

OOECA - Transportation and Infrastructure

January 9 2024 Monthly Meeting

1. MTO Downtown Bridges EA and TESR

We have finally had a response from the new Minister for Transportation in Queen's Park. Our objections to a lack of transparency in the process and a lack of community consultation and engagement for the TESR phase were not considered. A separate reply was sent to the Minister.

We are now working with our MPP's office to have MTO stop the Environmental Assessment process, reconsidered its construction options before the TESR is published, and find an alternative that does not require both Colonel By Drive (CBD) and Queen Elizabeth Driveway to be closed for ninety weeks. There is a draft letter and a motion related to this request of Joel Harden.

2. Greenfield-Main-Hawthorne Reconstruction Project

Project is now at the season-end of Phase Two (2023). This phase included major digging and water main replacement along Hawthorne, at the eastern end of Greenfield at the King Edward intersection, all along Old Greenfield, at the corner of Main and Harvey near the Queensway underpass, and on Echo from Concord N to Immaculata. Phase One (2021-22) included work along Echo and a new fully-controlled intersection at Main and CBD. The GMH project office provided an update to the Public Advisory Committee. English and French versions are attached to this report.

Further updates and the schedule (with a map) 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>

The City reports that labour disruptions have caused the planned burial of overhead wires to be delayed. In the context of the GMH project, we were also asked to review the proposed cycling arrangements at and near the intersection of Hawthorne and Colonel By Drive, including connections to Harvey and Echo. We would appreciate comments and suggestions from users and nearby neighbours.

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3. Intersection at McGillivray and McNaughton

We continue to work with the Councillor's office on neighbours' concerns about the intersection at McGillivray and McNaughton having become problematic for cross-cutting traffic. Residents in this area see attempts by drivers to avoid traffic on Main and reach Colonel By Drive to head northbound. Cut-throughs right to Colonel By Drive, driving against a one-way route, continue since this intersection remains unblocked beyond the high school.

4. Files for ongoing work this coming season

- continued liaison with the City's GMH project team and their contractors
- encouraging campaigns by OPS and OPP to reduce vehicular noise and stunt/dangerous driving along residential neighbourhood roadways and on the access ramps to the Queensway: we wrote to Bruce Deachman at the Citizen to seek his support.
- continued requests to MTO for establishing proper sound barriers to protect residential areas on the north and south sides of the Queensway/Nicholas intersection, for which we have received no reply.
- concerns about stolen property, drug use and fire hazards on MTO and City property adjacent to the Queensway and the LRT rights-of-way. The City promised action in May of 2023 following the spring *Cleaning the Capital* campaign: one site was set on fire late in the summer. The other site continued to be an active drug-use site and remains a hazardous mess.