**CHNA’s Presentation to City of Ottawa Transportation Committee- March 1, 2017**

1. **Simply put, the proposal to remove the Carling E-EB ramp, at this time, is premature.**
2. **Despite the MTO having done some analysis of *today’s* traffic patterns, the full impact of the ramp removal has NOT been studied and is an unknown.**
3. **There is “hyper development” happening along the Carling Corridor between Kirkwood and Bronson and it has not been accounted for.**
	1. The current Civic campus will be redeveloped and will continue to be the home of the world class University of Ottawa Heart Institute, so we can expect it’s current traffic loads to remain in place as a baseline.
	2. The 3 phase development at Westgate will see an additional 1,146 residents plus increased retail traffic *DIRECTLY* beside this exit and the current MTO analysis does NOT include all 3 phases of the development. Those residents and shoppers will need EB access.
	3. And the elephant in the room is the new, $2 Billion hospital that will be built on Carling.
4. **As well, the CHNA agrees with local residents…the diversion of traffic into the nearby community will be greater than anticipated by the MTO. The people using this exit today simply won’t want to do the “do-si-do” suggested here by the Ministry.**
5. **Therefore, it’s inappropriate for the city to support closure of this on-ramp without a full assessment of what the impact will be on patients, employees, and visitors to the four major medical facilities on this strip (The Royal, The Old Civic, the Heart Institute and the New Civic), on the future residents and customers of the redeveloped Westgate site, and on the existing neighbourhood.**
6. **Today there are already very few EB ramps available between Kirkwood and Metcalfe, and this problem will be further exacerbated by the proposed ramp closure.**
* **Patients, visitors or staff at the new Civic that choose to drive and need to go EB to either the downtown core or home to the East end of the City have 3 options.**
	1. **Go west to the already saturated Parkdale exit**
	2. **Go east on Carling to Bronson• Take Bronson Avenue to Chamberlain Avenue, follow Chamberlain as it turns into Isabella Street. When they get to Metcalfe they can then enter the 417 EB on-ramp.**
	3. **Or Go West to the Kirkwood exit. Removing the E-E ramp adds additional delay as drivers will have to go through the Kirkwood detour to get to the to get to the remaining 417 EB ramp.**

**So, before millions are spent for questionable gains expanding this small segment of the 417, and removing one of the few EB access points to the 417, it is only prudent that a holistic, area wide, transportation plan is conducted so that the full impact on the area is known, particularly since the critical development of the new Civic Campus and its transportation needs have not been fully considered.**

**Let’s get this right.**

Karen Wright,

President - CHNA