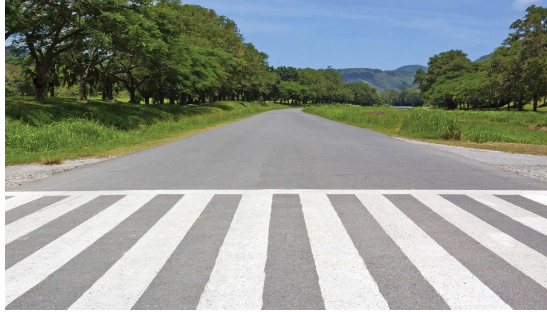


We CAN get there from here



The road to a walkable Manotick

Klaus Beltzner

Residents and visitors enjoy a walkable village core with attractive and interesting shops and streetscapes. Residents want to feel comfortable when walking from their homes to local parks and to various amenities such as their local library, Dickinson Square, the Legion, the arena, their family doctor, or to one of many local coffee shops, eateries and other village destinations.

We no longer consider walking or cycling as a sign that we cannot afford a car or something that we do on week-ends for recreation. Rather, it is becoming an important part of how we want to live – and living in a walkable community is what more and more people are looking for when they choose to move to a community.

The new Minto Mahogany community is built as a walkable community, with pathways and sidewalks that lead to the village core. And, residents living in the estates and on the island are also walking more and are looking to do so safely when forced to share the road the much faster moving vehicles.

This talk is about a journey already started on the road to a walkable Manotick

What makes a Main Street walkable?



Last winter, I walked along this main street in Sarasota, Florida.

I know that most of you have also had opportunities to travel and have probably walked along the main streets in places you have visited.

I'm going to ask you to close your eyes for a minute and imagine yourself back on an attractive, welcoming, walkable main street. Do that for 20 or 30 seconds and then I'm going to ask you to shout out the characteristics or features that made those streets walkable.

Manotick Main Street, now



This is a picture of Manotick Main Street. As you can see, it doesn't have many of the characteristics you mentioned. I want to address how we are working towards changing - how we can get **from here to there**.



for getting “there”

“There” is a more walkable Manotick!

- Pedestrian crosswalks
- More on-street parking
- Pathways/sidewalks to the village core
- Fewer heavy trucks
- Effective traffic calming measures
- Public dock

Here are the main Ideas that have been regularly identified by residents over the last 20 years to make Manotick more walkable

20 years of Studies and Reports

- 1995 CAUSE report
- 1997 Main Street Manotick, Township of Rideau
- 1999 First Manotick Secondary Plan
- 2008 Minto Amendment to Manotick Secondary Plan
- 2011 DISHMI Visioning Statement
- 2011 MVCA Village Plan Review
- 2012 Manotick on the Move (MCPRA)
- 2013 - 2015 Update of Secondary Plan

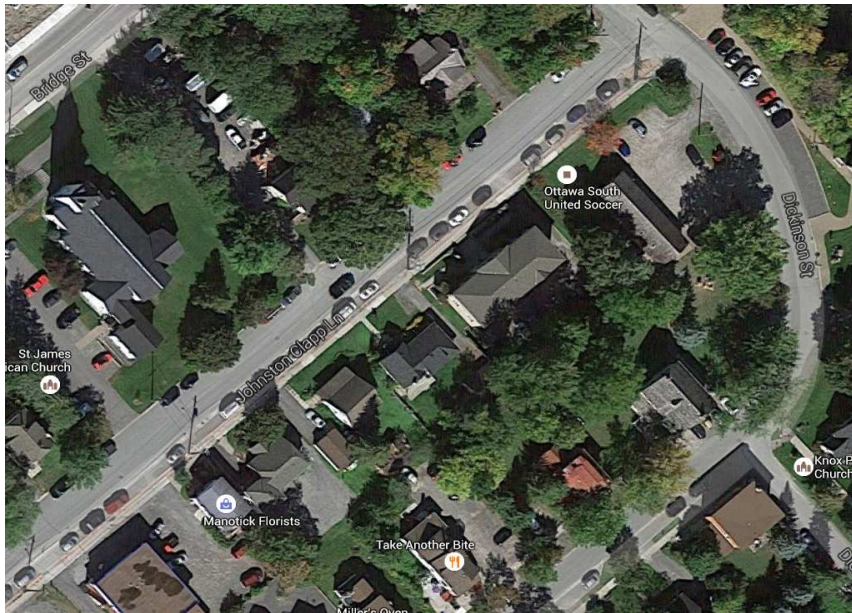
This list comes from 20 years of studies and reports starting with the CAUSE report and ending with the updated Secondary Plan to go forward to committee and council this winter.

Pedestrian Crosswalks: Zebra Stripes on Manotick Main



The most often asked for item continues to be for crosswalks on Manotick Main. In this slide we see our children painting a colourful crosswalk on Main Street.

More On-Street Parking



The second most wanted item is for more parking – especially around Dickinson Square

Pathways and Sidewalks to the village core



And then there is the strong desire for connectivity – for sidewalks and pathways from where people live to the village amenities and village core

Bridge Street –
To make it a walkable route to the village core,
what has to change?



Lets have a look at our built roads and see what needs to change.

Here is a picture of Bridge Street as it is today.

Reduce the number of heavy trucks, narrow travel lanes to reduce speed, widen sidewalk add cycle lanes

Village residential collector roads –
To make them walkable routes to the village core,
what has to change?



Route into the village no sidewalks, speeding vehicles, not a safe place to walk

Rural Arterial Road to Manotick To make it walkable/cyclable, what has to change?

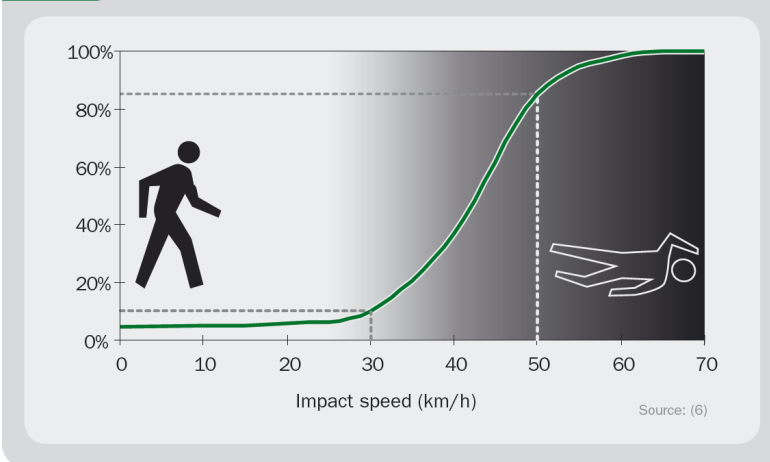


– high speed, soft gravel shoulders deadly crashes . (cycling and car deaths)

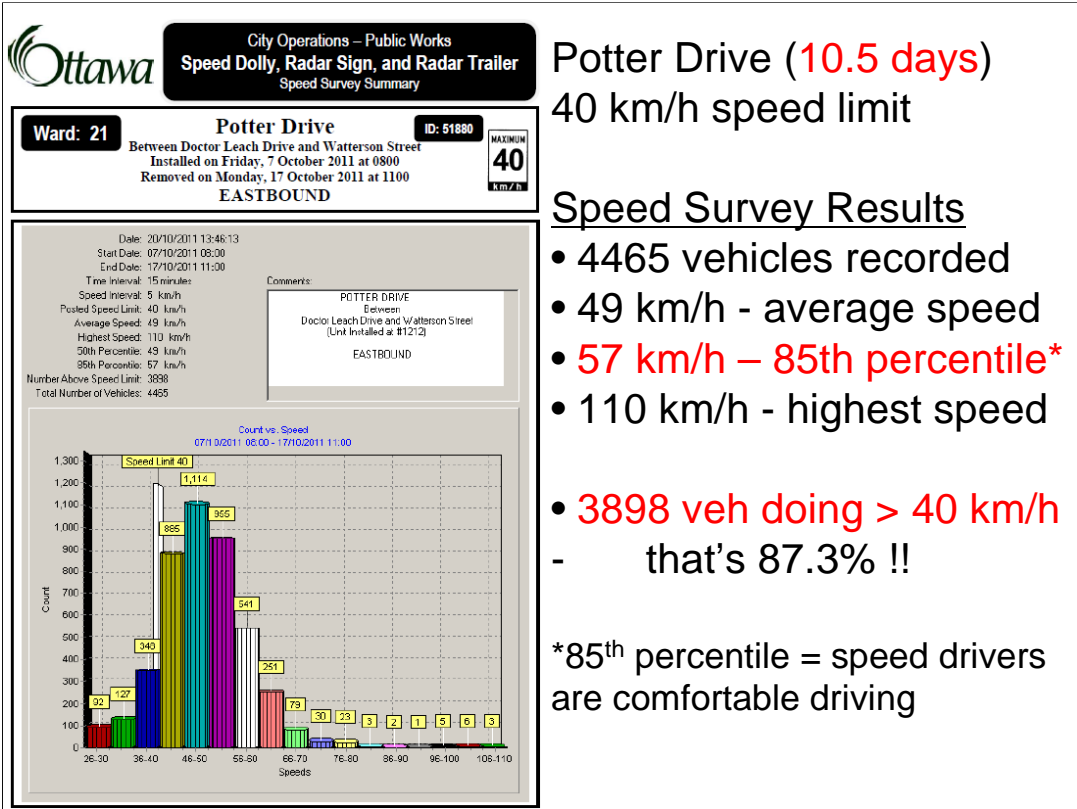
What is in the plan to get us to “there”?

Community leadership on road safety

Figure 1.1 Probability of fatal injury for a pedestrian colliding with a vehicle



We have no sidewalks on our residential streets, including Potter and Long Island Road. Program is to change the driving culture of residents to make slower the comfortable speed



Potter Drive (10.5 days)
 40 km/h speed limit

Speed Survey Results

- 4465 vehicles recorded
- 49 km/h - average speed
- 57 km/h – 85th percentile*
- 110 km/h - highest speed

• 3898 veh doing > 40 km/h
 - that's 87.3% !!

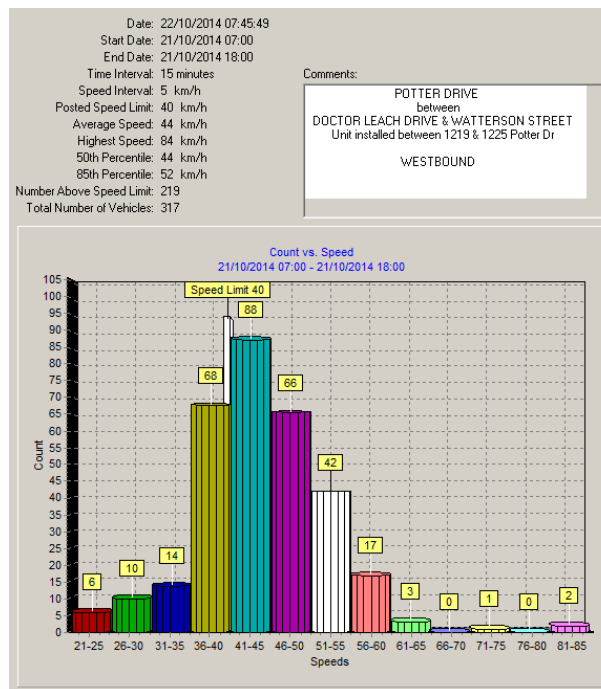
*85th percentile = speed drivers
 are comfortable driving

This is the format of speed survey reports conducted by the city.
 This speed survey was done in October 2011 over a 10 and half day period.

MVCA “Keep it to 40 km/h” road safety program



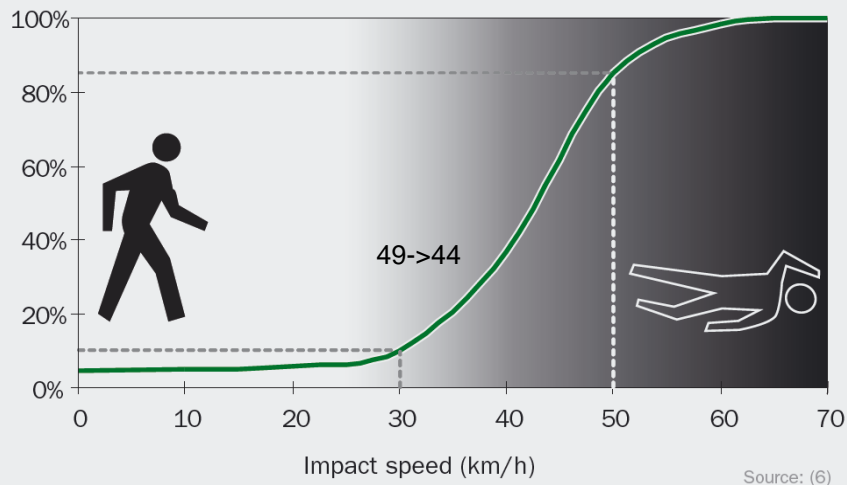
- Avg: 49->44
- 85th : 57->52



This speed survey was done in 2014, also in October and shows the impact of the first year of our Keep it to 40 program with a 5 km/h reduction in average speed to 44 km/h.

This year's October speed survey is expected to show a further reduction as a result of the work of our two co-chairs for the program, Kristie and Megan pictures here

Figure 1.1 Probability of fatal injury for a pedestrian colliding with a vehicle



Why is reducing the speed of travel so important on our village roads where cars and trucks share the road with pedestrians, kids playing on the street and cyclists?

The WHO as others such as the chief coronor of Ontario with graphs like this that show the probability of fatal injury for a pedestrian colliding with a vehicle. The probability increases sharply with higher speeds, and bringing travelled speed down even 5 km/h increases sharply the survival rate of pedestrians if hit by a vehicle. It is because of this that the city of Toronto has resigned over 300 km of roads to 30 km/h in residential neighbourhoods. Ottawa is more conservative and is starting more slowly. Our Keep it to 40 community driven program – a program that shows the community cares about its residents is creating a positive change, a good start to keeping us all safe and encouraging more people, including our kids to walk rather than drive or be driven everywhere.

What has been done

No-passing zone on Bankfield



This protects pedestrians and owners turning into their driveways from some collisions

What has been done

Council approval for 2 roundabouts

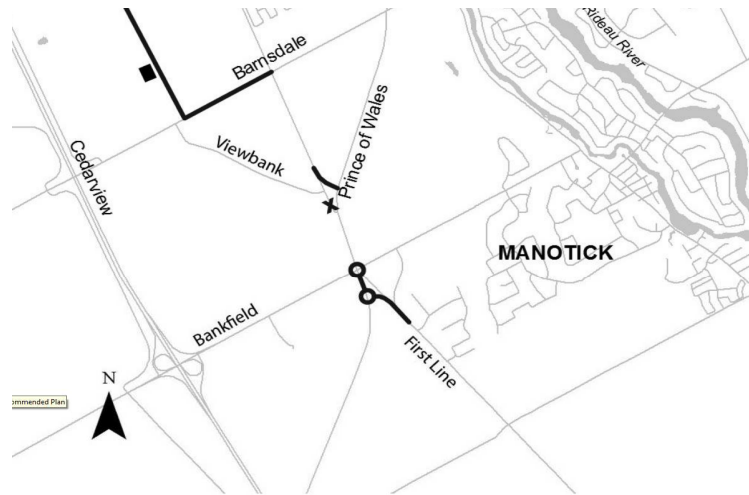


Figure 2: Overview of Recommended Plan

A recently completed and council approved EA realigns First Line Road from the current dangerous intersection at Bankfield to a three-legged roundabout connection with Prince of Wales; and it turns the ugly PoW/Bankfield intersection into a traffic calming, safer 4 –legged roundabout

What has been done

Signal and sidewalk on Van Vliet



After 15 or so years of talking about it, Van Vliet was extended to Bridge Street at this intersection by Councillor Moffatt and through interventions by the MVCA, a sidewalk was added to the Manotick Curling Club

What has been done

Signalized crosswalk and sidewalk on Dickinson



When the seniors residence was planned, the MVCA and Councillor Moffatt lobbied strongly and received staff support for a pedestrian crossing of Bridge Street .

The idea was for a signalized mid-block crosswalk to where the location of the current visitor parking lot for Orchard View on the Rideau. When a subsequent city traffic study pointed to potential back-ups into Manotick Main, this crosswalk was moved east to become a fully signalized intersection at Dickinson, complete with a connecting brick sidewalk to the cenotaph

What has been done

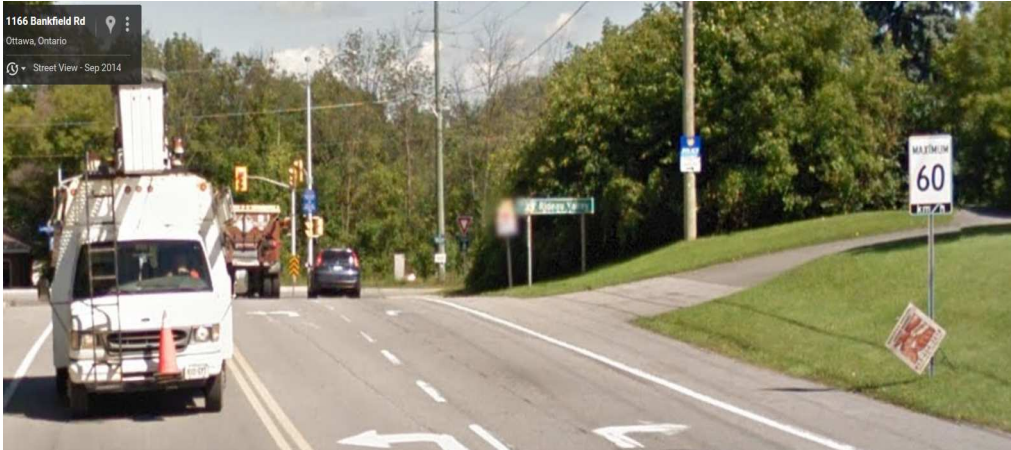
Yield to pedestrian sign at Bankfield



When the Bankfield intersection was signalized, the MVCA asked for a Yield to Pedestrian sign to give pedestrians the right of way when crossing the right turning channel to the safety island where the push button is located for activating the pedestrian crossing signal.

What has been done

60 km/h sign moved back from intersection



This speed sign so close to the T-intersection serves no useful purpose, indeed, could be responsible for a crash in poor visibility.

The MVCA asked to have this sign removed and this was carried out last week.

What has been done

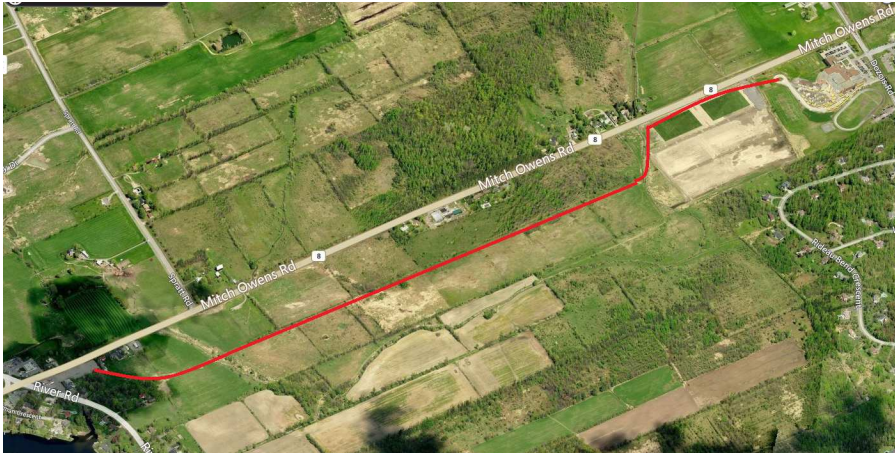
MVCA boat launch installed



Safely getting boaters safely onto and off of launched boats became a priority project for the MVCA and Councillor Moffatt. The boat launch had been sold to the city by Parks Canada who as part of the sale removed the existing dock. This is the new dock that was installed this summer as a joint Councillor - MVCA project

What has been done

Osgoode Pathway to Manotick Link
approved as Council Strategic Priority



For the last 10 years there have been various efforts made for a safe pathway linking Manotick with St Mark HS.

As a result of partnering with other community groups, a presentation jointly with the MVCA was made to Council committee that ultimately led to an approved and funded pathway link as a strategic community priority project for the city

What is in the plan?

- Manotick Main
 - MVCA working with Councillor and City
 - Posted speed reduction to 40 km/h
 - Two pedestrian crosswalks (*)
 - Gateway roundabouts on Manotick Main (*)

 - MVCA working with BIA, Councillor and City
 - Improve sidewalks – accessibility (*)
 - Expand business zone north, south and east (*)
 - Facilitate development of commercial core

Councillor omnibus motion to council, updated secondary plan rezoning, and updated Secondary Plan

Updated OTM Crosswalk

- Pedestrian right-of-way when crossing
- Ref: OTM Book 15 and Bill 31 (HTA amendments)

TYPE C PXO EXAMPLE

Type C treatments are typically located on medium volume, medium speed, and single lane roadways such as major collectors and lower volume multi lane roundabouts.

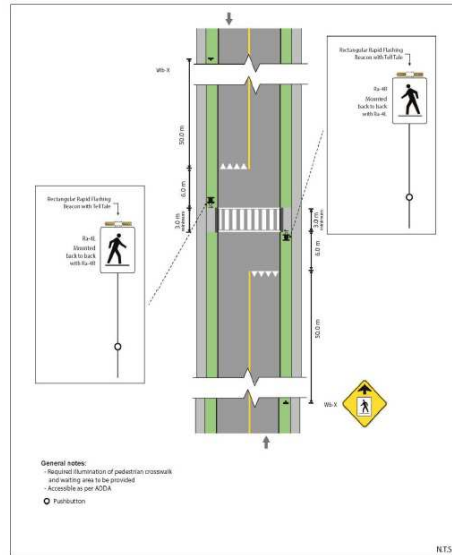


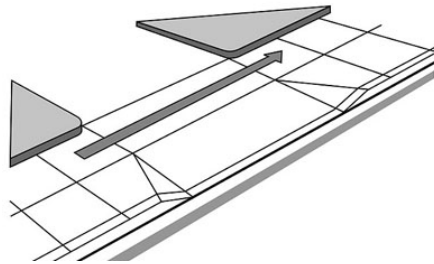
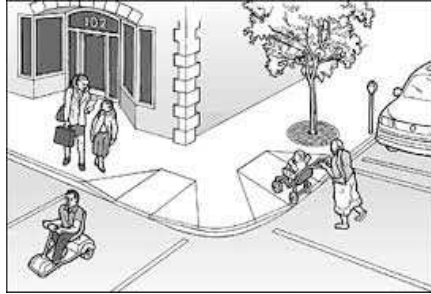
Figure 3 - Type C PXO

Gateway roundabout



Illustration purposes only

Improved sidewalks for accessibility



Working on a plan for this based on a survey report by Allan Haan

What else is in the plan?

- Bridge Street
 - MVCA working with Councillor and City
 - Community Safety Zone
 - No wide trucks (*)
 - Truck route study (*)
 - Secondary Plan

Direction for rebuilding
Bridge Street to include
wider sidewalks and cycling lanes



Wide Trucks Not Permitted

In the future, these will not be permitted in Manotick:



What else is in the plan?

- Long Island Road/Potter
 - MVCA working with Councillor and City
 - Narrow travel lanes, edge markings
 - share road signs
 - Paint 40 km/h on pavement
 - Community safety zone at St Leonard's School
 - School crosswalk at Lena
 - Future sidewalks



What else is in the plan?

- Bankfield Road
 - MVCA working with Councillor and City
 - Extension of 60 km/h zone to Ford Dealer



Strong vibrations shaking houses near and not so near along Bankfield start as early as 3 am.

These vibrations are caused by broken pavement pounded by heavy trucks and the Leda clay conditions are a perfect conduit for waves of these vibrations to shake nearby houses. The strongest vibrations appear to be caused by heavy dump trucks that have the long tongues connected to a pup trailer that because of their speed at 80 km/h and the distances between the axels. Annual repaving or simply reducing the speed of heavy trucks on Bankfield to 60 km/h are positive measures in reducing the strength of these vibrations.

City traffic department does not have a criteria for vibrations caused by heavy trucks over broken pavement in conditions of Leda clay and mainly consider the issue what is comfortable and convenient for through traffic on a major arterial road. Hence the traffic department is not supportive of a 20 km/h reduction of the posted speed

However, Councillor Moffatt is supportive of including a reduction in the posted speed to 60 km/h to extend all along the area of residential housing, The intent is to include this in an omnibus motion accompanying the updated Manotick Secondary Plan when it goes to committee and council this winter

We CAN get there from here

- Through community will and leadership
- Through cooperation with Council and staff
- Through ongoing communication
- Through perseverance
- Through commitment to safety
- Through being a caring community

Thank-you