



GOOD NEIGHBOURLY RELATIONS COMMITTEE MUHC Glen Campus: Construction and Roadwork

MINUTES

Meeting held Tuesday, June 14, 2011 (7:00 p.m. to 8:45 p.m.)

Committee members in attendance

CITIZENS

André Chouinard
Catherine Van Dermeulen (CURA)
Donna Allen
Gail Tedstone
Louise Fournier
Luciano Michetti
Sharon Leslie
Phil-Bergeron-Burns
Malaka Ackaoui
Bridget Blackadder
Alain Gauthier
Marie-Josée Mastromonaco
Maureen Keily
Nasar Omar
Paul Shubin
Wanda Potrykus
François St-Laurent
Mr. and Mrs. Lipovenko
Steven Jass
Jean Williams
Christian Emmanuel

SNC

Charles Chebl (Senior Vice-President and
General Manager, SNC-Lavalin)

MUHC

Robert Hamilton (architect and special
advisor to the MUHC)

CITY OF MONTREAL

Alain Trudeau (Project Manager, Project
Management Office)
Alain Cormier (Senior Technical Officer,
Public Works Department, CDN-NDG
Borough)
Stéphane Plante (CDN-NDG Borough
Director)
Nathalie Rheault (Division Manager, Public
Works Department, CND-NDG Borough)
Sébastien Deshaies (Urban Planner, Public
Works Department)

CSEM (Commission des services
électriques de Montréal)
Albert Bastien

SPVM

Sgt. Lévesque (Service de police de la Ville
de Montréal)

STM

Gary Bernard

MTQ (Ministère du Transport du Québec)

Anne Pelletier

- The moderator informed the group that this was the last meeting before the summer period. He also mentioned that no insults or offending or aggressive language would be tolerated, and he invited all participants to show restraint during the discussions.

- The moderator explained that the cameraman was present only for project archiving purposes. He presented Robert Hamilton, who is replacing Pierre Major, and then introduced the rest of the panel members. The moderator welcomed everyone in attendance.
- Adoption of the agenda and addition of other business.
- Adoption of the minutes of the last Good Neighbourly Relations Committee meeting (May 10, 2011).

Update on municipal work

Mr. Sébastien Deshaies (City of Montreal) presented the latest developments for Phases 1, 2 and 3 as well as upcoming work for the next month and a half. Albert Bastien presented the work of the Commission des services électriques.

Phase 1: This phase is located at the corner of Décarie and De Maisonneuve. During the excavation, the teams discovered an electrical duct bank (concrete-covered plastic conduits containing electrical and fibre optic cables). The CSEM had to intervene to protect these cables. Work on Phase 1 will finish at the end of August.

Phase 2: The work has resumed. During the first weeks of June, the teams began installing the large 3.6-m conduits. The work is going well and according to the schedule outlined in the insurance contract. The end of the work is planned for mid-August.

Phase 3: (Located farther south on Décarie Boulevard.) Work on the water and sewer lines is still ongoing. Here the teams also discovered electrical duct banks dating back to the 50s and 60s. Once again, the CSEM had to intervene to protect them. This delayed work on Phase 3. Currently, the contractor is taking advantage of the good weather to extend work schedules. The planned completion of the work at Saint-Jacques and Décarie is for the end of August.

Upcoming work: Phase A—Construction of an embankment for the new railway bridge will begin soon. The goal is to construct a railway bridge that passes above Décarie Boulevard. The first step is to construct an embankment to create a bypass so as not to disrupt rail transportation. The work will be supervised by CN (the owner of the bridge) but will be carried out by the City. The work will begin at the end of June or mid-July and will continue until October.

Albert Bastien presented the work that the CSEM is currently performing on Upper-Lachine Road at the Crowley Avenue access. Mr. Bastien explained that the structure is outdated and has many cracks. The work started at the end of May and will finish at the end of June or during the first week of July at the latest. The initial timetable has been followed.

Discussion period: Municipal work

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(Louise Fournier) reported water main breaks on De Maisonneuve Boulevard.	(Sébastien Deshaies) A sewer that served De Maisonneuve was probably cut off during the work. A piece about twenty feet long came

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<p>Her second question concerns northbound traffic on Décarie Boulevard.</p> <p>At around 7:00 p.m., she saw teenagers come from Crowley Avenue and climb over the barricades onto Décarie Boulevard, even though she honked her horn at them. What is being done about people who do not respect restricted areas?</p> <p>Will the lane under the bridge be open or will she have to go around everything to get to the metro? Can she take Décarie to get to Crowley? Will trucks be allowed?</p>	<p>off, so they had to block it off to solve the problem.</p> <p>Flaggers are present during the day but not after work hours. We have taken note of this. The construction of the embankment to divert the railway lines will solve most of this problem, since no access will be possible.</p> <p>No, as everything will be blocked off.</p>
<p>(Malaka Ackaoui) Are the work-site employees authorized to enter and exit the site via Décarie Boulevard?</p> <p>At a prior meeting, there was a discussion about installing speed bumps on Prud'homme Avenue. Have they been installed?</p>	<p>(Sébastien Deshaies) We have asked for a flagger at this location. We have also notified our contractors not to take Décarie Boulevard. We are aware that there is a security problem. The workers take a short cut to get to work.</p> <p>Yes, they will be installed within three weeks at the latest.</p>
<p>(Alain Gauthier) Will you give motorists access in both directions at the new Crowley access?</p>	<p>(Sébastien Deshaies) We will soon install traffic lights on Upper-Lachine at the intersection of Crowley Avenue. Once the traffic lights are installed, traffic will be allowed in both directions.</p>
<p>(Sharon Leslie) I cross the Décarie / De Maisonneuve intersection at least twice a day. After work hours, no one is there to keep an eye on things. This intersection was already dangerous and is even more so now. I would like to know what you plan to do to make this intersection safer before there is an accident.</p> <p>Would it be too much to ask the police to take care of it?</p>	<p>(Sébastien Deshaies) There is a flagger posted on Décarie, whose role consists mainly in directing truck traffic. You need to understand that it is difficult for us to strictly control pedestrians, who use the sidewalk even though it is indicated that the sidewalk is blocked off.</p> <p>We have taken note of this. This is really problematic after work hours. But we can sit down with the borough to try and see what can be done. We have a flagger, and in a month it is very likely that we will shut down.</p>

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<p>(Bridget Blackadder, Westmount) Concerning water lines, what is the risk of flooding during storms?</p>	<p>(Alain Trudeau) The sewers in question are connected to larger lines that run parallel to Saint-Jacques and that are the largest ones in Montreal. Don't worry, we are not going to connect them to the Westmount lines. These very large sewers are connected to the Saint-Jacques collector, which in turn transports everything to the wastewater treatment plant. These large sewers will have to be connected to the Saint-Jacques collector; given that it is located much lower down, we are going to build a down-take pipe at Lot 3 that connects everything.</p>
<p>(Owner of 3 residential buildings at the corner of Saint-Jacques and Décarie) When you drive westbound on De Maisonneuve Boulevard and arrive at Crowley, you can't turn left due to a road restriction. I suggest that a second access point to this area be created to accommodate 70 people from the neighbouring streets.</p>	<p>(Alain Trudeau) The problem in this area is that as long as there are no traffic lights and that Saint-Jacques is still blocked off, people who get there risk seeing that Décarie is closed. We could maybe increase through traffic on Prud'homme instead of Girouard for traffic heading towards Saint-Jacques.</p> <p>As long as Décarie and Saint-Jacques are closed and there are no lights to direct traffic, this is not an action that we recommend for the moment. Ideally, a sign would be posted for local residents only.</p>
<p>(André Chouinard) I hope that the bridge for the CN trains will be higher, because at the height the trains run now, the underpass is not high enough for trucks.</p>	<p>(Alain Trudeau) You're right, this underpass is one of the lowest in Montreal (3.5 meters). There is a plan to increase the vertical clearance under the railway bridge to 4.8 meters. This means that no one will become caught under this structure.</p>
<p>(Phil Bergeron Burns) stated that at the last meeting, there was a discussion about a traffic light at the corner of Décarie and De Maisonneuve. He wanted to know if it had been installed.</p> <p>There is a green light at the corner of De Maisonneuve and Décarie, but north-south traffic is not allowed.</p>	<p>(Alain Trudeau) Yes, during the week following the last meeting.</p> <p>The light in question is an old type of electromechanical control unit. North-south traffic has never been authorized except when</p>

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	a flagger is present to let trucks pass. When the construction is over, there will be new traffic lights.
Why can't a flagger direct traffic?	Flaggers do not have access to the control units; only police officers have access to them. Without lights, we cannot allow north-south traffic.
(Dona Allen) Concerning the new train, will there be more excavation work on Décarie?	(Alain Trudeau) For the moment, I don't know. I will find out and get you an answer for the next time.
(Steven Jass) According to him, there is too much traffic on the east-west axis. The red lights at the intersection of Décarie / De Maisonneuve are much too long. When stopped at a red light at this intersection, he did not observe any north-south traffic on Décarie, except for trucks. It seems curious to him that the red lights on the east-west axis take up 70% of traffic time.	(Alain Trudeau) This has been noted. We will see what we can do.
(Sharon Leslie) has observed a large quantity of dust generated by truck traffic. She would like the frequency of cleanings to be increased.	(Sébastien Deshaies) Generally, the contractor must clean twice a day, but recently there have been a large number of excavations and truck traffic has increased. This has been noted.
(Nasar Omar) The work has already been going on for a year, and the Saint-Jacques/Décarie access is still closed, which has a negative impact on businesses in the sector. Every time you open access to one place, somewhere else is blocked off. Another problem is parking for the employees and customers of his business. He has received several parking tickets and needs another parking space.	(Sébastien Deshaies) We always make sure that an access point is available. We are going to block the northbound direction and open southbound access for work on drinking water lines on the west side. I know that it is not easy for you; you always have access towards Crowley and towards Saint-Jacques. (Stéphane Plante) We will try to find space in the alley behind (for parking), but a new type of permit has to be created for the exclusive use of businesses. We are presently developing the required procedure.
(Owner) Parking in front of my building is	(Sébastien Deshaies) You are a very special

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very problematic. Would it be possible to give us more parking spots?	case, and I suggest that you talk to the borough, which can help you to the extent that space is available.

Presentation of work at the Glen Campus

Work presented by Charles Chebl (SNC-Lavalin)

Mr. Chebl gave a status report on the work:

- The excavation is almost finished, except for Blocks A and C
- The access ramps will have to be removed
- Parking is also being created on the south side
- Filling is being done inside the site, all around the buildings
- The piles are being finished up to Block D
- The only piles left are those for Block A, which will be completed later
- The remaining piles (about 500) will be completed at the beginning of August 2011
- The work has been pushed back a bit, as the work at the Shriners had to be included
- The concrete slabs have been poured in all buildings; the concrete paving will be completed in 2012
- A lot of workers come by bicycle, and showers are currently being built for them
- 350 employees are working on the design and management and 450 people are working at the site; this number will increase as the work progresses
- 47% of the workers use public transit and 40% come by bicycle

Discussion period: Work at the Glen Campus

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(Mrs. Lipovenko) What were you doing during the night of June 6: the sound of a truck backing up kept me up all night.	(Charles Chebl) There is no work at night.
No, twice.	Did this happen only once? The site is watched by security guards who do their rounds regularly and keep the entire work-site under surveillance, and they did not report anything.
(Donna Allen) When will the Shriners hospital be opened?	(Charles Chebl) The plan is for the Shriners to become operational in 2015.

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	(Robert Hamilton) It is still too early to specify a date. Right now we are finalizing the plans.
<p>(Louise Fournier) would like an update on the passages between the hospital and the Vendôme metro.</p> <p>Question 2: Where are you in terms of the southwest access?</p>	<p>(Robert Hamilton) Two passages are planned for public transit between the hospital and the Vendôme metro. On the west side, the tunnel of the commuter train will be extended to allow access to the centre of the MUHC site. On the east side, we are currently in discussions with the AMT regarding the design and creation of a main access point from the site to the Vendôme metro. The MUHC is working with both agencies (STM and AMT) to identify its needs and to find out what to ask the government.</p> <p>We will work hard on creating passages towards the metro; we want to have access points towards Décarie, Saint-Jacques and to the south. The 200-m long retaining wall will be removed to create space for a passage with more greenery towards Saint-Jacques. On both sides of our Pavilion F parking site, we are creating pedestrian paths towards Saint-Jacques and towards the south.</p>
<p>(Sharon Leslie) Pierre Major mentioned that a bicycle path was going to be included in the plan.</p> <p>Rumour has it that a conference centre will be constructed on the site.</p>	<p>(Robert Hamilton) He will have to consult with Pierre Major about the development of this project in order to get back to her with more details.</p> <p>No, the current plan does not include any other building aside from the ones presented here.</p>
(Maureen Keily) Are you planning to build an elevator like the ones at winter resorts to facilitate travel on-site?	(Robert Hamilton) The plans do not include this.
(Gail Tedstone) Access for bicycles is not easy. Have you made any progress regarding how to facilitate bicycle access to the exterior of the site?	<p>(Alain Trudeau) We are currently thinking about this.</p> <p>Right now we are concentrating on major work. Once it is done, we will focus on bicycle activity.</p>
(Sharon Leslie) According to her, creating a bicycle path that runs along the train track would be the best solution.	(Alain Trudeau) We are currently studying a number of scenarios. If the option to create a bicycle path next to the railway bridge is selected, we will do it. To better understand how

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	we work: after Phases 1, 2, and 3, there will be Phase 4— Security and traffic signage; Phase 5— Infrastructure work for a new water main; Phase 6 — Widening on Décarie Boulevard. Phases 7 and 8—the De Maisonneuve and Décarie intersection—are planned for 2012/2013. The railway bridge will be finished in November 2012. We cannot begin this work before 2013 or 2014. As of 2012, we will still have 2 years to talk about the bicycle path.
(Maureen Keily) Will you be creating an open pedestrian crossing over the railway track or are there other options?	(Robert Hamilton) We are still at the discussion stage.
(Citizen in attendance) Are you intending to move the current bicycle path on De Maisonneuve?	(Alain Trudeau) A possible solution is to create a bridge over Décarie. We are going to completely refit the Décarie / De Maisonneuve intersection and as a result we will be able to move the bicycle path on De Maisonneuve. This is one of the options, but we must evaluate all of them to choose the best one.
(Alain Gauthier) Is the work on schedule?	(Charles Chebl) The planned project end is September 2014. For the moment, our goal is to finalize all concrete paving in May or June 2012.

Other business

ISSUE	ANSWER
(Charles Chebl) wanted to make a correction to the minutes of May 10: in relation to the word "worker" on page 7, this should read as "1,800 workers" and not "5,000."	

Adjournment of the meeting

The meeting was adjourned at 8:40 p.m. The dates of the next meetings will be posted on the MUHC Web site and on the City of Montreal's Info-travaux page.