

Old Ottawa East Community Association Monthly Meeting Transportation and Infrastructure Report - May 9, 2023

1. MTO Downtown Bridges EA

Last month, we reported on a letter to MTO and reply following the November 2022 virtual public advisory session. Subsequently our chair sent a letter to our MPP, MP, NCC and Councillor regarding community consultation for the bridges project, notably concerning changes to the recommended alternative for the Rideau Canal Bridge replacement since the previous Public Information Session.

As reported last month, presentations by City officials for our TMP active transportation consultations revealed other discussion with MTO and NCC for which communities affected by these decisions had no prior consultation. This outcome from MTO was shared with our neighbouring Community Associations: Centertown reported back with surprise.

As a result of the chair's letter, our MPP, Joel Harden, arranged a virtual meeting for members of the Transportation and Infrastructure Committee and MTO project and Ministry staff members from Kingston and St. Catharines as well as Queen's Park.

The main focus was on the inadequacy of community consultation between round two and round three of the Public Information Sessions, and a significant change in alternative construction methodologies (as noted above) that would result in a ninety-week closure of both Colonel By Drive and Queen Elizabeth Driveway, with serious detours for Old Ottawa East for both vehicular and active (pedestrians, cyclists) transportation. Further to this meeting, a draft petition was shared with the Mr. Harden, the text of which is attached.

2. Greenfield-Main-Hawthorne Reconstruction Project

Project continues with major digging and water main replacement at the eastern end of Greenfield at the King Edward intersection up to and across the 417 westbound on ramp.

As a reminder for last month's link, a schedule for the various phases of the project over the next three years can be seen at the City's GMH project web pages:

<https://ottawa.ca/en/city-hall/public-engagement/projects/greenfield-avenue-main-street-hawthorne-avenue-et-al-reconstruction-project>

We remain in close contact with both City staff and the contractor's (Aecon) supervisors and have raised day-to-day concerns on behalf of neighbours directly impacted by the construction activities. It is a noisy and messy project but very necessary.

3. Active Transportation links over the Rideau River

As we noted last month, the City provided updates to the Transportation Master Plan (TMP) Update and ten new documents were made available on the **engage.ottawa.ca** website:

<https://engage.ottawa.ca/transportation-master-plan>

- [Approved Transportation Master Plan – Part 1](#) (2023-05-01) was approved at the City Council meeting of April 27, 2023.
- Consult the staff report, supporting materials and recordings of the April 27th [Transportation Committee](#) meeting, and all City council, committee, and board [agendas, minutes and videos](#) at Ottawa.ca.

City staff made a presentation of the TMP Update to City Council in the past week: copies of the presentation and Council discussion are available on the City of Ottawa Committees and Council WebPages:

“The Transportation Master Plan – Part 1 was approved at the City Council meeting of April 26, 2023. The staff report, supporting materials and recordings of the Transportation Committee and Council meetings can be found on the City’s [website](#).

Part 1 included the TMP Policies, Active Transportation Projects and Networks, and Transit and Road Project Prioritization Frameworks for TMP Part 2, development of the Capital Infrastructure. The document library on this website contains these documents.

The next step is the development of the TMP Capital Infrastructure Plan, including additional public engagement on travel patterns and trends, transit and road projects, and network investment scenarios. Please continue to watch this project [website](#) and subscribe to the newsletter for updates.”

4. Intersection at McGillivray and McNaughton

The intersection at McGillivray and McNaughton has again become problematic for cross-cutting traffic which neighbours perceive are attempts by drivers to avoid traffic on Main and reach Colonel By Drive to head northbound.

While most turn on Clegg, vehicles have been observed continuing on McGillivray to Hazel and Echo and then making illegal entries onto Colonel By Drive since this intersection remains unblocked beyond the high school.

The unusual and at times dangerous intersection with McNaughton was the subject of concern raised by OOECA when David Chernushenko was our Councillor but no corrective action was taken. To compound the issue, posted speed limits of 30 km/hr are being neither respected nor enforced.

We are of the view that the cut-through situation will only worsen once Hawthorne and North Main are being dug up for water and sewer replacement for the GMH project. The committee intends to raise this matter once again with the Councillor’s office.