

It is very important for people living in the various areas affected to have a say in the selection of the interprovincial bridge crossing. This has not happened with the existing process to date. The public preference along Canotek Road has been excluded from any analysis. There is no criteria that specifically includes the will of the people on a preferred location. If a bridge is required, it is absolutely essential to heavily weight the public input on the option selection of the preferred options. I would like to know why public input has not been addressed except for the ranking of 'topics of interest'.

COMMENT CARD:

Please provide your comments on the Site Study Area.

See attached sheet

Response requested

Please let us know which Study Area you are commenting on

(Please circle one)

Corridor 5

Corridor 6

Corridor 7

The Kettle Island and other options do not meet the study's goal of removing heavy truck traffic from the core area of Ottawa. It is more rationale and logical given the increasing population and growth of the region to identify and protect both east and west end interprovincial crossing corridors in the peripheral areas of the region in conjunction with a ring road.

Since the main goal is to encourage a greater proportion of interprovincial truck movement outside the Core Area, then it stands to reason that future east and west bridge corridor locations must also be located outside the core area.

References to removing trucks from the core area and downtown core are numerous. The 2007 Study Terms of Reference (page 44) states that the removal of all heavy truck traffic from the downtown core area is a goal of the study. Other statements in the study documentation make the case that this undertaking is primarily required to find a solution that will accommodate truck traffic across the Ottawa River in a sustainable manner outside of the downtown core. Even the National Capital Commission (NCC) supports the relocation of heavy truck transport from the core area in the context of new interprovincial crossings according to their White Paper titled 'A Strategic Transportation Initiative for Canada's Capital Region', approved in June 2005 (page 6). Supporting statements emphasize that population; economic, and geographic growth of the region is not well served by existing interprovincial crossings that are centralized in proximity to the core area. Kettle Island is too close to the core area or downtown core to be considered a viable option.

Please address this concern.

FICHE DE COMMENTAIRES :

Veillez inscrire ici vos commentaires sur la zone d'étude.

*See attached sheet
Response requested.*

Quel est le corridor sur lequel portent vos commentaires?

(Encercler un corridor seulement)

Corridor 5

Corridor 6

Corridor 7

Who actually owns the land where these bridge options are supposed to go? What would it cost to buy/expropriate the land required for each option?

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Corridor 7

Since only 30% of the truck traffic will be removed from the Lowertown area around Rideau and King Edward, why are we spending our hard earned tax dollars on a solution that only fixes 1/3 of the problem?

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	<i>Response requested</i>

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Corridor 7

Has a truck tunnel been considered between Nicholas and King Edward Avenue? Would a reasonable fare structure fund this project so that public funds are not needed?

e.g.

2 axles \$4.00

3 axles \$6.00

4 axles \$8.00

5 axles \$10.00

6 axles \$12.00

7 or more axles \$15.00

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