If Traffic Services is worried that this might damage trucks, this only proves our point.

We look forward to working with Caitlyn however some of the solutions described above may be beyond both your job descriptions . If so, please advise and forward this correspondence to the right office. But we hope that we can work together on some interim and practical solutions along with our councillor.

Thank you.

John Harrison

Director, Traffic Safety

Manotick Village Community Association



Bollards on Wellington St.

Appendix C

Impact Statements

To whom it may concern:

Re: The traffic on Bridge Street

The traffic on Bridge Street has increased to the point that it is affecting our business. Our patrons want to move to Manotick to experience the village lifestyle. This is totally impossible because of the noise from the trucks.

At Manotick Place, we have a patio outside our dining room on Bridge Street that the residents cannot use because of the noise and the dirt.

At the Miller Seniors Apartments, we are having trouble renting our apartments on the Bridge Street side because of the noise. Because of this we will lose a substantial amount of revenue as we will have to lower the rent to entice tenants to even consider moving in.

Even more concerning to us are the dangers associated with the trucks whizzing by as our residents try to cross the street when the trucks may or may not stop at the traffic light. Also, we do have some residents that do attempt to cross the street in the middle of the intersection.

Another concern are the cars in the driveway that try to access the street at great risk because of the trucks barreling down the street.

The amount of dirt, dust and debris that accumulates in the gardens and windows is substantial.

Needless to say, there is no reason for so many trucks to use Bridge Street when they get off the highway when they can get off at Fallowfield instead.

Thank you

Louise Rochman

Executive Director

Manotick Place Retirement Community and The Miller Seniors Apartments.

27 May, 2021

Board of Directors

Manotick Village & Community Association

LETTER OF CONCERN

Dear Board of Directors,

I am aware that the Manotick Village & Community Association (MVCA) is undertaking a study of truck traffic passing through the village of Manotick. I further understand that MVCA will be forwarding its findings to the City of Ottawa.

As such, I respectfully request that MVCA attach this, my Letter of Concern, to its submission to the City of Ottawa.

A long-time resident of Manotick (since 1990), I have noted a steady and alarming increase in the number of heavy trucks passing through the village core. When we downsized in 2018 to a condo on Village Walk Private, I gave up my vehicle and now walk wherever I need to go in the village.

I often use the pedestrian crossings at the intersection of Bridge and Main. Last summer, having pushed the pedestrian crossing button and **while standing at the crossroads, waiting for the pedestrian “Walk” light, I narrowly escaped being hit by a construction truck that mounted the sidewalk while turning right from Bridge onto Main St. Had I not reacted fast enough to jump back, I would have been struck. The truck driver appeared oblivious to the near-miss.**

The right turn from Bridge onto Main is a tight turn for many large trucks, and given the increase in large truck traffic, it has become increasingly dangerous for pedestrians waiting to cross at that light. I am sure that I am not the only pedestrian to have a close-call at this location. Sadly, it is likely only a matter of time before someone is hurt.

Sincerely,

Jane-Sara Keeler

To whom it may concern, I am the Owner of CreekSide Bar & Grill in Manotick at the corner of Main and Bridge St in Manotick. I'm writing this letter to let you know the concern of our customers and I have regarding the amount of traffic that goes by this intersection on a regular basis, especially with the large commercial Trucks, very noisy, brings lots of dust and mainly very unsafe.

Eight out of ten times most these trucks can't make that corner turn without the wheels of the trailer goes over the curb, people could be standing at that corner or bicycles waiting for the light. It's a matter of time before someone gets hurt, not to mention how close these large tractor-trailers come to be hitting the traffic light.

A few years back Strandherd bridge was built to help redirect some traffic away from the area. It seems like day in day out I see more traffic going through that intersection. I do hope that some action can be taken to make this area more safe and free of noise and dust.

Regards,

Adel Mahfouz

CreekSide Bar & Grill

Appendix D

Survey Method

Trained volunteers, mostly MVCA board members, were positioned at the corner of Bridge St. and Main St. in 1-hour shifts to gather data on our target truck traffic and driver behavior. They recorded their counts and observations in a formatted spreadsheet using validations to ensure data consistency. Each survey gathered time of day, day of week, type of truck, company name if available, truck cargo, and direction of travel. The surveyors also gathered pedestrian and bicycle traffic on any of the four corners.

The survey ran from March 9, 2021 to May 14, 2021 and captured 30 unique 1-hour snapshots at varying times of day, between 7:00 and 17:00, Monday through Friday. While surveys were conducted prior to, during and after the seasonal load restrictions, the results don't show any appreciable difference in volume.

While some may question the accuracy of a human observation method vs. a mechanical or traffic-camera method, it should be noted that significant additional information was gained from human observation. Cameras and mechanical counters do not capture pedestrians leaping out of the way as flatbed trucks use 50% of the sidewalk to complete a right turn. The surveyors were well-positioned to observe and record each time a truck drove over the sidewalk, either due to improper turning technique, excessive speed, or because their truck was simply too long to make the turn. It is only by human survey that the lingering smell of truck emissions is noticed to be ever present; likewise for the constant high level of noise disturbance from heavy trucks slowing down and speeding up. They also witnessed the dangerous speeds at which many trucks make their turns through the intersection as they try to make their light, so they don't have to wait for the next light cycle. And they witnessed them going through a red light.

Trucks were grouped into 6 types, as shown in the images below.

Tractor Trailer



Dump Truck



Float



Flatbed



Container



Cement Truck

