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## **F1 Invitation to Participate**



**Subject:** Phase 2A - Online Consultation on the Draft Study Design / Phase 2A - Consultation en ligne sur la version préliminaire du Rapport de conception de l'Étude

*(le français suit)*

**Have your say!** You are invited to complete an online questionnaire for the Interprovincial Crossings Environmental Assessment (EA) Study as part of Phase 2A. This questionnaire is intended for anyone that lives, works or commutes in the National Capital Region and who is interested in providing comments on a future interprovincial bridge between Gatineau and Ottawa.

Your participation is appreciated and is an integral component of the Interprovincial Crossings EA Study. Your responses will help inform the Study's Consultant Team as they develop a 'Study Design.' This report outlines the process and methodology that will be used at the concluding step in this Environmental Assessment (Phase 2B), to analyze the three corridors under consideration and identify a preferred crossings location.

The questionnaire should take approximately 15 to 20 minutes to complete, however you will first need to review the draft 'Study Design,' which is available on the website at: [www.ncrcrossings.ca/en/onlineconsultation.php](http://www.ncrcrossings.ca/en/onlineconsultation.php). To access the online questionnaire directly, please click on the following link: [www.surveymonkey.com/s/crossings](http://www.surveymonkey.com/s/crossings)

We also encourage you to forward this e-mail to any of your colleagues, friends, or employees in the National Capital Region who might be interested in participating. **Note that the online consultation closes on Friday, April 16, 2010.**

For more information on the Interprovincial Crossings EA Study, please visit the website at [www.ncrcrossings.ca](http://www.ncrcrossings.ca).

Thank-You,  
Co-Enterprise AECOM-Delcan

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*The mandate of Phase 2A, the current stage, is to consult with members of the public and stakeholders to develop a Study Design and a Canadian Environmental Assessment Act Scoping Document. The Study Design will include a process and methodology that will be used at Phase 2B to identify a recommended crossing location. No decision on the bridge location will be taken at Phase 2A.*

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Dites ce que vous avez à dire! Nous vous invitons à compléter un questionnaire en ligne. Le présent questionnaire s'adresse à toute personne qui vit, travaille et se déplace dans la région de la capitale nationale (RCN) et qui est intéressée à formuler des commentaires sur le futur pont interprovincial entre Gatineau et Ottawa.

Votre participation à la consultation en ligne est appréciée et fait partie intégrante de l'Étude d'évaluation environnementale des liaisons interprovinciales. Vos réponses contribueront à guider l'équipe de consultants de l'Étude dans l'élaboration d'un Rapport de conception de l'Étude. Ce rapport donne un aperçu de la méthode et du processus qui seront utilisés lors de l'étape finale de l'Étude d'évaluation environnementale (Phase 2B), afin d'analyser les trois corridors envisagés et de déterminer un emplacement préférentiel du pont.

Cela vous prendra tout au plus 15 à 20 minutes pour remplir le questionnaire, cependant, veuillez d'abord passer en revue l'ébauche de la conception de l'Étude, disponible au site suivant :

[www.liaisonsrcn.ca/fr/consultationenligne.php](http://www.liaisonsrcn.ca/fr/consultationenligne.php). Veuillez cliquer sur le lien suivant pour accéder directement au questionnaire : [www.surveymonkey.com/s/liaisonsrcn.ca](http://www.surveymonkey.com/s/liaisonsrcn.ca).

Nous vous encourageons également à acheminer ce questionnaire à vos collègues, amis ou employés dans la région de la capitale nationale qui seraient intéressés à participer au sondage. **Veillez noter que la consultation en ligne prendra fin le vendredi 16 avril 2010.**

Pour obtenir de plus amples renseignements sur l'Étude d'évaluation environnementale des futures liaisons interprovinciales, veuillez consulter le site Web: [www.liaisonsrcn.ca](http://www.liaisonsrcn.ca).

Merci à tous.  
Coentreprise AECOM-Delcan

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*Le mandat de la Phase 2A, l'étape actuelle, consiste à consulter le public et les intervenants concernés pour élaborer un Rapport de conception de l'étude et un Document d'orientation sur la portée du projet en conformité avec la Loi canadienne sur l'évaluation environnementale. Le Rapport de conception de l'étude comprendra le processus et la méthode à employer dans le cadre de la Phase 2B pour recommander un emplacement pour un futur pont. Aucune décision relative à l'emplacement d'un nouveau pont ne sera prise dans le cadre de la Phase 2A.*

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## **F2 Copy of Questionnaire**



## Introduction

Have your say! This questionnaire is intended for anyone that lives, works or commutes in the National Capital Region and who is interested in providing comments on a future interprovincial bridge between Gatineau and Ottawa.

Your participation in the online consultation is appreciated and is an integral component of the Interprovincial Crossings Environmental Assessment Study. Your responses will help inform the Study's Consultant team as they develop a 'Study Design' Report. This is a document that outlines the process and methodology that will be used at the concluding step in this Environmental Assessment (Phase 2B), to analyze the three corridors under consideration and identify a preferred crossings location.

The questionnaire should take approximately 15 to 20 minutes to complete, however you will first need to review the draft 'Study Design':

[Draft Phase 2B Study Design \(8 MB\)](#)

For background information on the Study, please [click here](#) for a short synopsis.

We also encourage you to forward this page to any of your colleagues, friends, or employees in the National Capital Region who might be interested in participating. Note that the online consultation closes on Friday, April 16, 2010.

Your input is highly valuable to us. Any personal information you provide will be kept confidential. If you have any questions, or have trouble accessing the questionnaire, please contact Marley Ransom at (613) 860-1685 ext. 204, or by email at [mransom@paceconsulting.ca](mailto:mransom@paceconsulting.ca).

We appreciate your involvement. Note that the online consultation is just one way you can contribute to the Study. For more information on other opportunities to provide input, please go to our website at [www.ncrcrossings.ca](http://www.ncrcrossings.ca).

NOTE - To view background maps of the three corridors being considered as part of this Study, please click on one of the following:

[Corridors 5, 6 & 7](#)

[Corridor 5](#)

[Corridor 6](#)

[Corridor 7](#)

## Chapter 2 – Study Locations and Corridors (Section 2.1)

This Study looks at the three corridors that ranked the highest during [Phase 1](#).

[Chapter 2](#) of the draft Study Design Report provides an initial description of the study areas (the potential project footprint) of the three corridors. For the purposes of Phase 2A, work is being done to further

define these study areas, although they won't be fully defined and completed until Phase 2B, where more detailed technical studies will take place to better determine the environmental effects of each corridor.

- 1. After reviewing Chapter 2 of the Study Design (Study Location and Corridors), do you have any comments on how the Site Study Areas have been described in the report?**

**Question 1A:** Yes, I have comment regarding Corridor 5

**Question 1B:** Yes, I have a comment regarding Corridor 6

**Question 1C:** Yes, I have a comment regarding Corridor 7

**Question 1D:** Yes, I have a comment regarding all corridors

Or: No, I don't have a comment

Click [here](#) for a description of each corridor found at Section 2.1 of the draft Study Design report. To view background maps of the three corridors being considered as part of this Study, please click on one of the following:

[Corridors 5, 6 & 7](#)

[Corridor 5](#)

[Corridor 6](#)

[Corridor 7](#)

### **Chapter 2 – Key Environmental Features (Section 2.3)**

The Study Design at Phase 2A will identify all the environmental features (both natural and built) located in the study areas of each corridor so that they can be further studied at Phase 2B. [Click here](#) to view the draft list of environmental features that has been created at Chapter 2, Section 2.3.

- 2. Do you have any general comments on the draft list of Key Environmental Features?**

**Question 2A: Traffic and Transportation**

**Question 2B: Natural Environment**

**Question 2C: Cultural Environment**

**Question 2D: Social Environment**

**Question 2E: Water Use and Resources**

**Question 2F: Economic Environment**

**Question 2G: Land Use and Property**

**Question 2H: Costs**

- 3. Are there any specific comments you would like to make about the 8 factor areas?**
- 4. Are there any environmental features that should be added to this list of examples?**

### **Chapter 4 - Work Program (Figure 4)**

The Study Design outlines the major tasks that will need to be carried out at Phase 2B. Chapter 4 provides an overview of all the tasks and suggests a framework for how each would be completed, leading to the eventual recommendation of one corridor.



The work plan and major tasks have been captured in a framework flowchart, presented at Figure 4.1 of the draft Study Design report. [view the [framework](#) graph here]

Phase 2B major tasks are as follows:

- Review previous material and coordinate with relevant studies
- Review and confirm the evaluation factors and sub-factors to ensure that any new public concerns or changes in legislation that may have occurred between the end of Phase 2A and the beginning of Phase 2B will be accounted for in Phase 2B work
- Conduct field inventory of existing conditions
- Develop functional designs of corridor alignments
- Develop suitable mitigation measures to avoid or minimize environmental impacts
- Evaluate the net impacts after the application of mitigation measures
- Conduct comparative analysis of the three corridors using the relevant evaluation factors and an established process
- Recommend a ranked list of the three corridors
- Following a decision by the Project Proponent and Study Partners, complete preliminary designs and cost estimate for the recommended corridor
- Prepare the Environmental Assessment Report
- Prepare the Environmental Assessment Screening Report.

**5. Do you have any comments on the Work Program being proposed at Chapter 4 of the draft Study Design, and in particular on any aspect of the Phase 2B framework flowchart?**

#### **Chapter 4 – Evaluation Factors and Sub-Factors (Section 4.2)**

A long list of evaluation factors and sub-factors was defined and refined through public consultations at Phase 1. In Phase 2, new sub-factors may be added while existing sub-factors may be modified or removed. The final list of sub-factors will be used to characterize corridors to a level of detail necessary to determine the likely interactions between the project and the environment with the goal of distinguishing between the corridors.

At the beginning of Phase 2B, the Study's concluding phase, the evaluation factors will be reviewed and updated based on the input of agencies and other stakeholders including the public.

A general list of factors and sub-factors suggested for Phase 2B is provided at [Chapter 4.2](#) of the draft Study Design. To ensure transparency and traceability in the process, the Phase 1 list of factors and sub-factors were used as the starting place for revisions in Phase 2A. These revisions were suggested based on comments received from the public and other stakeholders at the end of Phase 1, and after careful consideration by the Consultant Team.

For example, a number of people suggested that social environment factors were not given enough consideration during Phase 1. In order to improve this, the suggested list of sub-factors for Phase 2A separates out the social and economic environment factors instead of combining them. In addition, the community and recreation sub-factors that were included in the cultural environment factor have been moved to the newly created social environment factor.

The following is a simplified list of the factors under consideration. The complete list of factors and sub-factors as refined in Phase 2A is provided in Appendix A of the draft Study Design report (available [here](#)):

**Factors:**Natural Environment

Species at Risk (SAR), air quality, fisheries and fish habitat, hydrotechnical, terrestrial, wetlands, environmentally significant areas

Cultural Environment

Heritage and archaeological resources, aboriginal interests

Water Use and Resources

Water treatment facilities, water wells

Social Environment

Community including noise and vibration, cohesion, aesthetics and water views; recreation including sailing/boating activities, cycling, parks, pathways, RCMP Musical Ride

Land Use and Property

Official Plans, development, property required, museum, Rockcliffe Airport runways, hospital, utility relocations, residential, agricultural, contamination

Economic Environment

Business, economic development, travel time savings

Traffic and Transportation

Trucking, hazardous good movement, traffic operations, transit operations, road design factors

Costs

Construction, property, operations, maintenance

NOTE: The factors to be evaluated in Phase 2B work should:

- Be quantifiable, measurable or qualitatively characterised;
- Allow for a meaningful distinction between the three corridor alternatives.

**6. We would like your comments on the list of factors we are proposing be part of the Study Design. Should any factor be added or refined?**

**Chapter 5 – Consultation (Section 5.2)**

Consultation with the public, communities and stakeholders will be a cornerstone of Phase 2B. Several opportunities to provide input have been built in to allow for a meaningful dialogue with citizens and stakeholders throughout the National Capital Region. This integral input and experience will complement and inform the technical assessment at key intervention points in the EA Study.

The Study Partners are committed to ensuring that all communities are able to participate throughout the process in ways that are authentic, transparent and inclusive. The draft Study Design outlines when and how the public will be involved throughout the process. As shown in the framework flowchart at Chapter 4 ([Figure 4.1](#)), four ‘rounds’ of consultation are being proposed at Phase 2B to solicit public and stakeholder input to further refine the evaluation sub-factors, review corridors and alignments, and comment on the preliminary designs for the corridors under consideration.

Please review [Chapter 5, Section 5.2](#) of the draft Study Design (Detailed Consultation Program) for more information on the objectives and activities proposed for each ‘Round’ of public consultation.

7. **Do you have any comments on the consultation program that is being proposed at Phase 2B?**
8. **What types of public consultation activities do you consider to be most effective and that should be considered as a part of the Phase 2B Public Engagement Plan? (Pick all that apply)**
- Public open houses
  - Small group workshops
  - Technical presentations followed by a question and answer session (with mics)
  - Web consultation such as online surveys
  - ‘Do-it-yourself’ toolkits that allow users to conduct their own consultation sessions for a small group (such as for members of a community association)
  - World Cafés (The World Café is a simple methodology for hosting conversations about questions that matter. These conversations link and build on each other as people move between groups, cross-pollinate ideas, and discover new insights into the questions or issues that are most important in their life, work, or community).
  - Design Charette (In urban planning, the charrette has become a technique for consulting with all stakeholders. This type of charrette typically involves intense and possibly multi-day meetings, involving municipal officials, developers).
  - Others (please specify)

## **Conclusion**

Thank you for your time and effort. Your thoughts and ideas are valuable, and we appreciate your involvement. Register [here](#) to receive project updates and notifications.

9. **Please feel free to add any closing comments or suggestions.**



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## **F3 Comment submissions**



## Question 1A

| Yes, I have comment regarding Corridor 5: |  |                             |
|---|--|-----------------------------|
|   |  | Response Count              |
|   |  | 81                          |
|   |  | <b>answered question</b> 81 |
|   |  | <b>skipped question</b> 64  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 1             | NO  | Apr 8, 2010 9:44 PM  |
| 2             | No  | Apr 9, 2010 12:23 AM |
| 3             | You might as well look down King Edward Blvd. #2 if a bridge goes into this corridor. How can you make the same mistake twice? An interprovincial bridge and a route for trucks do not belong in residential areas. This entire route is lined with residential areas. This route has limited green areas for biking and walking. Placing an interprovincial corridor in this area would cut access to the limited areas.   | Apr 9, 2010 12:29 AM |
| 4             | the obvious traffic network connection to Highway 417 would appear to be a major advantage  | Apr 9, 2010 1:01 PM  |
| 5             | .   | Apr 9, 2010 6:05 PM  |
| 6             | N/C   | Apr 9, 2010 6:14 PM  |
| 7             | This seems to be the most logical corridor, existing roads on each side of the river and close enough to the urban centres.   | Apr 9, 2010 6:59 PM  |
| 8             | Corridor 5 is the best choice because:<br>-It is a relatively straight line. No backtracking is required<br>-It uses existing large flow corridors and does not encourage traffic to cut through high-density communities<br>-It uses an existing pathway that has ample space for expansion and for mitigating measures<br>-It is the shortest of the three paths from Gatineau to downtown, minimizing the amount of Gatineau traffic brought into east Ottawa<br>-The airport has ample room for accommodation | Apr 9, 2010 7:55 PM  |
| 9             | This corridor seems to make more sense to me because it is the shortest and probably the least expensive choice. It has minimal impact of the Greenbelt and the eco systems of the Ottawa River. It also has minimal impact on current structures and land use. It also provides the most efficient route to Ottawa for Gatineau residents, as well as Montreal-Ottawa traffic.   | Apr 9, 2010 8:43 PM  |
| 10            | from the description, this seems like the most logical site to further consider   | Apr 10, 2010 1:27 PM |
| 11            | This is the only acceptable route other than Petrie Island or west end crossing.  | Apr 10, 2010 1:37 PM |
| 12            | It ruins a zone where people sail and row. Kettle Island is an animal reserve for herons.<br>Deers have been spotted delivering calves in winter crossing on the ice.   | Apr 10, 2010 9:06 PM |
| 13            | Corridor 5 is not acceptable as it destroys parkland / greenspace and only moves the downtown trucks from one neighbourhood to another. A tunnel from Nicholas under King Edward Avenue is the only option that meets all objectives and may now be more cost effective given the tunnels planned for the transit system.   | Apr 10, 2010 9:30 PM |

| Response Text |  |                      |
|---------------|--|----------------------|
| 14            | Corridor 5 from my preliminary (draft) assessment perspective has a much more of an urban impact and has the potential of creating an urban / social divide with the NCR. If the goal of the project was 'enhancing the quality of life within the NCR' we shouldnt consider a corridor that's simply another inter city / inter provincial roadway.   | Apr 11, 2010 2:57 PM |
| 15            | The City of Gatineau has voted against trucks on Montée Paiement; the OMB has ruled in favour of banning trucks from King Edward once a new bridge has been constructed. These scenarios are real and significant, and the study team cannot ignore them or assume that the federal government will simply overrule decisions that have been made. How can you say, then, that this route is available for trucks and by that we must assume all the interprovincial truck traffic that is currently now on King Edward?   | Apr 11, 2010 5:07 PM |
| 16            | Seems the most direct route using most existing infrastructure. Links to 417 at a logical point  | Apr 11, 2010 6:15 PM |
| 17            | Corridor 5 is the longest link between Hwy 50 and 417/174. Since it is fully developed (primarily as residential) on both sides of the river, there is little flexibility as to alignment. Aside from the obvious health and safety impacts on the 10,000 nearby residents, there are many other difficulties: the impact on the sick, aged and infirm, and youth due to close proximity (a few metres) to the Montfort Hospital and long-term care facility, Our Lady of Mount Carmel School and the Terry Fox Centre (Historica/Encounters with Canada); the conversion of an NCC scenic parkway to a commercial truck route that would be precedent setting across the region; the negative impact on tourism due to degradation of the RCMP Musical Ride and Aviation Museum locations; the destruction of the Montfort Woods that were preserved by the NCC at considerable cost; the impossibility of having the bridge low enough to prevent a safety issue with aircraft, yet high enough to prevent interference with the only suitable sailing area on the lower Ottawa; the largest number of intersections with arterial and local roads; the resolution of Gatineau Council that no trucks be allowed on Montee Paiement: the very steep grade on Montee Paiement south of Hwy 50; the need to reconfigure access to the 417 and the resultant impact on the St. Laurent interchange. | Apr 11, 2010 7:00 PM |



| Response Text |  |                       |
|---------------|--|-----------------------|
| 18            | <p>I am completely opposed to the Kettle Island corridor 5 crossing. My family lives in Rockliff Mews. This is a wonderful, peaceful neighbourhood. I, along with many neighbours, work downtown. I don't see how this option would possibly help the traffic congestion for us, it would simply bring it closer to home. It's not solving the issue, just moving it.</p> <p>Trucks routes don't belong in established residential neighbourhoods: It doesn't make sense to take trucks out of one community and dump them into another. Kettle Island is the most heavily populated of all the corridors with 100,000 people from one end to the other. A truck route will have a negative impact on the cohesion of our community.</p> <p>People's Health and Safety must be a primary concern: Impact of a designated truck route with up to 3,000 heavy commercial vehicles a day will be: constant noise; direct, continuous exposure to high emissions, risk of toxic spills and serious accidents. Our community includes homes, schools, Montfort Hospital and retirement home, Cité Collegiale, Aviation Museum, RCMP stables and Musical Ride, Terry Fox Centre etc. We're especially concerned with the impact the truck route would have on the hospital equipment and on the safety of the senior citizens and children in our neighbourhood.</p> <p>We need a transportation plan for the 21st century that promotes transit, not cars: Local roads cannot accommodate more cars cutting through downtown neighbourhoods to get to work; KI will not provide a speedier commute for Orleans—cars and trucks will end up on the Queensway no matter which corridor is selected.</p> <p>Overall Cost Analysis: KI may be the least expensive today, but will it be in the end? If cost is going to be a priority before people, calculating all aspects into the cost must be considered including long term health care costs for injury suffered by residents of this corridor.</p> <p>Our community values its limited green space: Green space includes the Aviation parkway, cycling/recreational paths, riverfront, Montfort Woods, sailing on the Ottawa river, soccer fields etc. A truck route will not only take away from the enjoyment of this space, it will prevent access and connection to it, especially if sound barriers are used to attempt to mitigate for noise.</p> | Apr 11, 2010 7:29 PM  |
| 19            | More complicated, impacts on most existing institutions, traffic patterns, communities; suspect it would be the most expensive and difficult to put in place and ultimately only create more problems, not solve any.  | Apr 12, 2010 1:07 AM  |
| 20            | It is essential to consider the environmental impact upon the Rockcliffe Parkway as there is a proposed off-ramp from the Kettle bridge directly onto the Parkway. The increased traffic would destroy heritage areas and ruin Ottawa's most scenic entry route and intensively used recreational areas.   | Apr 12, 2010 1:20 AM  |
| 21            | No comments on the description of the site study area.   | Apr 12, 2010 12:35 PM |
| 22            | Corridor 5 is the most logical site on all fronts.   | Apr 12, 2010 1:51 PM  |
| 23            | An increase of truck traffic at the Aviation Museum would take away from the enjoyment of the green space in that area. There are always people (young and old) using the bike paths for walking, riding, skating. Plus Rockcliffe Parkway is a very beautiful and scenic route for cars. I do not support Corridor 5.   | Apr 12, 2010 3:26 PM  |
| 24            | IT IS THE BEST AND MOST OPTIMAL CORRIDOR. LET THE POLITICAL MEDDLING AND INFLUENCE NOT INTERFERE WITH THE SELECTION PROCESS.   | Apr 12, 2010 5:01 PM  |

| Response Text |  |                      |
|---------------|--|----------------------|
| 25            | If you want to take the trucks out of downtown, then this corridor was OK back in the 1970's, but not anymore. The truckers from/to Quebec should be using Highway 50 in Quebec and not go through Ottawa to connect with the 417. As for commuter traffic, the location would be good, again for Quebec, but this study is on removing truck traffic. It is time to look further East outside the downtown core, Manor Park to Beacon Hill is now Ottawa core.  | Apr 12, 2010 5:47 PM |
| 26            | Corridor 5 is the most direct route for interprovincial traffic. As well, most of the infrastructure for this route appears to already be in place. There will, understandably, be public objection to this route, however sufficient mitigation measures (like burying the roadway in a ventilated cut and cover from the vicinity of the Montfort Hospital north to the bridge access on the Ottawa side of the river) can be put in place to ensure the lowest possible environmental impact on surrounding neighbourhoods/institutions/businesses.   | Apr 12, 2010 7:24 PM |
| 27            | With all due respect to the individuals who have conducted studies that resulted in this corridor being identified as the most suitable, and for the "weighting" processes they used, I still do not believe that logical urban transportation planning would suggest that this corridor is the highest rated. This particular corridor fails on a number of fronts; it does nothing to alleviate the concerns of removing heavy truck traffic from the doorsteps of highly populated areas; private vehicle traffic to and from downtown Ottawa will further congest roadways such as Montreal Road and Beechwood/Hemlock, neither of which have any capacity for expansion; it connects primarily residential areas on both sides of the river, rather than existing industrial parks also on both sides of the river; it does not adequately service the possibility of developing an interprovincial "ring road" for the purpose of public transportation. In short, it does not go nearly far enough to address the very issues a new interprovincial crossing should address - removal of heavy commercial vehicle traffic from highly populated areas with inadequate roadways, and accommodate efficient public transportation planning. To construct an interprovincial crossing in this location is, quite simply, a mistake - one that will inevitably lead to future residents of the region having to consider the construction of yet another interprovincial crossing further east to serve the continually growing easterly areas of both Ottawa and Gatineau. | Apr 12, 2010 8:25 PM |
| 28            | This corridor would cut too close to the centre of Ottawa, and would be in conflict with the intent to move Ottawa towards greater use of public transportation as well as becoming a more pedestrian and biking-friendly city.  | Apr 13, 2010 3:00 PM |
| 29            | Corridor 5 has been the preferred route for the past 50 years. Politics seems to play more of a role in this than getting the project completed.   | Apr 13, 2010 3:57 PM |
| 30            | This corridor does not "look far enough" to the future growth of the region  | Apr 13, 2010 6:01 PM |
| 31            | Given how you've widened Corridor 6 to include a potential Canotek corridor - I would suggest that you widen Corridor 5 easterly of the Rockcliffe Airport, and include the old Rockcliffe airbase as part of it - having the corridor go east of the Airport could alleviate community concerns about highways going through communities.   | Apr 13, 2010 6:16 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 32            | <p>Considering Corridor 5, I think it should include a larger corridor (very narrow on the map if you take in account the dispersion of noise, pollution, traffic impact on the numerous residential and institutional communities it is supposed to go across). It is not a tunnel but an open trucking highway like King Edward in the middle of numerous communities!</p> <p>For all the houses along Hemlock and along Beechwood Cemetery and along Aviation parkway on the Ottawa Side and for all houses on Montée Paiement on the Quebec side, the noise of trucks on very long ramps which are above the surrounding ground levels would be unbearable in peak hours and at night. Living along Hemlock is already difficult: noise, pollution and vibrations (Our houses vibrates each time an heavy truck pass on Hemlock, foundation are very susceptibles to the soft clays and sands prevailing in the area, the reverberation of noise along Beechwood National Cemetery cliffs would disturb half of Rockcliffe and Manor Park families). For Ottawa, it would destroy a beautiful recreational area along Ottawa River (a lot of recreational and tourist activities where people from all the region and also from other provinces and countries come to enjoy the peacefulness of nature and the shores of the river. Montfort Hospital would be directly affected by pollution, noise and traffic jams on crossing with Montreal road and the entrance of La Cité collégiale would need another traffic light with the inconvenience of trucks braking and starting day and night. A second King Edward! No thanks...Avoid a second nightmare and protect the urban citizens first.</p> | Apr 13, 2010 9:36 PM  |
| 33            | needs to include the fact that egress and access would affect residential neighbourhoods in Ottawa and Gatineau  | Apr 14, 2010 12:38 AM |
| 34            | <p>A poor choice. Who gains from this route? Certainly not anyone who lives along it. There must be substantial positive benefits for people to have such an intrusion in their lives.</p> <p>There are many national and public institutions that will be negatively impacted: RCMP musical ride and horses themselves; Montfort Hospital with expensive, sensitive equipment, Mont Carmel Public School - children's play ground backs on the Aviation Parkway; National Archives near to Montee Paiement; Aviation Museum; Rockcliffe Airport - the oldest operating airport in Canada. This is also a very heavily populated route and so will affect the largest number of people. Montee Paiement in Gatineau has a very steep hill. Large trucks climbing it will emit significant exhaust and descending it will have to brake very hard, again emitting asbestos from brakes.</p>   | Apr 14, 2010 6:10 PM  |
| 35            | I believe that this route will be best suited to meet the needs of the City of Ottawa and Gatineau residents.  | Apr 14, 2010 7:30 PM  |
| 36            | 2nd choice   | Apr 14, 2010 10:10 PM |
| 37            | This corridor should never have been considered at all. It passes through too many residential areas and cultural institutions. The parkways, hospitals, museums, schools should not be impacted to assist truck traffic or to encourage the use of cars to commute in and out of Ottawa. This is the most UN-green alternative.   | Apr 14, 2010 10:23 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 38            | <p>This is my least favored option of the three put forward to phase two of this study. I can't see why we continue with this whole process, in that the goal was to eliminate truck traffic downtown(on King Edward). None of the three options will do this according to your previous reports. It won't eliminate the truck traffic downtown and will ruin my commute(on bike) to work. If somehow you outlaw trucks on the king edward bridge, you are only shifting this problem area to another area. I still can't understand why no West end Bridge was considered, is it that politocal interference(i.e. John Baird) led to this situation. I attended to Information session at the Beacon hill community centre and was surprised this phase is talking about process. It appears to be trying to sell us on the participatory nature of this study when we have already arrived at a point, where we do not feel our voice has been heard. Is it any wonder the meeting at our community centre you had a hard time talking about process. How can you talk process when you already have lost TRUST. It think it is difficult to sell and include people in your process when this was not in place when you whole PROCESS was started(i.e. phase 1). I don't think you can bring this kind of traffic into what is now almost an inner city area(i.e. Montreal road and the parkway) and think this will not contribute to congestion in traffic for the eastern ottawa area.Our roads are already increasingly busy and this added load will lead only to more congestion in this part of the town. Welcome to the new problem intersection.</p> | Apr 14, 2010 10:43 PM |
| 39            | <p>My concern about this option is that it could very well excessively constrain or even cause the cessation of flying operations from Rockcliffe Airport and its associated seaplane facility.</p> <p>The airport has already lost a considerable length of runway at the west end because of the Parkway. The runway cannot be lengthened to the east because of environmental sensitivities.</p> <p>Should this option be selected, I would urge that the design take account of maintaining flight operations at Rockcliffe with no further degradation. Such consideration would include taking into account the need to avoid vertical obstructions in the vicinity of the runways or seaplane approaches.</p> <p>Objections to other options seem to focus on vehicle traffic and NIMBY concerns. Concern about the effect on the "Green Belt" seem to me to be irrelevant.</p> <p>In the case of Option 5 (Kettle Island), there is the potential to lose an irreplaceable functional historical/heritage, social, recreational and training facility and visitor attraction if the implementation does not take into account the need to maintain flight operations.</p> <p>Bear in mind that the presence of our world-class Aviation Museum and a general aviation and seaplane facility at Rockcliffe close to downtown Ottawa is a major attraction shared by few cities in Canada. Many of our residents use this facility for entry-level training for aviation careers.</p> <p>I have no concerns about vehicle traffic in the area of my residence resulting from this option.</p>  | Apr 15, 2010 12:48 AM |
| 40            | <p>yes, this would seem to be the most practical, primarily because its closest to the downtown ottawa/gatineau core. It would reduce west-bound traffic coming from Orleans...</p>  | Apr 15, 2010 1:16 AM  |
| 41            | <p>The first objective of the study is to enhance the quality of life for Ottawa residents. Putting interprovincial truck traffic in corridor 5 would adversely affect local residents and users of the Aviation parkway. Do not consider this as the possible corridor.</p>   | Apr 15, 2010 2:03 AM  |
| 42            | <p>Heavy trucks should not pass through established residential zone - communities on both sides of the river. This is the corridor that affects negatively the most people health wise and community life wise.</p>   | Apr 15, 2010 3:00 AM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 43            | <p>1. The interchange at 417/OR174/Aviation Parkway will be horribly problematic -- it is bad enough as it is, but your description studiously avoids the fact that the whole interchange will have to be rebuilt. Adding more traffic and more directional choices will make this an historic traffic screw-up.</p> <p>2. The "elephant in the room" of course, is NOT trucks, but east Gatineau commuter traffic that will insist on taking Hemlock/Beechwood (a single-lane route already at capacity) to downtown. Your "description" is startlingly quiet on the impacts of traffic flows onto Hemlock/Beechwood and Montreal Road -- or are you proposing that the route be hermetically contained so that traffic cannot exit this route until 417/OR174? Note that in Corridors 6 and 7, you include an substantial distance on OR174 as part of the "Site Study Area". By this logic, you should include Hemlock/Beechwood, Montreal Road and Ogilvie Road as part of the Corridor Five Site Study Area. Failing this, the inclusion of seven or eight kilometres of OR174 in Corridors 6 and 7 must be eliminated.</p> <p>3. The "description" notes that the route on Corridor 5 would use essentially only NCC land. By what moral right does the NCC have to turn parkways into truck routes? There are lots of other parkways that they will now have a precedent to screw up, despite their promises of the past that they wouldn't. Their "offer" is a despicable one that your so-called description overlooks.</p>   | Apr 15, 2010 3:40 AM  |
| 44            | <p>Corridor 5 has many and profound adverse impacts, particularly social, including cultural and institutional. Trucks and commuter traffic should be kept away from established communities. This corridor will have a huge impact, not only on residents adjacent of the Aviation Parkway (including Monfort Hospital), but on all communities between the rusty eye-sore MacDonald Cartier Bridge and the proposed Kettle Bridge. You are simply shifting slightly eastward the King Edward problem. The heritage Rockcliffe Parkway will become a even greater commuter traffic magnet and Hemlock/Beechwood a gateway for congestion which will overflow into residential side streets. The Split, which is already a rush hour nightmare would acquire a new name...the Knot, causing havoc with Orleans commuters. There are considerable costs associated with mitigating the impact of this corridor (including expensive sound barriers the full length of the Aviation Parkway (which is the longest route to the Queensway. Should this option be pursued, it should be weighed without direct access to the two-lane Rockcliffe Parkway and the residential Hemlock corridor. Strong community opposition should be also weighted as all legal recourse and action will be taken. Channel the commuters (mostly originating in Gatineau) and trucks away from communities. This is the compromise to pay for those who stand to benefit from an interprovincial crossing. Bridges and their corridors should be treated as a noxious facility for those adjacent.</p> | Apr 15, 2010 11:51 AM |
| 45            | <p>This would be my preferred option, since the length of the roads seem shorter and the route more direct, the plan uses existing infrastructure (the airport parkway) and would not require the building of new major roads across undevelopped lands, notably the greenbelt.</p> <p>I also feel like the chosen option must encourage as many driver as possible to choose this route to cross the river instead of going all the way downtown and using one of the already jammed up bridges. This location would serve a larger portion of the Gatineau side and the Ottawa side for workers having to cross the river on their way to work, since the closer the bridge is to the downtown core, the less people would have to do a detour to get to it.</p>   | Apr 15, 2010 3:13 PM  |
| 46            | 1.   | Apr 15, 2010 4:35 PM  |
| 47            | <p>This corridor is the most intrusive to community residents ~ both in Gatineau as well as Ottawa, most damaging to cultural and historical institutions, least amenable to integration with existing and planned public transit systems. Also, in 2009, the City of Gatineau voted to *not* allow heavy trucks on Montée Paiement. This would mean that heavy trucks could not exit Hwy 50 and travel directly to Ottawa, and vice versa.</p>  | Apr 15, 2010 5:21 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 48            | Corridor 5 is wholly unsuitable as it proposes the longest route across the most densely utilized land of all the proposed crossings. These residential neighborhoods have been told by previous municipal councils that no such high-volume arteries would be built in this area. Corridor 5 would also infringe on pre-existing transportation infrastructure, namely Rockcliffe airport. The impact on Rockcliffe airport would be devastating. Corridor 5 is simply the wrong way to go and I will not support it with my tax dollars or my vote.   | Apr 15, 2010 7:01 PM  |
| 49            | Not sure the following is relevant at this stage, but...<br>In the area between Montreal Road and the 417/174 interchange, it is difficult to tell from the text whether areas within the noise area (600m) are to be included. There is no mention of studying traffic effects at intersections in that area (Montreal Road, Cité Collégiale Private, Ogilvie Road.  | Apr 15, 2010 7:34 PM  |
| 50            | This offers direct access to the 417 thereby minimizing any increase in traffic congestion on the 174.<br>Much of the right of way is already used for traffic.<br>Lower cost than that for 6 or 7.   | Apr 15, 2010 8:31 PM  |
| 51            | This Corridor would seem to make the most sense as it will use existing corridors more than the other options and will pass through land largely publicly owned. It also would seem to be the best for accessing the centres of both Gatineau and Ottawa.   | Apr 15, 2010 8:38 PM  |
| 52            | After driving all the proposed corridors Corridor 5 seems like the logical choice. However the Stop the Bridge Lobby makes it appear as if the sky is falling with this solution. A proper comparison of Corridor 5 with the downtown core corridor will show that Corridor 5 has far fewer impacts on the quality of life of the community than the status quo.  | Apr 15, 2010 9:17 PM  |
| 53            | Too disturbing to Rockcliffe Airport, Marina, and RCMP Training Depot. Also current Aviation Parkway is NOT able to sustain heavy vehicle traffic and Montfort Hospital will be SERIOUSLY damaged after just spending nearly a Billion Dollars on renovation and upgrading.   | Apr 15, 2010 9:26 PM  |
| 54            | This corridor is unacceptable because it proposes to route a four-lane truck route through the most heavily populated corridor of all those studied resulting in serious health and safety impacts on the human environment.  | Apr 15, 2010 9:42 PM  |
| 55            | This option is likely to be a hazard to aviation from the Rockcliffe airport, and it will destroy the viability of the Rockcliffe sea plane base. This is an unacceptable impact to a critical transportation infrastructure.   | Apr 15, 2010 10:33 PM |
| 56            | This one makes the most sense - does not require traffic to go further east along the 174 which already has traffic congestion during rush hour. Most direct route to centre of gatineau where the majority of people work.   | Apr 15, 2010 10:48 PM |
| 57            | I disagree with Corridor 5. I believe it will disrupt residential and recreational activities along the NCC lands adjacent to the Ottawa River. I will introduce truck traffic along with related noise to residential neighbourhoods in Ottawa.<br><br>It will reduce the ability of Rockcliffe Airport to accommodate activities associated with the Canada Aviation Museum and the Rockcliffe Flying Club. It will reduce the safety of flight operations if no provision is made to displace the runway to the east. It will result in the closure of one of Canada's old seaplane bases.<br><br>It will disrupt and lower safety levels of recreational and commercial boating activities on the Ottawa river. | Apr 15, 2010 11:57 PM |
| 58            | Why does the proposed bridge go across the widest section of the river? Why are Montreal Rd and Beechwood not considered "major roads" and will the impact of the increased traffic on them be included in the evaluation?  | Apr 16, 2010 2:24 AM  |
| 59            | Corridor 5 will not necessarily alleviate congestion as it places the river crossing within the core area of the NCR. It will also cause safety concerns for the use of Rockcliffe airport.   | Apr 16, 2010 4:16 AM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 60            | <p>This is the worst solution from all perspectives.</p> <p>This corridor would pass through about 7 km of established and growing residential communities on both sides of the river, moving the noise, pollution and accident problems of the King Edward corridor to other communities rather than solving it. It would probably also attract secondary traffic through feeder routes like Montreal Road, Hemlock, Saint Laurent, Ogilvy roads further adding to the disruption of traffic in residential areas.</p> <p>It would have heavy truck and other vehicle traffic very close to an active hospital, creating noise, environmental dust and exhaust fumes in addition to noise and vibration creating a poor healthy environment.</p> <p>In addition, it would probably require changes or curtailing of the activities of the Ottawa Rockcliffe airport, which is an important historical location, being the oldest airport in the region, and is a medevac gateway for the Montfort Hospital. The position of this route would probably stimulate residential growth on the Gatineau side, around the Montée Paiement area and North, further compounding traffic density and adding to the density of traffic in both directions.</p> <p>This corridor also appears from the maps to be the longest span over river and island, meaning it would likely cost the most, not to mention the environmental impact on Kettle Island.</p> <p>While the roads like the Aviation Parkway and Montée Paiement are existing, they were probably not designed for constant heavy truck traffic and would have to be rebuilt to reinforce them, or require frequent repair, causing further cost and community disruption.</p> | Apr 16, 2010 12:08 PM |
| 61            | <p>I find this is the most logical one: existing roads are much better (Aviation Parkway connects HWY 417 to Montreal Rd.) and the bridge across the Ottawa river could be made shorter than a bridge for Corridor 6 or 7.</p> <p>Also, this one avoids a big section of the greenbelt.</p>   | Apr 16, 2010 1:16 PM  |
| 62            | <p>Most destructive, disruptive, expensive and ill-advised, with the worst ambiance impact on Ottawa, Canada's Capital City and showplace, and the greatest shortfall in purpose and therefore justification.</p>   | Apr 16, 2010 1:56 PM  |
| 63            | <p>Should include land use descriptions - including the number of households and residents along the route. Include 417 ramp closure description at St. Laurent (as defined in the map).</p>  | Apr 16, 2010 2:45 PM  |
| 64            | <p>Trucks routes don't belong in established residential neighbourhoods: It doesn't make sense to take trucks out of one community and dump them into another. Corridor 5 is the most heavily populated of all the corridors with 100,000 people from one end to the other. A truck route will have a negative impact on the cohesion of our community.</p>   | Apr 16, 2010 2:58 PM  |
| 65            | <p>Appreciate the maps of the corridors. Even a layman can see that the corridor runs through established greenbelt and a heavily populated area. At the Ogilvie Road intersection, you can see the swath of green that will be cut to accommodate the big construction to widen the area. I notice that it will also cut through a Church, beside a new construction that up to now has only a couple of buildings (which by the way, are not selling well because of the Kettle Island bridge threat. Most of the people who bought homes on the east side of the parkway in the last ten years purchased BECAUSE of the greenbelt and the enjoyment they expected to have in perpetuity.</p>   | Apr 16, 2010 3:43 PM  |
| 66            | <p>This corridor is totally unacceptable for the following reason:- (1) It would force the Rockcliffe Airport to close. (2) It would jeopardize seaplane operations from the Rockcliffe base. (3) A multi-lane access to the proposed bridge in each direction, would be of extreme disruption to the Monfort Hospital and surrounding residential and business areas. (4) It's environmental aspects would be unacceptable.</p>  | Apr 16, 2010 4:09 PM  |
| 67            | <p>Corridor 5 is the one that will have the greatest negative impact on established communities as it is the longest and in the most populated areas. Having lived in the Sandy Hill area for almost 30 years and having to put up with increasing truck traffic down King Edward and Waller over those years, I would not want to see the noise, fumes, vibration and traffic transferred to other residential communities.</p>  | Apr 16, 2010 4:15 PM  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 68            | <p>Absolutely not suitable according to almost all of the factors and sub-factors suggested in page 21 of your document, especially with regards to social environment, economic environment, land use, and transportation (because of trucks). Among other issues:</p> <p>1-corridor that would affect the most people, with significant impacts on health and well-being, both of which were almost entirely ignored in phase 1. Would also create significant health and safety hazards</p> <p>2-corridor with the most number of intersections from Highway 50 to Highway 417, and therefore not suitable for truck use and would not encourage trucks to use the new corridor (as opposed to current MacDonald-Cartier bridge)</p> <p>3-would have a tremendous impact on cultural institutions such as the RCMP musical ride, the Aviation museum, the New Edimburgh boat house, the Rockcliffe Yact Club, and the Rockcliffe Airport;</p> <p>4-would create a safety hazard for emergency vehicles by restricting access to Montfort hospital, especially at peak hours</p> <p>5-would discourage public transit (recognized as the LEAST appropriate corridor for future transit plans in Phase 1) and would encourage car use, thereby leading to increased GHG emissions</p> <p>6-would not encourage economic development as it would ruin another part of the downtown core and would not provide any opportunity for future growth (lack of adjoining vacant land)</p> <p>7-would be band urban planning in general.</p> | Apr 16, 2010 5:43 PM |
| 69            | <p>Aviation Pkwy does not support truck traffic; it is surrounded by residential areas, green space and includes the Montfort Hospital. It was designed as the scenic entryway to a capital city and leads to the Governor General and PM's houses on Sussex. It is important to note that there are no alternative alignments available in this part of the corridor and there is no mitigation available for the negative impacts this corridor would cause. Per Capita effects are important; this option effects the most people and this should figure in the assessment.</p>  | Apr 16, 2010 6:25 PM |
| 70            | <p>This looks to be the best alternative. Road corridors are already in place and the island in the Ottawa River can be used as a base for bridge support.</p>  | Apr 16, 2010 7:04 PM |



| Response Text |   |                      |
|---------------|---|----------------------|
| 71            | <p>I understand that heavy truck traffic, particularly articulated trucks on this route is NOT supported by the Gatineau residents abutting the corridor. The noise, fumes and congestion would be most undesirable. Also, the Ottawa residents in a number of communities such as Manor Park, New Edinburgh, Rockcliffe, Linden Lea, Rockcliffe Heights Overbrook, Vanier and Rothwell Heights oppose this corridor as it would adversely affect their property values, quality of life, and would increase the volume of traffic significantly on the Rockcliffe Parkway, Montreal Road, Hemlock, St. Laurent Blvd., among others.</p> <p>Also, if the NCC were to allow trucks on the Aviation Parkway, it would not conform to the NCC's own policy regarding the NCC's own parkways which would set a dangerous precedent and could lead to the use of the Western Parkway for Rapid Transit. The City of Ottawa was turned down by the NCC when it requested permission to run the Rapid Transit along the Western Parkway and the NCC refused with support of many people and groups. If the NCC was to permit trucks on the Aviation Parkway, the City might argue that it should reconsider its policy and allow the Rapid Transit along the Western Parkway.</p> <p>Further, there are public institutions in close proximity to the corridor which would be impacted adversely by selecting Corridor # 5 such as: Montfort Hospital, Mount Carmel School, the Aviation Museum, The Musical Ride, National Archives and the Rockcliffe Airport. If dangerous goods were transported via this route it would produce a significant danger from an accident and affect many people living in this area and these institutions.</p> <p>This solution does not meet the objectives of the study identified in the Introduction to the Study.</p> <p>Mass transit will not be enhanced - the location is too close to the Macdonald-Cartier bridge to move traffic from the East across the river, and the surrounding roads could not handle the increase in traffic without substantial widening which would affect both the overall cost and the adjacent neighbourhood.</p> <p>Using Corridor # 5 will not aid industrial development as the surrounding areas are already well developed and it would not facilitate access to the industrial parks in the East end of Ottawa &amp; Gatineau as well as the other two options. This option would have a greater negative effect on green spaces than the other two options. Kettle Island was acquired by the Nature Conservancy of Canada and construction of a bridge over it would disturb the environment. Flying operations would likely be adversely affected at Canada's oldest operational airport which is used by many persons and serves as an emergency location for medical transportation to/from Montfort Hospital. <b>IN SHORT, THIS OPTION WAS CONCEIVED IN THE 1950S AND NEVER GAINED TRACTION. IT IS A 20TH CENTURY SOLUTION TO A 21ST CENTURY PROBLEM</b></p> | Apr 16, 2010 7:47 PM |
| 72            | <p>This corridor passes through numerous densely populated communities, with young families. I am very concerned about the pollution created by thousands of diesel trucks using this corridor, creating enormous pollution (Air, Sound and vibration) This corridor all includes medical facilities, a half dozen schools (One school is on meters away from the corridor), day-care centres, old age homes, national landmarks, air port, a place of worship, a sailing club and recreational paths. Please do not create another King Edward truck route along this corridor.</p>  | Apr 16, 2010 8:22 PM |

| Response Text |   |                      |
|---------------|---|----------------------|
| 73            | <p>I will not reiterate all the comments that have been brought forth by the opponents of the kettle island bridge - let me just stat that I am fully in agreement with the arguments made over the last couple of years. I will however reemphasize a few points:</p> <p>At the march 30, I heard again and again that the driver for the specific location is the need to connect business areas in Gatineau and Ottawa south -- where apparently most truck shipments are destined -- and that it is paramount to use the most direct route between these commercial areas. What surveys have been undertaken to support this statement? What % of trucks is passing through Ottawa en route to Montreal or elsewhere?</p> <p>This raises the question can trucks take e.g. corridor 7 to reduce the impact on all the communities in corridor 5 – or to rephrase can we humans ask to inconveniencs trucks, and commerce to preserve neighborhoods and the small area of green space that we ca currently enjoy?</p> <p>The other argument I heard was that this bridge would connect the areas that have experienced the most growth. Again can you share the supporting studies with methodologies? and given the expansion of new development in Gatineau (and Aylmer) will this convenient bridge not encourage more construction in Gatineau leading to extreme bottle necks on the Ontario side (manor park and the adjacent neighborhoods) – given that the traffic flows from Gatineau to Ottawa in the morning and is reversed in the evening – should we as a community in the NRC not consider public transportation to reduce the adverse impact on our neighbors.</p> <p>As an aside, I am a user of public transportation for a number of reasons although I don't always find this mode of transportation convenient. (in the evening it can take up to 45 mins + to return home). Maybe we should encourage other users on both sides of the river to leave their cars in the driveway and use alternative means, instead of offering them alternate ways to use their vehicles – often with only one occupant – so that we all can enjoy our neighborhoods in peace and quite. Please consider the sustainability of this proposal and do not give in to political pressure</p> <p>Btw you are probable aware of the fact that these neighborhoods are currently struggling with the existing traffic are not able to take on additional traffic.</p> <p>Would it not make sense o first create a overall transportation strategy, that includes public transit, that considers commercial and residential growth before breaking ground and creating another King Edward. Regarding commercial growth what are the future plans for the industrial sector in the south end of Ottawa -- how much more growth can this area accommodate or will we need a different bridge to like the next commercial sector with Gatineau?</p> <p>I realize that no one wants this bridge in their neighborhood – not even those of us using cars as their primary means of transport – I feel that this is sufficient to make us stop and think before breaking ground – although some politicians have indicated that the kettle island bridge is a done deal.</p> | Apr 16, 2010 8:38 PM |
| 74            | <p>Past studies have shown this to be the most efficient and effective route. During these lean times, it would seem self-evident that this corridor be selected for the bridge. How many studies do we need before our politicians have the courage to make a decision, in the face of opposition?</p>   | Apr 16, 2010 8:58 PM |
| 75            | <p>A 100m radius around the intersection of Montreal Road and Aviation Parkway should be included.</p>  | Apr 17, 2010 1:51 AM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 76            | This runs right through a neighbourhood and more importantly right beside the Montfort Hospital. The doctors - who are not an outspoken group - stated their concerns about the negative impact on the hospital including seniors, sensitive equipment and all patients due to the air pollution, noise and vibrations from the traffic. Also, from what I understand, Kettle Island is very important ecologically and no bridge (or any development) should go near this area. Do not put the route through here under any circumstances.   | Apr 17, 2010 11:26 AM |
| 77            | This is the worst of the options. The Rockcliffe airport and water aerodrome are going to be directly next to the bridge. The Rockcliffe flying club is a flight school, now only one of a few in the area, and it would be dangerous to have such a structure directly in the path of the only runway at Rockcliffe. Kettle island is currently a nature conservation area... why disrupt that? The Montfort hospital will directly be negatively affected by noise and vibration. Finally, residents near the projected bridge area are already concerned with existing noise levels from the airport and waterway (boat) traffic... they don't want or need this in their backyard. This is just a poorly conceived option.  | Apr 17, 2010 12:55 PM |
| 78            | Poor location.  | Apr 17, 2010 8:52 PM  |
| 79            | The city of Ottawa has assessed its woodlands in the Urban Natural Areas Environmental Evaluation Study. Rockcliffe Shores is Urban Natural Area (UNA) No. 189 in the city's inventory of ecologically important areas. The approaches to the bridge would cross through this site. The Aviation Parkway already bisects two UNAs – No. 67 (Aviation Parkway North) and No 171 (Montfort Hospital Woods). Widening the Aviation parkway, heavy truck and additional commuter traffic would undoubtedly impact these sites. Downsizing a woodlot/ecological area makes it less useful to wildlife and may destroy the values that led to their being named UNAs in the first place.<br>The statement has been made that in order to minimize the impact on the functioning of the Rockcliffe Airport and the activities of the Rockcliffe Flying Club that the runways would be extended eastward to compensate for the loss at the west end. That would require moving the access road to the east and extending the runways into the Airbase Woods (Urban Natural Area No. 169) which has a High ecological ranking in the City of Ottawa inventory. I also believe that personnel at the Aviation Museum and the Rockcliffe Flying Club have concerns about the hazards of a bridge there to pilots. Unless there is a great deal of tree clearance in UNA 169 (thereby destroying its ecological value) there will be a continual hazard to people/airplanes using the runways. [see comment above]<br>The Nature Conservancy of Canada owns 95% of Kettle Island and it was purchased because of its high national ecological value. This route would have maximum disruption to communities on both sides of the Ottawa River. | Apr 18, 2010 8:20 PM  |
| 80            | It is clear from the map that this corridor would have the greatest negative effect on neighbourhoods and quality of life on BOTH sides of the river.   | Apr 19, 2010 1:53 AM  |
| 81            | Makes more sense than other options as it makes the most direct connection and already has approval of both municipalities. However, right of way has not been properly protected, and new residential development has been allowed on both sides of the river.<br>It is probably unacceptable to cross Kettle Island as it is a Nature Conservancy Site.   | Apr 19, 2010 2:29 AM  |

## Question 1B

| Yes, I have a comment regarding Corridor 6: |  |                          |
|---|--|--------------------------|
|   |  | Response Count           |
|   |  | 68                       |
|   |  | <b>answered question</b> |
|   |  | <b>68</b>                |
|   |  | <b>skipped question</b>  |
|   |  | <b>77</b>                |

| Response Text |  |                      |
|---------------|--|----------------------|
| 1             | NO   | Apr 8, 2010 9:44 PM  |
| 2             | No   | Apr 9, 2010 12:23 AM |
| 3             | This corridor also has quite a bit of residential areas on the Quebec side. See comments for Corridor 5.   | Apr 9, 2010 12:29 AM |
| 4             | N/C  | Apr 9, 2010 6:14 PM  |
| 5             | Traffic will be routed to the 417 at a point that backs up during busy times putting even more strain on the 17/417 split.   | Apr 9, 2010 6:59 PM  |
| 6             | Why can't the south end of Corridor 6 Join with the north end of Corridor 7 to allow for more flexibility in the layout. This would allow the proposal by MP Mauril Belanger to be included (from Canotek to Gateneau Airport).  | Apr 9, 2010 7:45 PM  |
| 7             | Corridor 6 is a poor choice because:<br>-It cuts into the Greenbelt and exposes it to destruction by segmentation<br>-It encourages southern traffic going north to cut through high-density housing. This is provable by asking any trip plotting software to plan a route from Navan (or similar rapidly growing southeast neighbourhood) to Duck Island. This defeats the purpose of the Innes Bypass around Blackburn Hamlet<br>-It requires trucks and traffic to backtrack, wasting time and money, which may encourage traffic to use the more direct downtown route<br>-It unnecessarily adds Gatineau traffic to the east end commutes on highway 174, an already burdened highway<br>-It fails to use the new Highway 50 in Gatineau | Apr 9, 2010 7:55 PM  |
| 8             | It is further away from downtown Ottawa and would add significantly more commuter traffic to the already overburdened Hiway 174 from the East end. The East end of Ottawa is projected to grow and to add Gatineau traffic to this route is illogical. It also makes no sense for Montreal - Ottawa traffic to backtrack on 174  | Apr 9, 2010 8:43 PM  |
| 9             | Not acceptable - it will ruin the green space and disrupt wild life.   | Apr 10, 2010 1:37 PM |
| 10            | Corridor 6 is further away from downtown , therefore a better choice.  | Apr 10, 2010 9:06 PM |
| 11            | Corridor 6 is not acceptable as it destroys parkland / greenspace and only moves the downtown trucks from one neighbourhood to another. In addition this option will increase traffic on the 174 which cannot handle exitising traffic much less a significant increase in truck and Quebec to Ottawa commuter traffic. A tunnel from Nicholas under King Edward Avenue is the only option that meets all objectives and may now be more cost effective given the tunnels planned for the transit system.  | Apr 10, 2010 9:30 PM |
| 12            | This corridor is further away from the urban cores but not far enough.   | Apr 11, 2010 2:57 PM |
| 13            | The corridor should be wider on the Quebec side in the interest of finding the best possible route.  | Apr 11, 2010 5:07 PM |
| 14            | Negative impact on the greenbelt and very negative impact on 174 traffic flows   | Apr 11, 2010 6:15 PM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 15            | It is encouraging that the boundary on the Ontario side has been extended westward to include the route adjacent to Canotek and the sewage plant, thereby minimizing impact on teh Greenbelt. However, no flexibility was shown on the Quebec side. Lorrain Blvd. is narrow and residential. Other alternatives, such as following the quarry lands to Hwy 148 and then eastward along the Hwy 148 corridor should be considered. The costs of widening Hwy 174 should not be included for comparison purposes. This will be required, independent of the selection of the interprovincial corridor.  | Apr 11, 2010 7:00 PM  |
| 16            | I believe considerable flexibility should be allowed in considering the specific trajectories of a route through this corridor. Specifically, on the Quebec side, consideration should be given to routing traffic along 148, which is essentially a commercial route, rather than through residential neighbourhoods. This raises another key point in my view: a distinction should be made between social impacts in neighbourhoods that are zoned residential vs social impacts in neighbourhoods or on arterials, such as the 148, that are zoned mixed use. Developers may chose to build residential properties on busy arterials and people may choose to live in them but it should be assumed they do so fully knowing that they will be impacted directly by noise and pollution. It should be assumed that people who choose to live in zoned residential neighbourhoods are making a reasonable assumption that they will not be directly impacted by noise and pollution of the magnitude that can be expected by a truck route. Likewise for people who choose to live in close proximity to industrial parks. | Apr 11, 2010 10:00 PM |
| 17            | Not as bad as 5, but not as good as 7   | Apr 12, 2010 1:07 AM  |
| 18            | 1.Its enhancement to include areas of the Canotek Business Park is a huge plus. Clearly, the preferable option now is Six from Ontario then over to option Seven via HWY 148/Maloney Blvd (already a designated truck route) on the Quebec side.<br>2. We can now see that both Green's Creek and the Greenbelt need not be touched.<br>3. Option Six will require the "shortest" river crossing of those under consideration.<br>4. It also wins on the question of minimal disruption to residential neighbourhoods. Homes and highways don't mix.<br>5. It's a big economic boost for mixed use development (jobs!) in the East ends of both Gatineau and Ottawa. These are jobs where people already live.<br>6. Pickard Treatment plant is often referred to as water purification when in fact it is sewage treatment.  | Apr 12, 2010 2:19 AM  |
| 19            | No comments on the description of the site study area.  | Apr 12, 2010 12:35 PM |
| 20            | Corridor 6 is still too close to the Rockcliffe Parkway and truck traffic will conflict the scenic use of that roadway. Plus, the Parkway is a slow (60 km/hr) speed limit and truck traffic will want to maintain higher speeds. I do not support Corridor 6.  | Apr 12, 2010 3:26 PM  |
| 21            | Enviromentally too sensitive, extremely negative in terms of transportation requirements. 174 cannot handle additional traffic.   | Apr 12, 2010 5:01 PM  |
| 22            | Same as above, corridor 5   | Apr 12, 2010 5:47 PM  |
| 23            | It starts in an appropriate area on the Ontario side, but not on the Quebec side.   | Apr 12, 2010 8:25 PM  |
| 24            | This corridor has changed significantly from the original description in Phase 1 - enough so that one could argue another option has been added to the mix - the often referred to option 6A Canotek option. I strongly protest the change in this option - it is not consistent with the decision of the NCC board to proceed with 3 options AS DESCRIBED IN PHASE 1. Go back to the original corridor - this just feels as if a fast one is being pulled.<br>Also, don't call it Lower Duck - it means nothing. This is the Templeton/Convent Glen/Greenbelt option.  | Apr 13, 2010 2:42 AM  |
| 25            | The increased traffic to the 174 and the amount of the green belt taken over by this route takes away from the quality of life for the area and tourists who visit and enjoy the use of the greenbelt area. During all seasons.   | Apr 13, 2010 3:57 PM  |
| 26            | This corridor does not "look far enough" to the future growth of the region   | Apr 13, 2010 6:01 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 27            | The name is terrible and does not reflect the true corridor on the Ontario side. It should be something like 174/GreensCreek/Greenbelt. Also - the widening of this corridor, after the (NCC has explicitly said that there's no ability to put in interchange west of the overpass) to west of Green's Creek undermines the public confidence that this whole consultation is not just a shill to have this crossing anywhere but Corridor 5.   | Apr 13, 2010 6:16 PM  |
| 28            | The corridor seems interesting on Ottawa side if it is possible to build a dedicated lane on Highway 174 for trucks and buses in both directions with some new dedicated junctions at the Split to avoid traffic coming from Orleans, Rockland. An other solution would be to build an overpass on Highway 174 for trucks and buses which could join Innes Road on the east side of Blair Road. This would separate the trucking traffic and give a more direct access to Cyrville and Hawthorne Industrial parks and Highway 417 without jamming Highway 174... On the Quebec side, it would be necessary to offer Residential houses on Boulevard Lorrain a fair price to help them relocate in a quieter area or transform their houses in commercial buildings. A section in the Park of Lac Beauchamp far from the lake could be easily built and join Boulevard Lorrain just before the A50. | Apr 13, 2010 9:36 PM  |
| 29            | clearly the best commuting route to and from Ottawa...doesn't have an impact on residential neighbourhoods on the Ontario side   | Apr 14, 2010 12:38 AM |
| 30            | The potential project footprint for Corridor 6 is too large to be included in the study as is, and does not allow a fair comparison of this corridor relative to the others. For example, the environmental impact of a road on the east side of this proposed area would be entirely different from the environmental impact of a road on the west side of the proposed area.   | Apr 14, 2010 5:27 PM  |
| 31            | This corridor appears to be the "least bad" choice. On the Ottawa side of the river, it is adjacent to industrial units and a sewage works, with very few people living within half a kilometer. On the Gatineau side, it is lightly populated (depending upon actual route) with no significant hills.  | Apr 14, 2010 6:10 PM  |
| 32            | I am concerned that there seems to be a change in the how corridor 6 is presented in the first map in the documents you asked us to look at and then in the maps on p. 6 of the document in which the yellow line comes much closer to Canotek and has the little hook near the Montreal Road and Shefford Road intersections. How did this change get into the mix? Was it the result of a petition presented in teh House of Commons by Mauril Belanger, MP? I am very concerned that this option and option 7 will result in an increase in truck and car traffic on Montreal Road, Shefford Road, Ogilvie road and Blair Road with resulting foundation damage and a decline in property values. I think this option will make the morning and evening commutes out of and into Orleans even worse than they are now.  | Apr 14, 2010 7:34 PM  |
| 33            | Favorite choice  | Apr 14, 2010 10:10 PM |
| 34            | Also too close to residential areas - see above.   | Apr 14, 2010 10:23 PM |
| 35            | I would favour Options 6 and/or 7. Having having said so I feel the political group advocating for option 5 appear to be largely a not in my backyard group. Everyone wants a bridge but no one wants it near them and/or to affect their lives. The biggest concern the political lobby group(councillor Bloess&...) against option 6 or 7 is that it will lead to conjestion on the roads and longer communte. I think any of the three option will lead to longer commute to most residents in the eastern area of ottawa. The only way to attend to these is by building more infrastruture to handle this traffic. I acknowledge this route is considred by some to be the most environmentally sensitive which is odd because this is where we put our regions sewage treatment plant. If this area was so sensitive how did we end up with the regional sewage treatment plant here???      | Apr 14, 2010 10:43 PM |
| 36            | I have no major concerns about this option.  | Apr 15, 2010 12:48 AM |
| 37            | It would appear that the residents on the Quebec side would be adversely affected as a truck route in the proposed area. A highway here would isolate some existing communities and adversely affect the quality of life of others.  | Apr 15, 2010 2:03 AM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 38            | Address the interprovincial truck problem by going choosing a corridor though industrial commercial vacant lands (eg Canotek-Beauchamp or HW 148)<br>Public transit must be improved and favored over car use going downtown. This corridor, coming in near Blair road is well located for that.   | Apr 15, 2010 3:00 AM  |
| 39            | You fail to note that the impact on the surrounding community as a result of "new build" roads is practically nil because there IS no surrounding community at that location. You did, however, extend the "Study Area" all the way to the 417/OR174 "split", which suggests that you wish to a) inflate the costs (and perhaps impActs) of this Corridor and b) you totally ignore the fact that due to housing development in the eastern part of the Ottawa region, OR174 will require upgrading anyway. If you insist on including seven or eight kilometres of OR174 in Corridor 6 you MUST include Hemlock/Beechwood, Montreal Road and Ogilvie Road as part of the Corridor 5 Site Study Area.  | Apr 15, 2010 3:40 AM  |
| 40            | This option represents an opportunity to pursue the corridor with the least social impact while managing costs and environmental impact. In Ottawa, this corridor needs to be focused (abut) the sewage treatment Plant and Canotek Park. In Gatineau, explore the corridor route with less social impact. Do not give direct access to the two-lane Rockcliffe Parkway. It was never intended nor designed as a principal commuter route. This option would have little or no impact on Beacon Hill and Convent Glen. Queensway widening and rationalization will help mitigate the already existing rush hour congestion. Educate Orleans (and Blackburn Hamlet) on the pros and cons of this variation on Corridor 6. This is the shortest route to the Queensway. Manage and isolate the environmantal impact on Green's Creek. Give the updated Greenbelt masterplan room to manoeuvre a little in the broader public interest. | Apr 15, 2010 11:51 AM |
| 41            | The proposed route for this option is less direct and would run close to some green areas.   | Apr 15, 2010 3:13 PM  |
| 42            | Corridor 6 has the potential to avoid interfering with established (Ottawa) communities as it could be integrated with the Canotek Industrial park. Corridor 6 is able to link to the Transitway in Ottawa. However, it would interfere with established communities in Gatineau, along Blvd Lorraine.   | Apr 15, 2010 5:21 PM  |
| 43            | Corridor 6 traverses less densely utilized land than Corridor 5 and thus represents a somewhat better choice.  | Apr 15, 2010 7:01 PM  |
| 44            | A number of suggestion have been made that would combine aspects of Corridors 6 and 7, especially with regard to using a Boulevard Maloney/Gatineau Airport link. This definition would preclude that use.   | Apr 15, 2010 7:34 PM  |
| 45            | Cuts through the Greenbelt which must be preserved. Would increase traffic conjectionon the 174 thereby adversely impacting commuter traffic. Higher cost.   | Apr 15, 2010 8:31 PM  |
| 46            | This corridor would require more new infrastructure than Corridor 5. It is also further away from the centres of the two cities.   | Apr 15, 2010 8:38 PM  |
| 47            | Probably the least damaging to the environment and communities on the Ontario side as it courses its way through unused or industrial land.  | Apr 15, 2010 9:26 PM  |
| 48            | The biggest problem with this corridor is that it follows Lorraine Blvd. on the Quebec side which requires the expropriation of a large number of properties. Even then, it still passes through a highly built established community. Why was an alignment for the corridor through Lac Beauchamp Parc not studied in Phase 1? This alignment would reduce the impact on built communities significantly. This suggestion was made during Phase 1. No response was offered by the consultants or the proponents.  | Apr 15, 2010 9:42 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 49            | <p>This corridor is better than Corridor 5, as it does less disruption to existing communities, but it still does disrupt approximately 3 km of residential area on the Gatineau side. However, since Gatineau will benefit more from the creation of a new inter-provincial bridge than Ottawa residents, it is fair that there be more disruption on that side.</p> <p>This route avoids major pitfalls on the Ontario side and could be routed over farm land just east of the NCC parkland, avoiding environmentally sensitive areas. It would appear shorter than corridor 5 therefore likely costing less to develop, particularly the bridge.</p>   | Apr 16, 2010 12:08 PM |
| 50            | The second-most destructive, disruptive, expensive and ill-advised, with at best the second worst ambiance impact on Ottawa, Canada's Capital City and showplace, and most likely a shortfall similar to Corridor 5 in purpose and therefore justification by the time of completion.  | Apr 16, 2010 1:56 PM  |
| 51            | Much better than Corridor 5 as it runs through the far side of an established business park. It is also a shorter access to the desired highway link up.   | Apr 16, 2010 3:43 PM  |
| 52            | Not as acceptable as it would negatively infringe on too many communities without showing any distinct positive advantages over other proposed sites.  | Apr 16, 2010 4:09 PM  |
| 53            | The affected areas are much larger than indicated. The area should include the increased traffic and congestion, as well as the capital and operating costs to mitigate the economic, environmental and social impacts, as far as Cumberland/Trim road, Innes road, and maybe further south and east   | Apr 16, 2010 4:14 PM  |
| 54            | Would be suitable on the Ontario side according to most criteria, but not in Quebec. Lorrain boulevard is simply not appropriate for truck use. One alternative would be to study corridor 6.5 as proposed by M.P. Mauril Bélanger.  | Apr 16, 2010 5:43 PM  |
| 55            | <ul style="list-style-type: none"> <li>- I love canoeing and kayaking on Green's Creek and in McLaurin Bay all summer long!</li> <li>- There are many people who partake in fishing in McLaurin Bay</li> <li>- CREEDO maintains a boardwalk and observation tower in McLaurin Bay...right beside where the option 6 bridge would go. Their website discusses the unique features and various at-risk species that make the provincially protected wetland of McLaurin Bay home.</li> <li>- the marina between options 6 and 7 with floatplane moorage. How will those planes take off?</li> <li>- public safety on the bike paths -- a noisy 4 lane road will discourage use, making the bike paths unsafe for the few people who continue to use them. (The memory of Ardeth Wood is still strong in Convent Glen)</li> </ul> | Apr 16, 2010 6:23 PM  |
| 56            | Corridor 6 is too limited as it could hook up with rte 148 in the north; this is more in line with stated project goals of using existing infrastructure to minimize impacts on residential areas.   | Apr 16, 2010 6:25 PM  |
| 57            | This alternative is a poor choice. By building the bridge here the existing traffic problems will be exacerbated re: the Split. Also, the natural habitat surrounding Green's Creek will be compromised and the wildlife in the environment will suffer. Definitely out of the question.   | Apr 16, 2010 7:04 PM  |



| Response Text |   |                       |
|---------------|---|-----------------------|
| 58            | This option combined with the best features of Option # 7 is the best one. It is commonly referred to as option 6 1/2. It has the shortest river crossing; affects the fewest people and provides access to Gatineau Airport and Industrial Park which are underutilized. If constructed adjacent to the Ottawa Water Treatment Plant and pass over the Rockcliffe Parkway, could be made to join up with Maloney Blvd (Hwy # 148) which is already 4 lanes, and connect to the road going directly to Gatineau Airport as shown in the plans for Corridor # 7. Very few people would be affected and there would be much less environmental impact than under Option # 5 . Plus it would aid industrial development on both sides of the river and make it possibly attractive for airlines such as Porter, to service Gatineau Airport from Montreal & Toronto which would benefit residents and businesses in the East end. This option and # 7 would require widening of Hwy 174 and modification of the nearby interchange (the split) but widening is already overdue. Being further from the downtown core, would be more useful for mass transit especially the new Rapid Transit system as long as it was extended by one further station to the East. | Apr 16, 2010 7:47 PM  |
| 59            | The study area as presently proposed is too narrow and does not include the total geographical and social/economic/environmental area that would be consequent to Corridor #6 going ahead. The study area should extend beyond Trim Road to Cumberland village and Rockland in the east, and to Navan Road in the south. This whole area would be affected.   | Apr 16, 2010 8:09 PM  |
| 60            | The southern portion of this corridor would be an ideal for a truck route. The southern portion of the corridor does not contain any of the social considerations as listed above. The northern portion of Corridor 7 should be used for the northern portion of this truck route.  | Apr 16, 2010 8:22 PM  |
| 61            | Corridor 6 and corridor 7 seem quite wide at this stage, which (as I was explained at the meeting) might become narrower as the exact location of a roadway becomes defined. Until then, there is a large leeway in the scoring of evaluation factors: 'best-case', 'worst-case', 'best-guess', ... That will need to be ironed out (methodologically) to allow for a proper comparison between actual corridors  | Apr 16, 2010 8:41 PM  |
| 62            | Not efficient. See comment below. As well, home developers were prevented from using the Greenspace. Are we now going to destroy this land for a bridge? Makes no sense.  | Apr 16, 2010 8:58 PM  |
| 63            | The study area should go up to the Orleans urban boundary line  | Apr 17, 2010 1:51 AM  |
| 64            | This route could run through the Canotek Industrial Park and have less impact on communities. I would favour this route.  | Apr 17, 2010 11:26 AM |
| 65            | Poor location.  | Apr 17, 2010 8:52 PM  |
| 66            | This corridor, has one UNA (No. 68) and it would appear that commercial/residential development is scheduled for the western segment of this land. It would seem possible that a bridge corridor could be built on the western edge of the study area, skirting the eastern side of the industrial zone and the Robert Pickard Sewage Treatment Plant. On the Gatineau side, there is vacant land to the west of the existing residential developments that would only necessitate the creation of a new interchange at Hwy 50 and on the Ottawa side, I wonder why not parallel Hwy 174 to the south and east and then use some of the city-owned golf course land and continue south to Hwy 417, staying as far away from residential development as is possible. Some of the land is already zoned Industrial by the city of Ottawa so development of some sort is obviously contemplated.   | Apr 18, 2010 8:20 PM  |
| 67            | As far as the affect on neighbourhoods and quality of life, this corridor is a bit of a compromise. It cuts through Gatineau but would have pretty well no negative affects on the Ontario side. It could be designed to connect only to the 174 and not impact any other road or neighbourhoods.   | Apr 19, 2010 1:53 AM  |
| 68            | Damage to Eastern Greenbelt and to the Greens Creek natural area would be unacceptable.<br>Takes trucks too far out of their way.<br>Encourages urban sprawl on Quebec side.<br>Impacts on village of Templeton unacceptable. Will destroy community.   | Apr 19, 2010 2:29 AM  |

## Question 1C

| Yes, I have a comment regarding Corridor 7 |  |                             |
|--|--|-----------------------------|
|  |  | Response Count              |
|  |  | 70                          |
|  |  | <i>answered question</i> 70 |
|  |  | <i>skipped question</i> 75  |

| Response Text |  |                      |
|---------------|--|----------------------|
| 1             | NO   | Apr 8, 2010 9:44 PM  |
| 2             | No   | Apr 9, 2010 12:23 AM |
| 3             | I am one who enjoys green space, but unfortunately I have to say people's health and safety should come before the environment in this case.   | Apr 9, 2010 12:29 AM |
| 4             | N/C  | Apr 9, 2010 6:14 PM  |
| 5             | This crosses the greenbelt and would take up a lot of the land at this point effectively dividing it in two. The bridge would be much longer as crosses the river diagonally and also crosses a large area of wetlands on the Quebec side. Again the traffic would be fed into the highway system at a point that is already prone to back ups. It is a long way from downtown a lot of the proposed traffic would probably take existing routes rather than making a 30km detour.   | Apr 9, 2010 6:59 PM  |
| 6             | Corridor 6 is a poor choice because:<br>-It cuts into the Greenbelt and exposes it to destruction by segmentation<br>-It encourages southern traffic going north to cut through high-density housing. This is provable by asking any trip plotting software to plan a route from Navan (or similar rapidly growing southeast neighbourhood) to Duck Island. This defeats the purpose of the Innes Bypass around Blackburn Hamlet<br>-It requires trucks and traffic to backtrack, wasting time and money, which may encourage traffic to use the more direct downtown route<br>-It unnecessarily adds Gatineau traffic to the east end commutes on highway 174, an already burdened highway<br>-It fails to use the new Highway 50 in Gatineau | Apr 9, 2010 7:55 PM  |
| 7             | Mostly same as Corridor 6. This route would have a severe impact on eco systems in the Ottawa river. It is so far East, that truckers would probably continue to use the shorter current route to Gatineau via King Edward.  | Apr 9, 2010 8:43 PM  |
| 8             | This corridor seems much too far East and does not look like it would benefit daily commuters or the local economy in anyway.  | Apr 10, 2010 1:27 PM |
| 9             | Not acceptable - it will ruin the green space and disrupt wild life.   | Apr 10, 2010 1:37 PM |
| 10            | Corridor 7 is even further away from downtown, therefore the best choice especially on the Quebec side.<br>Highway 174 is very close on the Ontario side so the amount of new infrastructure is lower.   | Apr 10, 2010 9:06 PM |
| 11            | Corridor 7 is not acceptable as it destroys parkland / greenspace and only moves the downtown trucks from one neighbourhood to another. In addition this option will increase traffic on the 174 which cannot handle existing traffic much less a significant increase in truck and Quebec to Ottawa commuter traffic. A tunnel from Nicholas under King Edward Avenue is the only option that meets all objectives and may now be more cost effective given the tunnels planned for the transit system.   | Apr 10, 2010 9:30 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 12            | This corridor is further away from the urban cores but not far enough.   | Apr 11, 2010 2:57 PM  |
| 13            | The corridor should be wider on the Quebec side in the interest of finding the best possible route.  | Apr 11, 2010 5:07 PM  |
| 14            | Negative impact on the greenbelt and very negative impact on 174 traffic flows   | Apr 11, 2010 6:15 PM  |
| 15            | The costs of widening Hwy 174 should not be included for comparison purposes. This will be required, independent of the selection of the interprovincial corridor.   | Apr 11, 2010 7:00 PM  |
| 16            | This seems to be the most appropriate corridor as it will impact the least amount of people. The loss of the green space from this option is insignificant compared to the impact on the residents of the other corridors.   | Apr 11, 2010 7:29 PM  |
| 17            | Clearly the best choice  | Apr 12, 2010 1:07 AM  |
| 18            | No comments on the description of the site study area.   | Apr 12, 2010 12:35 PM |
| 19            | I like that Corridor 7 is proposing to use the available and used space on the south shore for the crossing point. Hwy 174 will likely need some widening, which could benefit the commuter traffic from/to Orleans. The space across the river looks appealing as there appears to be very little residential occupants. My only concern from the study is that this Corridor does cross through the greenbelt. I support Corridor 7.   | Apr 12, 2010 3:26 PM  |
| 20            | Same as corridor 6. We should protect the Green Belt in Ottawa as well as McLaurin Bay.  | Apr 12, 2010 5:01 PM  |
| 21            | This corridor is the better option since it falls into the "ring road concept". Move the trucks away from downtown. Unless the NCCs reconsiders and allows the review of a further corridor East, between Cumberland and Rockland, then corridor 7 is the better of the 3. Even Regina, Sask has a ring road.  | Apr 12, 2010 5:47 PM  |
| 22            | I'm a bit troubled that this corridor crosses a wetland  | Apr 12, 2010 7:01 PM  |
| 23            | This corridor makes the most sense, in that it would more conveniently serve a greater number of Gatineau residents, provides reasonable access to the Gatineau airport and existing industrial complex, and provides best for future public transportation planning.  | Apr 12, 2010 8:25 PM  |
| 24            | Be consistent with the corridor description of Phase 1. Rename this to the Airport/Bae McLaurin/Greenbelt option. The names appear designed to hide the fact that both 6 & 7 land squarely in the Greenbelt, on Greens Creek right beside Convent Glen north.  | Apr 13, 2010 2:42 AM  |
| 25            | Again the increased traffic on the 174 will essentially make the daily commute for the residents of the eastern area of Ottawa unbearable. The traffic plan would then need to increase the 174 to accomodate this increase of traffic. Further taking away more of the greenbelt. Once the greenbelt is gone, it can not be replaced.   | Apr 13, 2010 3:57 PM  |
| 26            | More appropriate wrt future growth of the region and providing no future encroachment on the green area involved has less impact on established areas that now exist   | Apr 13, 2010 6:01 PM  |
| 27            | Terrible name. The corridor should be called Greenbelt/Convent Glen North/McLaurin Bay to let Ontario folks know where it truly is. Nobody knows where McLaurin bay is!!   | Apr 13, 2010 6:16 PM  |
| 28            | The corridor seems the more interesting on Ottawa side specially if it is possible to build a dedicated lane on Highway 174 for trucks and buses in both directions with some dedicated new junctions at the Split to avoid traffic coming from Orleans, Rockland. An other solution would be to build an overpass on Highway 174 for trucks and buses which could join Innes Road on the east side of Blair Road. This would separate the trucking traffic and give a more direct access to Cyrville and Hawthorne Industrial parks and Highway 417 without jamming Highway 174... On the Quebec side, it would not disturb residential areas or institutions. Minimum relocations...<br>I consider this corridor the best option for both provinces at the moment. Moreover, it could become part of a circular road later on...See below. | Apr 13, 2010 9:36 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 29            | This corridor looks by far the best. It seems to have little residential, and it take the trucks around the city rather than through the city, just a few miles east (corridor 5) of where they are going now (King Edward) which strikes me as very bad city planning. However, I suspect that Corridor 7 will have environmental issues, e.g. wetland. Given that, shouldn't the corridor be drawn even wider to make sure that all environmentally friendly options in that area are truly considered?   | Apr 14, 2010 12:58 PM |
| 30            | Section 2.1 states "For wetlands, the study area is the overall wetland system potentially impacted." For corridor 6, I'm happy to see that this has been applied to the entire Green's Creek watershed area. However, for corridor 7 the same cannot be said for the protected wetlands of McLaurin Bay and the riviere Blanche.   | Apr 14, 2010 5:56 PM  |
| 31            | This corridor is lightly populated compared to Corridor 5. It has the advantage of providing potential economic benefits to Gatineau Airport and surrounding industrial lands.  | Apr 14, 2010 6:10 PM  |
| 32            | This is too far from the downtown core and thus will not be used as frequently as corridor 5 and 6.   | Apr 14, 2010 7:30 PM  |
| 33            | I am concerned that this will increase car and truck traffic on Montreal, Shefford, Ogilvie and Blair Roads with consequent damage to foundations and to property values. I also think this will make the morning commute in and out of Orleans much much worse.  | Apr 14, 2010 7:34 PM  |
| 34            | least favorite choice   | Apr 14, 2010 10:10 PM |
| 35            | Minimally acceptable.   | Apr 14, 2010 10:23 PM |
| 36            | Please see comment for Option 6. I think we need to concern ourselves not only with environmental concern but also more important community and neighbourhood concerns.   | Apr 14, 2010 10:43 PM |
| 37            | I have no major concerns about this option.   | Apr 15, 2010 12:48 AM |
| 38            | If the ecological affects of this route can be managed, and if road connections can be smoothly done, then this is the best route despite the fact that the route will head cross the Ottawa River at an angle.   | Apr 15, 2010 2:03 AM  |
| 39            | The Qc side is a good option that should link on the Ontario side to its logical straight ahead connection, the Tenth line road that was built in the first place for such a route.<br><br>The ON trajectory on the Greenbelt is undesirable but it should have less weight than the safety, health and lives of children, seniors, the families.   | Apr 15, 2010 3:00 AM  |
| 40            | You fail to note that the impact on the surrounding community as a result of "new build" roads is practically nil because there IS no surrounding community at that location. You did, however, extend the "Study Area" all the way to the 417/OR174 "split", which suggests that you wish to a) inflate the costs (and perhaps impActs) of this Corridor and b) you totally ignore the fact that due to housing development in the eastern part of the Ottawa region, OR174 will require upgrading anyway. If you insist on including seven or eight kilometres of OR174 in Corridor 7 you MUST include Hemlock/Beechwood, Montreal Road and Ogilvie Road as part of the Corridor 5 Site Study Area. | Apr 15, 2010 3:40 AM  |
| 41            | Still better than Corridor 5, and seemingly better on the Gatineau side than Corridor 6, but a way needs to be found to mitigate the social impact on Convent Glen. Perhaps a creative and visionary combination of 7 and 6 could be explored. A tunnel would satisfy Convent Glen concerns. The broader community and governments should be ready to entertain the additional costs of a tunnel as a compromise to mitigate harm on impacted communities. Connecting the Gatineau Airport to Ottawa will have significant long-term benefits,  | Apr 15, 2010 11:51 AM |
| 42            | I have reservations about carving up the greenbelt. The greenbelt is one of Ottawa's best features and it would be nice to keep it intact. Also, the proposed route is less direct.   | Apr 15, 2010 3:13 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 43            | Corridor 7 has the most potential to avoid established communities, it links to the Transitway in Ottawa and it gives Gatineau commuters 3 options to Ottawa (the bridge, Hwy 50 and Hwy 148).  | Apr 15, 2010 5:21 PM  |
| 44            | Corridor 7 represents the best choice as it stands to provide minimum disruption to existing infrastructure and will ultimately result in the best traffic routing at the lowest cost.  | Apr 15, 2010 7:01 PM  |
| 45            | Cuts through the Greenbelt which much be preserved. Would increase traffic conjection on the 174. Overflow traffic would feed through to St. Joseph and the communities of Blackburn Hamlet (access to Innes) and Beacon Hill and Rothwell Heights. Noise and air pollution would increase in communities nearby. Elementary schools and nursing homes are located very close to the corridor. Safety issues are a concern given that the major natural gas pipeline is within the corridor . | Apr 15, 2010 8:31 PM  |
| 46            | This corridor would be too far away from the centres. It would require greater car and bus mileage (and gas consumption and emissions) for citizens of both cities to move between the two.   | Apr 15, 2010 8:38 PM  |
| 47            | Probably not much better then Corridor 5. Too close to expanding communities and too far from the 417 corridor to be of much benefit.   | Apr 15, 2010 9:26 PM  |
| 48            | The Site Study Area for this corridor should be comparable to Corridor 6 on the Ontario side. This would allow an area for the provision of a substantial buffer zone between the roadway and the built community to the east.  | Apr 15, 2010 9:42 PM  |
| 49            | If any of these are to be built this is probably the most reasonable option in terms of impact on other infrastructures or resources.   | Apr 15, 2010 10:33 PM |
| 50            | Corridor 7 pushes the river crossing away from the core of the NCR and allows for more easy access the second largest commercial airport in the region.   | Apr 16, 2010 4:16 AM  |
| 51            | This would be the preferred choice, being shorter (bridge), less disruptive to residential communities, and offering the added benefit of access to the Gatineau Airport to Ottawa East population, creating the possibility for commuter airline operations to other centers out of this well-equipped airport. While roads would have to be built to access the bridge, they would be very short on the Ontario side and over unimproved land on the Québec side.                           | Apr 16, 2010 12:08 PM |
| 52            | The least destructive, disruptive and expensive, with little or no adverse impact on the ambiance of of Canada's Capital City, yet best achieving the purpose. It also, in essence, will provide Canada's Capital with a second and very good "commercial" airport that can easily be expanded if required. Corridor 7 is the only sensible and acceptable location of the three proposed.  | Apr 16, 2010 1:56 PM  |
| 53            | Less intrusive than 5 and 6, but the longest road build.  | Apr 16, 2010 3:43 PM  |
| 54            | Definitely - When looking into the future, corridor #7 is by far the best option for a new bridge as it provides the most benefit and the least disruption to existing roadway users on each siece of the river. This corridor would solve all of the present mid-city road surface congestion difficulties. It would allow aircraft operations at the Rockcliffe Airport and the Canada Aviation Museum to continue as planned.  | Apr 16, 2010 4:09 PM  |
| 55            | The affected ares are much larger than indicated. The area should include the increased traffic and congestion, as well as the capital and operating costs to mitigate the economic, environmental and social impacts, as far as Cumberland/Trim road, Innes road, and maybe further south and east   | Apr 16, 2010 4:14 PM  |
| 56            | This seems to be the most sensible alternative. It is shorter and a good portion of it is outside established communities. There may also be a potential for using it to anchor a ring road around Ottawa, something that is long overdue. The only problem is the McLaurin/Murphy Bay wetlands. It would be a shame to see them damaged, so it will be important to consider a wide range of mitigation measures to protect them.  | Apr 16, 2010 4:15 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 57            | Most suitable of the three proposed corridors, although very close to Convent Glen area. Would have just as many environmental impacts (except human, since corridor 5 would have the most impact on human health) than any of the other corridors. In fairness, noise abatement measures and impacts on Convent Glen would have to be taken into account.   | Apr 16, 2010 5:43 PM  |
| 58            | - I love canoeing and kayaking on Green's Creek and in McLaurin Bay all summer long!<br>- There are many people who partake in fishing in McLaurin Bay<br>- CREEDO maintains a boardwalk and observation tower in McLaurin Bay...right beside where the option 6 bridge would go. Their website discusses the unique features and various at-risk species that make the provincially protected wetland of McLaurin Bay home.<br>- the marina between options 6 and 7 with floatplane moorage. How will those planes take off?<br>- public safety on the bike paths -- a noisy 4 lane road will discourage use, making the bike paths unsafe for the few people who continue to use them. (The memory of Ardeth Wood is still strong in Convent Glen) | Apr 16, 2010 6:23 PM  |
| 59            | This corridor doesn't make sense to me. The orientation of the bridge will result in a very expensive structure. This is a very bad design.  | Apr 16, 2010 7:04 PM  |
| 60            | See my comments on 6.  | Apr 16, 2010 7:47 PM  |
| 61            | The study area as presently proposed is too narrow and does not include the total geographical and social/economic/environmental area that would be consequent to Corridor #7 going ahead. The study area should extend beyond Trim Road to Cumberland village and Rockland in the east, and to Navan Road in the south. This whole area would be affected.  | Apr 16, 2010 8:09 PM  |
| 62            | The southern portion of this corridor is too close to an existing community and should not be used. As per above - corridor 6 south should be combined with corridor 7 north.  | Apr 16, 2010 8:22 PM  |
| 63            | at the presence this corridor impacts the least number of residential areas and should therefore be weight heavily – and put ahead of the costs and convenient access for truckers   | Apr 16, 2010 8:38 PM  |
| 64            | see Corridor 6   | Apr 16, 2010 8:41 PM  |
| 65            | Not efficient. The 174 is simply not capable of handling this additional traffic. It can barely cope with the traffic generated by the numerous east-end housing developments which have occurred over the past several years. Also, it forces transport trucks to travel quite an additional distance to cross into Quebec, a factor they will not be happy about.  | Apr 16, 2010 8:58 PM  |
| 66            | I do not have much knowledge of this route - except from your report. From the map, this area looks like it does not go through a community, but through fields. If this is true, then this route may be appropriate as well as corridor 6.  | Apr 17, 2010 11:26 AM |
| 67            | Excellent choice.<br>It offers the least disruption to established communities. Takes advantage of the best road network. Offers another convenient choice of airport, and a good choice at that.  | Apr 17, 2010 8:52 PM  |
| 68            | Not all land in the Greenbelt has equal ecological value. The Rockcliffe Parkway was pushed though the Greens Creek corridor (an area of high ecological value to the NCC - located in Option 6 corridor) and the land is zoned Agricultural and Industrial. This corridor 7 would necessitate work in the McLaurin Bay wetland complex. I do not know how the Government of Quebec has rated it - I expect it has high ecological value.  | Apr 18, 2010 8:20 PM  |
| 69            | It is clear from the maps that this corridor would have the least affect on any existing neighbourhoods on either side of the river.   | Apr 19, 2010 1:53 AM  |
| 70            | Damage to Eastern Greenbelt would be unacceptatble.<br>Damage to McLaurin Bay and Riviere Blanche natural ares would be unacceptatle.<br>Takes trucks too far out of their way. Encourages urban sprawl on Quebec side.<br>Too close to community of Convent Glen North.   | Apr 19, 2010 2:29 AM  |

## Question 1D

| Yes, I have a comment regarding all corridors |  |                             |
|---|--|-----------------------------|
|   |  | Response Count              |
|   |  | 73                          |
|   |  | <i>answered question</i> 73 |
|   |  | <i>skipped question</i> 72  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 1             | NONE  | Apr 8, 2010 9:44 PM  |
| 2             | I fail to understand why the study, which was to recommend bridges in the west AND the east is only recommending corridors in the east. This will cause huge problems in the west as the most western bridge is already beyond capacity and the neighbourhoods in ontario can no longer sustain the traffic which will only worsen given the projected development in Gatineau. We need to urgently reopen examination of a western bridge as well. | Apr 8, 2010 10:05 PM |
| 3             | No  | Apr 9, 2010 12:23 AM |
| 4             | I am not sure why the Ontario Government has opted out of the Environmental Assessment. I think it has to be included.  | Apr 9, 2010 12:29 AM |

| Response Text |   |                      |
|---------------|---|----------------------|
| 5             | <p>Comments on Phase 2A of the Interprovincial Crossing Assessment</p> <p>Process</p> <ul style="list-style-type: none"> <li>• The assessment cannot be called an environmental assessment because it is not bound by any legislation. The Federal EA Act can only be applied to a defined project of which there is none in this phase. The Ontario Provincial EA Act is perhaps being followed but since the Ontario Ministry of the Environment had decided to opt out, there is no legislation to protect the rights of citizens.</li> <li>• The fact that the Ontario Ministry of the Environment has opted out of the EA may prove to have been illegal and will most certainly result in a court challenge.</li> <li>• For this crossing assessment to be seen as legitimate, Ontario will need to opt back in. Failing to do so will give the public the perception that the process is fixed in favour of a particular crossing option and will erase the openness that the NCC and its consultants are trying to achieve after the badly executed phase 1.</li> <li>• The assessment of future traffic patterns, not just traffic crossing the river but in the region as a whole must be considered. The traffic studies done in phase 1 have serious flaws that overestimate traffic flows and crossing capacity needs. The problem may not be of crossing capacity but rather of the appropriate routing of heavy truck traffic. The bridge (a possible solution to the problem) is being put before the problem and the root cause have been properly identified.</li> </ul> <p>Values</p> <ul style="list-style-type: none"> <li>• Communities &amp; people must come before any other factor. The health and safety of people living in any community are paramount.</li> <li>• Noise, vibration and air pollution must be moved as far away from established communities as possible. The only mitigation for air pollution is distance from the source, which will allow concentrations to diminish. Only the Ontario EA Act will consider the impacts of air quality. There are plenty of studies (contact me if you need examples) that show that even low concentrations of fine particulate matter that results from diesel exhaust is carcinogenic and for which there are no safe levels.</li> <li>• Increased traffic concentrations near health care facilities will not allow the free and easy movement of emergency vehicles resulting in delayed emergency care and increase risk of death.</li> <li>• The problem of trucks in the King Edward corridor must be solved.</li> <li>• Public transit must be given a priority. More interprovincial transit capacity must be added before passenger vehicle capacity is added.</li> <li>• The regional transportation plan must look to 21st century solutions that diminish the role of the passenger vehicle as a means of commuter transit.</li> </ul> | Apr 9, 2010 1:47 AM  |
| 6             | N/C   | Apr 9, 2010 6:14 PM  |
| 7             | Corridor 5 was chosen on sound, scientifically provable criteria. Turning this process into a shouting competition will not make it fairer. Please give unsupported claims the weight they deserve. None.   | Apr 9, 2010 7:55 PM  |
| 8             | I don't think the selection of Corridor 5 will have a negative impact on the Mortfort hospital since both the Civic and the Qennswod Carleton hospitals are within 14 or 17 metres from major arteries.   | Apr 9, 2010 8:43 PM  |
| 9             | No fair process was followed to get to this point. All west end options, any number of other downtown options (such as a tunnel) and all east end options other than Kettle Island were summarily dismissed by a consultant who has been pushing for a bridge at Kettle Island for decades. Adding -- and restricting consideration to -- a couple more east end options is a shell game. Open your ears to community concern. Open your minds to what's best for Ottawa. There are many better options than the three under consideration.   | Apr 9, 2010 10:41 PM |



| Response Text |   |                       |
|---------------|---|-----------------------|
| 10            | There is no need for bridges in the East end. Truckers are not interested in crossing in the east end but the west end. Either concentrate on the west end or you should add Petrie Island to your list as it the least disruptive, is outside any zone of interference to the surrounding area and provides a natural link through Frank Kenny to the 417. Alternatively, lower the road on King Edward, build a sound proof wall to reduce the noise, and build pedestrians passageways underground.  | Apr 10, 2010 1:37 PM  |
| 11            | My favorite is corridor 7.  | Apr 10, 2010 9:06 PM  |
| 12            | All corridors destroy parkland / greenspace and only move the downtown trucks from one neighbourhood to another. A tunnel from Nicholas under King Edward Avenue is the only option that meets all objectives and may now be more cost effective given the tunnels planned for the transit system.  | Apr 10, 2010 9:30 PM  |
| 13            | From my point of view - the studies and assessments thus far have primarily been focused on the financial and business interests which contradict the primary "objectives of the project" and I quote "To enhance the quality of life for residents of the National Capital Region (NCR)" which is the objective the report seems to emphasis the most.<br><br>If the primary objective was truely to enhance the quality of life for residents then yes we need to offload the traffic from the downtown corridors and move the inter-provincial traffic away from the urban cores.  | Apr 11, 2010 2:57 PM  |
| 14            | You should also consider the option of a tunnel under a portion of Lowertown that would connect the Macdonald-Cartier bridge to the 417 and divert truck traffic from King Edward.  | Apr 11, 2010 5:07 PM  |
| 15            | I am starting to think we don't even need a bridge. Put in covered bike paths and an electric train. Glad Petrie Island seems to be off the map.  | Apr 11, 2010 6:46 PM  |
| 16            | We need to stand back and think about the problems we are trying to solve. They are: 1) removal of the heavy truck traffic from Rideau/King Edward; and 2) facilitation of peak-hour commuting. If, as proposed in Phase 1, many trucks will remain on King Edward, we have not solved problem 1, only duplicated it by devastating another residential area. The solution to problem 2 lies in public transit. The Phase 1 study used inflated projections of population and commuter growth to justify additional automobile lanes. In fact, if the projected modal split is attained, no additional traffic lanes will be required to 2031. To attain teh modal split, investment in public transit is required. So, the study needs to be recast as: how to we solve the problems, instead of where do we build a bridge. | Apr 11, 2010 7:00 PM  |
| 17            | Descriptions should include the distance between community properties to the edge of the route (east and west sides).   | Apr 11, 2010 7:10 PM  |
| 18            | See comments under section 6 as main points made there apply  | Apr 11, 2010 10:00 PM |
| 19            | N/A   | Apr 12, 2010 12:35 PM |
| 20            | I think all three of the corridors identified in Phase 1 were selected primarily to facilitate road vehicle transportation. Other considerations like community impacts or transit use were not considered important. The evaluation factors were weighted in such a way that the corridor closest to the existing bridge would inevitably be selected as the best choice. The process is now faced with chosing the "least worse" from among three bad choices. There must be some flexibility to define a better corridor.  | Apr 12, 2010 1:42 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 21            | <p>These 3 corridors destroy precious natural habitat and I would like to know why other viable options have not been included in the analysis. Here are two suggestions that should be studied and not summarily dismissed, simply because they are not a bridge.</p> <p>1. Use of existing railways throughout the National Capital Region for passenger and night-time scheduled freight service, crossing on the existing Prince of Wales Bridge. Most hazardous materials trucking that runs through downtown would shift to this freight service. Given the enormous inter-jurisdictional complexities involved here, this approach involves recommending full-region transportation modeling (see our proposal to the Board of the NCC below). Also some colleagues and I are starting a private sector consortium that is organizing to operate a federally-regulated railway on existing right-of-ways east-west and north-south throughout the NCR. More information on that coming soon.</p> <p>2. Cutting King Edward Avenue into the ground between the MacDonald-Cartier Bridge directly to the 417 at Mann (like the transitway through Westboro) with a series of bridges to minimize east-west cross linkage, to create a semi-tunnel that can still be used by transport trucks, but under a priority/quota system to limit emissions within the city core. My recommendations on this were explored and costed out in detail in a study contracted by the City of Ottawa to Delcan about 4 years ago, as part of the King Edward Avenue Renewal Study.</p> | Apr 12, 2010 1:49 PM  |
| 22            | I think that if alternate corridor choices that are significantly better are discovered during the study, these should be highlighted by the consultants.   | Apr 12, 2010 4:27 PM  |
| 23            | Base the decision on technical merit with least environmental damage. Corridor should be reasonably close to downtown to serve business needs (truck traffic) otherwise trucks will remain in King Edward corridor. IGNORE POLITICAL INFLUENCE AND MEDDLING FROM THOSE OPPOSED TO KETTLE ISLAND CORRIDOR.   | Apr 12, 2010 5:01 PM  |
| 24            | what is the plans for integration of bicycle-only lanes into the plans?   | Apr 12, 2010 5:11 PM  |
| 25            | The original consultant of Phase 1 study, had vested interest in SUPPORTING corridor 5.<br>He was part of the movement opposing the "West end Bridge" along with John Baird, et al. He should have never been awarded the contract in the 1st place. This was conflict of interest, pure and simple. NCC, open your eyes, you need a crossing in the West end and in the East end outside the city. Simple, not through downtown.   | Apr 12, 2010 5:47 PM  |
| 26            | None of these sites are environmentally acceptable.   | Apr 12, 2010 7:54 PM  |
| 27            | All three of the corridors should include the level of development of the built environment (housing, densities, etc) in order to give the reader a sense of the current environment surrounding the three proposed corridors.  | Apr 13, 2010 1:44 AM  |
| 28            | no comments on the study area definitions   | Apr 13, 2010 10:48 AM |
| 29            | I would like to see the corridor chosen with the view to long-term planning that could connect to a ring road option in the future. A centre of Ottawa corridor (#5) does not serve this goal.  | Apr 13, 2010 3:00 PM  |
| 30            | You should expand the study to other innovative corridors like a tunnel from the base of King Edward to Nicholas that would allow 100% of the KE truck traffic to be diverted. This tunnel was never considered in Phase 1 and has broad based support.   | Apr 13, 2010 6:16 PM  |
| 31            | Once again the engineering firm selected for this job has failed to review the complete family of options which include no bridge at all but a re-think of 21st century transport for the National Capitol Region   | Apr 13, 2010 6:55 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 32            | When I consider the whole agglomeration (Ottawa and Gatineau), I would like to see the CCN to prepare a corridor for an exterior circular: Bridge at Masson-Angers, Road 35 and Letrim in direction of Highway 417 and Highway 416 and also a Bridge to Aylmer Boulevard des Allumettières. Compare to such a circular, the three corridors seem to be a very short term compromising solution with no traffic improvement for the Queen's Way in the next years and a lot of jamming for East Ottawa residents whatever the corridor. A subway with a line or two going to Gatineau would be a more efficient way for commuters and above all please no other "King Edward" fast solution on Aviation Parkway across ten established communities. People before trucks.   | Apr 13, 2010 9:36 PM  |
| 33            | Don't see consideration given to cyclists and further if given if the width of the corridor will increase to allow for safer passage of cyclists and pedestrians -- don't want to assume and then be disappointed when there aren't dedicated bike lanes ...   | Apr 14, 2010 4:31 PM  |
| 34            | Table 2.1 on Page 10 lists the Environmental Factor Areas. None of them include the word 'people' nor do any of them mention specifically health impacts on people from pollution due to truck traffic. If a bridge is to be built, it will have negative impacts - these must be on the fewest number of people. Impact on people's health must be stated explicitly in the environmental criteria.   | Apr 14, 2010 6:10 PM  |
| 35            | A new crossing is not necessary. Autoroute 50 should be completed. Commercial traffic should arrive into Gatineau from Montreal. Commuters should use public transit on the existing bridges.  | Apr 14, 2010 6:31 PM  |
| 36            | There appears to be a great deal of additional lands and highways attached to the corridors - are these areas included in the developments   | Apr 14, 2010 7:41 PM  |
| 37            | Regardless of which one wins in the end, we need this bridge SOON!   | Apr 14, 2010 10:10 PM |
| 38            | The process for choosing a route has been unbalanced. Social impacts should have been primary. Ottawa is a community not a parking lot for trucks.   | Apr 14, 2010 10:23 PM |
| 39            | I commute from Beacon Hill to my work on Russell road. For about 3/4 of the year I do this on my bicycle. My route take me along the eastern parkway and the entire length of the aviation parkway. I believe my personal health and safety is at risk if I have to now not only compete cars but also truck along this route. All three route comprise my safety. This can't be eliminated by a recreational pathway with a speed limit of 20 Km/hr.<br><br>Once again my comments are not an endorsement of the process but rather an airing of trust issues which has already been lost in the PROCESS.   | Apr 14, 2010 10:43 PM |
| 40            | People and established communities must have highest consideration over truck and car traffic.<br><br>Public transit must be improved and favored over car use going downtown  | Apr 15, 2010 3:00 AM  |
| 41            | The bottom line is this -- the route is NOT just about trucks: it is about TRAFFIC. The trucks are coming from God knows where and going to God knows where (none of the so-called analysis provides us with a clue on this issue), and while they are an awkward and messy addition to the traffic flows in downtown Ottawa, they are definitely not the major cause of traffic problems. But we DO know where the commuter traffic is coming from and going to. Does anyone really suppose that commuters living in the east side of Gatineau (and there will be many, many more once the bridge is built, since the developers are not stupid and know a great thing when they see it) will want to continue to sit on a plugged-up Des Draveurs Bridge and then onto either the MacDonald-Cartier or one of the other cross-Ottawa River bridges when they can pop across the new structure and head downtown? A good guess suggests that the new structure, if located to convenient to existing routes downtown (i.e. Hemlock/Beechwood, Montreal Road) will attract 50% of the Quebec-sourced east-end traffic, which will make life impossible for anyone living close to those routes or already depending on them (i.e. people on the Ottawa side of the river in Beacon Hill, Orleans and points further east). | Apr 15, 2010 3:40 AM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 42            | The EA and decision making process between the three corridors (and variation within and between 6 and 7) must show paramount consideration for social impact on adjacent enghbourhoods. Social impact includes noise & air pollution and degregation of quality of life. Embrae this this approach and decision making will be smooth and a crossing achieved. Do not hide behind an environmental screen that can be managed. Be honest about the true costs associated with each corridor.  | Apr 15, 2010 11:51 AM |
| 43            | The corridor that should be chosen should be the one that will encourage the most drivers to use it cross the river to avoid cars having to go through the downtown core and jamming up the downtown four lane boulevards that were never meant to accomodate "highway" traffic (large volumes of commuting cars and heavy trucks). It should also be the most environmentally friendly option.  | Apr 15, 2010 3:13 PM  |
| 44            | Why would we choose to route a busy artery through existing urbanscape when an essentially undeveloped corridor of land exists and is available for use? Both Corridors 5 & 6 pass through lands which are already developed while Corridor 7 passes through virtually undeveloped lands. There is only one logical choice - Corridor 7.   | Apr 15, 2010 7:01 PM  |
| 45            | Best option is Option 5  | Apr 15, 2010 8:31 PM  |
| 46            | All corridors should be compared to the exsiting downtown corridor, i.e. the "as is" or the "status quo". The points of comparison should only have to be those that have a direct impact on the quality of life of those who are adjacent to the "as is" compared to the proposed corridor. The current problem in the downtown core must be the baseline for all proposed solutions. Each proposed corridor will be much less intrusive on the quality of life of those affected than what exists for those living with the "as is" corridor. This will help the politicians take the courage to accept one of the proposed new corridors. | Apr 15, 2010 9:17 PM  |
| 47            | One reason for public consultation is to widen the knowledge base for new and innovative ideas for problem solving. For this study, there have been suggestions offered for variations on corridor alignments-these were suggested during Phase 1-but no attempt was made to include these suggestions in the Phase 1 evaluation or to offer any reasons why they were excluded. There certainly has been adequate time to evaluate the suggestions.   | Apr 15, 2010 9:42 PM  |
| 48            | It is a shame that corridors much further to the east, and in the west part of the region are not being considered. With the intent of moving this type of traffic away from the downtown core, limiting this phase of the study may actually miss what would have been better options.  | Apr 15, 2010 9:43 PM  |
| 49            | I believe that Corridor 6 and 7 are the better options as it bypasses most of the downtown core on both sides of the river and does not adversely affect the operation of the Rockliffe Airport and Rockliffe Seaplane base.   | Apr 15, 2010 9:59 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 50            | <p>Building the bridge in line with highway 309 on the Quebec side in place of the present day ferry would be the best way to send traffic (trucks) across the river. Better Connector Roads: The trucks can then travel on the 50 or the 309 on the Quebec side</p> <p style="padding-left: 40px;">to reach their destination.</p> <p>Positioning: The position of the present ferry would be ideal as it is one of the narrowest places and</p> <p style="padding-left: 40px;">would cost less and is not situated in green spaces or sanctuaries.</p> <p>Population Disruption: Due to the fact that the City of Ottawa has a policy which promotes the</p> <p style="padding-left: 40px;">intensification of the population inside the greenbelt, why would they want to</p> <p style="padding-left: 40px;">built a bridge right through a future planned development at the old Air Force</p> <p style="padding-left: 40px;">and right by one of our major hostitals, The Monfort.</p> <p>Can't satisfy everyone: And is the bridge too far east? Not if it's the trucks that are the main problem.</p> <p style="padding-left: 40px;">They don't care where the bridge is as long as the traffic flows freely.</p> <p>Summation: At the Rockland Ferry due to existing roads, less population disrupted and cost efficient.</p> | Apr 15, 2010 10:27 PM |
| 51            | <p>It seems to me that a more direct connection between highway 416 and Gatineau would be preferable from a traffic perspective. Connections in the east end do not accommodate truck traffic from the west, i.e. from Toronto. Truck traffic from Quebec and Montreal to Gatineau can better be accommodated within the Province of Quebec's highway system.</p>   | Apr 15, 2010 11:57 PM |
| 52            | <p>The impact on existing communities should be weighed extremely high on the scale used to decide on which corridor to use. It is clear that routing traffic through downtown has had a major negative impact on the King Edward residents and the communities around it. It would not make sense to move this traffic to another area where it will have the same or even worse impact by stimulating further growth on the Quebec side. Environmental impacts can be mitigated, community impacts cannot and also predicting how bad the future impact will be is very difficult to assess, except that growth is the only probable direction for the impacts.</p>   | Apr 16, 2010 12:08 PM |
| 53            | <p>I do not consider any of the corridors to be appropriate given that the need for the bridge has not been fully investigated. The last two corridors were added after the initial public consultations with no public input. The whole exercise needs to be restarted in an open and transparent fashion.</p>   | Apr 16, 2010 12:11 PM |
| 54            | <p>See closing comments on page 7.</p>  | Apr 16, 2010 1:56 PM  |
| 55            | <p>Why limit to these three? There are other east-end options and alignments that would appear to have less impact.</p>   | Apr 16, 2010 2:45 PM  |
| 56            | <p>Looks fine to me.</p>  | Apr 16, 2010 2:46 PM  |
| 57            | <p>I wouldn't have a problem regarding the bridge if it was only bringing Quebec comuter traffic back and forth - it's the trucks that are killers.</p>   | Apr 16, 2010 3:43 PM  |
| 58            | <p>I have been an 'east-end' Ottawa resident for 58 years and spent 40 years working in the aviation industry. It is in the best interests of the Government of Canada as well as the best public interest for unobstructed air operations to continue at the Rockcliffe Airport in order to serve security, safety and emergency purposes. The constrction of a Kettle Island bridge is contrary to the best public interest.</p>  | Apr 16, 2010 4:09 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 59            | Tunnel option under Dalhousie will have to be considered in Phase 2B. Not studied in phase 1 and is therefore eligible for study. Was never studied in any study before and yet may represent the best solution to remove the trucks from the downtown core. Would cost just as much as any of the three options above because it would be built along a very short strip (1.7 km). PLEASE RETAIN THIS OPTION IN PHASE 2B.  | Apr 16, 2010 5:43 PM  |
| 60            | <p>Community values</p> <p>The current interprovincial crossings project is designed to solve two different problems for the National Capital Region:<br/> An immediate problem - the commercial traffic in Downtown Ottawa<br/> The long term car traffic demand between the cities of Ottawa and Gatineau</p> <p>It is obvious that a "2 problems - 1 solution" approach is not acceptable by all affected citizens and a different strategy must be given full consideration. Furthermore, the 3 corridors under study are not acceptable to any of the communities affected.</p> <p>The affected communities as well as other neighbourhoods and organizations along with their elected representatives have joined together to find a solution that will be acceptable to all communities, while respecting our community values. We consider that a better alternative deserves a closer look and must be properly validated as part of Phase 2B. This alternative will form part of the Community Value Plan and will be supported by the communities and their elected representatives. It will be submitted to the NCC in the near future.</p> | Apr 16, 2010 6:13 PM  |
| 61            | It seems the study design area for all 3 of the corridors includes the 417 only as far west as St. Laurent Blvd. If the new crossing adds traffic to the 417 towards downtown then why does the study not consider the impact all the way to downtown in terms of extra congestion and travel time experienced...not just for the vehicles crossing the river but also for the larger group of commuters already experiencing delays on this section of the 417?  | Apr 16, 2010 6:20 PM  |
| 62            | I have commented on 5, 6, and 7.  | Apr 16, 2010 7:04 PM  |
| 63            | I would ctually prefer the chosen route to be one that will serve for a futire ring-road around Ottawa-Gatineau.<br>If money is tight i would recommend a PPP solution.   | Apr 16, 2010 7:47 PM  |
| 64            | Truck traffic should be removed from King Edward, but it should not me moved to another densely populated part of Ottawa's downtown core.   | Apr 16, 2010 8:22 PM  |
| 65            | Two previous studies have shown corridor 5 to be the best choice for the bridge. I wonder what will happen if this study also recommends Kettle Island. Will our politicians have the courage to do the right thing, or, when opposition occurs from the group that has been opposing this location all along, will they fold and commission another study, yet again.  | Apr 16, 2010 8:58 PM  |
| 66            | The key environmental features are not described in enough detail for each corridor. Also lacks an explanation as to why it is a key feature.   | Apr 17, 2010 3:11 AM  |
| 67            | Do not put the bridge in corridor 5 under any circulstances. it is highly disruptive to both communités and the environment - and is especially harmful for a hospital. I do not have enough knowledge to prefer corridor 6 over corridor 7. The criteria for choosing one of these two corridors over the other should be based on the option which has the least impact to communités and the environment. Signifigant, endangered or sensitive ecosystems and species should be identified. Community concerns should be identified and weighed.   | Apr 17, 2010 11:26 AM |
| 68            | We need something. We have needed another bridge for several decades. Build it now.   | Apr 17, 2010 8:52 PM  |
| 69            | There's no mention of the main corridor that this entire process is trying to address - King Edward Avenue. It is important not to lose sight of the goal, which is to improve the quality of life along that corridor by better balancing the commuter and freight needs of the region between additional crossings.   | Apr 17, 2010 10:52 PM |

| Response Text |  |                      |
|---------------|--|----------------------|
| 70            | Surely to God you have already identified the areas in Phase I. Why repeat what has been done?   | Apr 18, 2010 4:26 PM |
| 71            | It appears to me that it should be possible to create a new interchange on Hwy 417 and run the corridor parallel to 417 then swing through the eastern edge of the golf course, follow Hwy 174 and then cross over or under it to go along the eastern side of the industrial zone in option 6, cross the river at the trailing edge of Lower Duck Island, or perhaps not even touching it at all, then land on the Gatineau side by its sewage treatment plant and then connect to Hwy 50 by a new interchange, travelling through the industrial and vacant land. It should be possible to avoid people's homes and ecologically sensitive areas. This would be a route that mitigates the problems identified by residents of both sides of the river, would it not? there is industrial incursion into the Lac Beauchamp Park on the east side so why not use small portions of that land if it is useful for a truck corridor?  | Apr 18, 2010 8:20 PM |
| 72            | None of the three corridors will get the trucks off of King Edward Avenue and the connecting roads unless they are forbidden by law to use the McC bridge as has been done for the Champlain Bridge. Gatineau already has roads designed to carry the trucks from the McC bridge onto major autoroutes. Ottawa does not. Gatineau is not likely to agree to divert all the truck traffic onto a new bridge. Therefore, it seems that the only real reason to build a bridge is to carry commuters from Gatineau into Ottawa. The municipal, provincial and federal governments need to realize that by providing better roads for long distance commuters, they only encourage urban sprawl. Do we really want to end up looking like the disaster of the Toronto region? Does Ottawa really have anything to gain from any of these plans? Does Ottawa really want to destroy existing neighbourhoods just to cater to long distance commuters with little or no stake in Ottawa (including taxes)? | Apr 19, 2010 1:53 AM |
| 73            | I don't really think that any of the corridors will prove to be acceptable. A completely different approach is required  | Apr 19, 2010 2:29 AM |

## Question 2A

| Traffic, Transportation |  |                             |
|-------------------------|--|-----------------------------|
|                         |  | Response Count              |
|                         |  | 72                          |
|                         |  | <i>answered question</i> 72 |
|                         |  | <i>skipped question</i> 73  |

| Response Text |  |                      |
|---------------|--|----------------------|
| 1             | The NCR is in desperate need of not just 2 more but many more bridges, especially both WEST and east. The area is coming to a stand still and as soon as one bridge is closed, the whole area is impacted dramatically. Given how long it will take to build any bridge we cannot be so short sighted as to only look to one bridge in the east.   | Apr 8, 2010 10:10 PM |
| 2             | I think there is a larger picture here in terms of traffic flow. I am a Blackburn resident and the small snapshot of corridors 6 and 7 do not show our communities in relation to these. I think that the transportation study should include factors like where the traffic will be coming from. For example how many people will be crossing from the Orleans and area to PQ to work. There is a large Gov't community in Orleans and area and there are many Gov't buildings on the PQ side. Our concern is what streets the commuters will be using to access the in ramps if corridors 6 & 7 are chosen. Will they be cutting thru Orleans Blvd? Or will be thru Blackburn Hamlet? Human nature dictates that people will take the shortest route meaning including our communities to access the on ramp. Loads of money was spent on the Blackburn Bypass in order to keep the ever increasing commuter traffic out of our Hamlet. It would seem very worthwhile to be sure that money was not wasted. We need to be shown that traffic won't be increased while at the same time not blocking our access to the 417 etc. | Apr 9, 2010 6:05 PM  |
| 3             | N/C  | Apr 9, 2010 6:25 PM  |
| 4             | The location of the bridge must be such that traffic will use it, if it requires a 30km detour to the east it will be underutilized.   | Apr 9, 2010 7:07 PM  |
| 5             | Outline in corridors 6 and 7 where the traffic will flow. It is completely misleading to only show the portion of the study area that goes through the Greenbelt. Many high-density communities will be severely impacted by these corridors. A traffic census and proper study is urgently needed. If people are going to argue about traffic (and this is the core of the problem) they need to know what that traffic will be. Until this is done nothing can truly be resolved as all arguments are built on the sandy foundation of speculation.  | Apr 9, 2010 8:17 PM  |
| 6             | Traffic is what this whole project is about.   | Apr 9, 2010 8:50 PM  |
| 7             | Traffic and transit should be a top factor in this assessment since it is the burning issue and need for the NCR.  | Apr 10, 2010 1:54 PM |
| 8             | Traffic is also a natural environmental issue. The route that uses the least amount of fuel is preferable.   | Apr 10, 2010 7:35 PM |
| 9             | Options 6 and 7 add will create significant traffic on 174 and the 174/417 split   | Apr 10, 2010 9:33 PM |



| Response Text |  |                       |
|---------------|--|-----------------------|
| 10            | The steep grade of the Montée Paiement hill needs to be taken into consideration. The number of intersections and their impact on the flow of truck traffic is a key factor. Also, the Ontario government's support for wider use of LCVs (long, combined vehicles) needs to be brought in; the designated interprovincial truck corridor has to accommodate these larger trucks. They are legislated to drive on certain types of road conditions only. | Apr 11, 2010 5:10 PM  |
| 11            | 174 to split is already very congested anymore traffic, especially truck traffic will make the commute from Rockland, Cumberland and Orleans significantly longer. Having traffic able to access 417 directly from crossing 5 makes a lot more sense   | Apr 11, 2010 6:27 PM  |
| 12            | Go back to square one on this. I think the idea of increased volume of cars is not where we want to go.  | Apr 11, 2010 6:54 PM  |
| 13            | Need to get all heavy trucks off King Edward. Therefore routes need to be evaluated in the context of taking all truck traffic. Consistent with the OMB decision, trucks should not have a choice.   | Apr 11, 2010 7:04 PM  |
| 14            | The Kettle Island Corridor 5 option will not support a ring road for the city. We need to be looking ahead to future needs, not just for a quicker, cheaper fix.   | Apr 11, 2010 7:30 PM  |
| 15            | Are you considering the effect of transportation of dangerous goods?   | Apr 11, 2010 7:55 PM  |
| 16            | Move the through put truck traffic as far to the perimeter as possible; try not to add value to existing overloaded roads; put in full sized roads for expected traffic volumes; do not let the transitway mess or the light rail fiasco get in the way of solving the vehicle traffic issue.  | Apr 12, 2010 1:15 AM  |
| 17            | Include traffic review on feeder roads such as Rockcliffe Parkway.<br>Huge and insuperable blockage on this road round the Rockeries and the single lane by 24 Sussex.   | Apr 12, 2010 1:25 AM  |
| 18            | Evaluation of current traffic volumes (peak & off hours) on existing roads. (primary & secondary)  | Apr 12, 2010 12:59 PM |
| 19            | Facilitation of the use of transit rather than automobile commuting must be an important consideration. Also whatever corridor is selected it must remove heavy trucks from King Edward and not relocate them to other communities like those surrounding the Aviation Parkway and Montee Paimont.   | Apr 12, 2010 1:54 PM  |
| 20            | I would like to see a more up to date forecast of automobile versus truck traffic on King Edward Avenue. I would like to see if a bridge solution is really required in the future.  | Apr 12, 2010 2:06 PM  |
| 21            | Least amount of new roads and paving.  | Apr 12, 2010 5:08 PM  |
| 22            | they appears to be a lack of plans for integration of bicycle traffic. How do these plans integrate into existing cycling paths?   | Apr 12, 2010 5:12 PM  |
| 23            | connect the highways on both sides of the river, OUTSIDE the city.   | Apr 12, 2010 5:48 PM  |
| 24            | There should be consideration of the carbon footprint of the different options. This would include the distance that trucks and cars will need to travel with each option as well as the pollution generated by constant traffic gridlock on the 174 one the estimated 3,000 additional trucks and commuters from Gatineau are added.  | Apr 13, 2010 3:02 AM  |
| 25            | The commute from the East will be even more of a chore if the corridors 6 or 7 are used.   | Apr 13, 2010 5:13 PM  |
| 26            | How can you decide when the source/dest truck traffic study has not even been started yet??<br>Need to include impact on existing bus lanes, or mass transit infrastructure or planned transit hubs that the corridor will bring.  | Apr 13, 2010 6:20 PM  |
| 27            | Important  | Apr 13, 2010 9:48 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 28            | <p>We should study how various modes of transport can be interlinked. For instance, how a crossing can allow trucks to better access industrial areas used for warehousing near airports used for transporting as well. For example, courier companies that cross to the Gatineau Airport can transport their parcels for air transport.</p> <p>We need to study the effect of a mishap in the transportation of dangerous goods by truck along various routes. If the goal is to reduce trucking on King Edward Street, then trucking as a priority has to be looked at.</p> <p>The effect of traffic noise on local neighbourhoods and recreational areas used to escape the urban bustle.</p> | Apr 13, 2010 10:07 PM |
| 29            | <p>This project will not be necessary because of the effects of Peak Oil and skyrocketing gas prices in the near future. Before this project is finished I predict gas prices of around \$1.50/L which will significantly curb car use, making the bridge unnecessary. Future transportation planning will be rail focused due to its efficiency. Rail and bi-modal transportation hubs on both sides of the river were considered but ruled out hastily and based on fabricated assumptions in order to skew the results to favour a road bridge.</p>   | Apr 14, 2010 3:31 PM  |
| 30            | <p>A definition is required for 'truck'. There is a huge difference between a pick-up truck and an 18 wheel tractor trailer. It is important that categories of trucks are defined and all traffic data must be detailed by category.</p>  | Apr 14, 2010 6:19 PM  |
| 31            | <p>I want no increase in car and truck traffic on Montreal, Oglivie, Shefford and Blair Roads.</p>   | Apr 14, 2010 7:35 PM  |
| 32            | <p>I think all three option will lead to congestions in the Eastern Ottawa. The sewage treatment plant has no direct neighbor and I don't see why the roadway can't come by this area. To me this is the least intrusive route.</p>  | Apr 14, 2010 10:43 PM |
| 33            | <p>Creating a new bridge would hopefully reduce traffic density and permit less rush hour traffic jams</p>   | Apr 15, 2010 1:19 AM  |
| 34            | <p>If the truck route moves well with few stops and excellent connections to the major highways, truckers will use it even if the distance is slightly longer.</p>   | Apr 15, 2010 2:13 AM  |
| 35            | <p>The entire study ignores the impact of commuter traffic on proximate neighbourhoods, probably because you do not include connecting local roads in your study area (i.e. in Corridor 5) while you DO include already existing four-lane routes such as OR174.</p>   | Apr 15, 2010 3:45 AM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 36            | <p>Must support and promote use of new public transit systems being developed on both sides of the river - these systems will be negatively impacted with a corridor that promotes car commuting (5). Travel time can be reduced with effective public transit.</p> <p>Avoid more cars in downtowns already overpacked. Travel time would not be improved with more cars sitting in traffic jams on Aviation parkway and its secondary roads.</p> <p>Support efforts related to reducing impact on climate change ie public transit.</p> <p>Wait for results of Goods transportation study to get a more informed understanding of commercial transportation needs.</p> <p>Heavy trucks should be forced out of King Edward by regulations onto a corridor that does not go through established communities.</p> <p>The problem of heavy truck traffic that is affecting negatively the health, security and life of the communities it crosses should not be replicated in another community. Spreading the deaths and injuries does not reduce the problem and it divides and destroys more communities for the sake of encouraging car commuting.</p> <p>The danger of the hill on Montée Paiement north where there is already many accidents especially in winter should be given proper consideration. In icy winters, heavy 18 and 30 wheel trucks sliding while going up or down hill, spilling over their toxic cargo beside 2 elementary schools, a daycare and the most densely populated section of the boulevard with condos and apartment buildings - this does not reflect a good transportation plan.</p> <p>The Ogilvy and Aviation parkway intersection ranked among the intersections with the highest rate of accidents in 2004. Corridor 5 crosses 16 intersections on the Gatineau and Ottawa side together increasing with each intersection the risk of accident to pedestrians, children, seniors, cyclists and cars.</p> <p>Orleans and eastern Ontario residents will not see a traffic reduction with corridor 5 since that corridor is the worst in terms of its links and promotion of public transit as stated in the study phase I. Attracting 3000 more cars to the 417 wherever the corridor may connect is bound to jam up the 417 even more. The 3 secondary roads to corridor 5 (Rockcliffe pkwy, Hemlock, Montreal Rd) are already packed and will not ease the extra cars attracted to that corridor. Instead, reduce the number of cars heading for the 417 by making public transit more appealing for eg, a corridor that connects with Blair train station (eg Corr 6 of Cantotek alignment) and a car park on the Gatineau side where the Rapibus terminal will be.</p> <p>Use the train to carry people on the abandoned rail road bridge west of Du portage bridge</p> | Apr 15, 2010 4:42 AM  |
| 37            | <p>Keep it away from communities!!! It not just about transportation performance. No corridor should be started without a comprehensive rapid transit between the two cities. Truck gargo could be trained (Lemieux Island).</p>   | Apr 15, 2010 12:19 PM |
| 38            | <p>Combined with traffic and transportation factors must be public transportation. One of the biggest deterrents to people using the public transit system between Gatineau and Ottawa is the poor interconnection of the two systems. By tightly integrating the new interprovincial crossing with the Gatineau and Ottawa public transit system in terms of good access to primary transit hubs and routes, accessible (ie, minimal transfers, direct routes downtown), many commuters will opt for public transportation rather than increasing the commuter traffic flow.</p> <p>If public transportation is easily accessible it would be the easiest, most cost-effective and most environmentally friendly method to reduce car traffic (ie, commuter traffic) thus reducing the impact on communities.</p> <p>Please note that when I say 'tightly integrate', I do not mean the addition of an HOV or bus-only lanes on the bridge that eventually merge with local traffic on local roads. I mean, for example, lanes on the bridge that would take buses directly to and from the Transit Way in Ottawa. HOV or bus-only lanes will add lines of buses to city streets, increasing congestion and commuter frustration.</p>   | Apr 15, 2010 5:29 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 39            | Cycling is not listed but should be, in my view. My main form of transportation is a bicycle. Cycling is a viable form of transportation with health benefits, lessened traffic, and the environmental benefits of NOT using fossil fuel vehicles. I know many people who use cycling as a form of commuting. The NCC cycling pathway that runs along Aviation Parkway from Montreal Rd. to the Ottawa River pathway provides a key link for people living near the Aviation Parkway to commute all the way downtown, without having to cycle on dangerous major arteries such as Montreal Rd. | Apr 15, 2010 6:24 PM  |
| 40            | Transport and traffic should take into account effects on "local travel" -- kids crossing ROW to go to school, bicycle commuting (crossing proposed ROW), cars entering/leaving local institutions, effects on local traffic.  | Apr 15, 2010 7:52 PM  |
| 41            | It is important that the corridor serve both the centres of Ottawa and Gatineau efficiently with public transportation. The further east the bridge is built, the longer it will take those in the centre and west to move between the two core residential areas.   | Apr 15, 2010 8:44 PM  |
| 42            | Option 6&7 The increase in commuter traffic would destroy the communities of Convent Glen and Beacon Hill. Blackburn Hamlet would see increase in traffic through its residential streets as commuters would seek alternate routes to the 174. Traffic is like water - it will find any possible routes. It will flow through all the residential communities to downtown.   | Apr 15, 2010 8:58 PM  |
| 43            | Of benefit ONLY to Quebec transportation. Very disturbing to Ontario communities.  | Apr 15, 2010 9:31 PM  |
| 44            | The Aviation Parkway crossings at Ogilvie Rd and Montreal Rd would instantly become the most dangerous traffic areas in the city. As this section is the closest to the 417, the arriving traffic would be much quicker arriving than it currently is at King Edward, as to arrive at King Edward there are regular previous traffic stops. Higher speed means greater risk.   | Apr 15, 2010 10:00 PM |
| 45            | The study should look at the number of traffic lights and right-angle turns for each option (compared, of course, to the status quo) with the resultant impacts on travel time, noise and pollution. Conflict of trucks with the interprovincial and intracity bus routes should also be compared to point out improvements that can be achieved over the status quo.  | Apr 15, 2010 10:07 PM |
| 46            | It's unlikely to make much difference to the traffic through downtown.   | Apr 15, 2010 10:35 PM |
| 47            | Route 5 is most direct route to centre of gatineau which is will be destination of majority of users. Route 5 will also not add to congestion of 174 during rush hour as it is direct from the 417.  | Apr 15, 2010 10:52 PM |
| 48            | It seems silly to route major vehicle traffic through the middle of residential and recreational areas.  | Apr 16, 2010 12:08 AM |
| 49            | Consider the impact of through traffic and local traffic to neighbourhoods adjacent to the proposed bridges, especially where drivers may be inclined to take 'short cuts' through established communities.<br><br>Allow a significant margin of error for traffic planning. Seasonal load can vary for residential traffic (e.g. summer vs. winter) and the impact on schools to rush-hour traffic is considerable.   | Apr 16, 2010 12:46 AM |
| 50            | Corridor 5 will likely interfere with the safe operation of Rockcliffe airport.  | Apr 16, 2010 4:18 AM  |
| 51            | The secondary impact to feeder routes should be considered. Corridor 6 and 7 both feed off major highways with minimal access to local communities, so the traffic impact from local traffic feeding the routes would be minimal. Corridor 6 and 7 would likely offload a lot of the traffic from Orleans to Gatineau for Federal Government employees working on the Quebec side, reducing Queensway traffic during rush hour. See also comments on economic area.  | Apr 16, 2010 12:25 PM |
| 52            | Very important as this will relieve traffic congestion in Ottawa.  | Apr 16, 2010 1:21 PM  |

| Response Text |  |                      |
|---------------|--|----------------------|
| 53            | <p>People's Health and Safety must be a primary concern: Impact of a designated truck route with up to 3,000 heavy commercial vehicles a day will be: constant noise; direct, continuous exposure to high emissions, risk of toxic spills and serious accidents. Our community includes homes, schools, Montfort Hospital and retirement home, Cité Collegiale, Aviation Museum, RCMP stables and Musical Ride, Terry Fox Centre etc. Trucks routes don't belong in established residential neighbourhoods: It doesn't</p> <p>We need a transportation plan for the 21st century that promotes transit, not cars: Local roads cannot accommodate more cars cutting through downtown neighbourhoods to get to work; Corridor will not provide a speedier commute for Orleans—cars and trucks will end up on the Queensway no matter which corridor is selected.</p>   | Apr 16, 2010 3:06 PM |
| 54            | <p>Need to ensure that the respective weighting of traffic is reflective of people's concerns. For example, someone from downtown would rate traffic as very high priority because they want trucks out of their neighbourhood (ie. they WANT a high number of trucks on the new route). Someone from along the corridor would rate traffic as very high because they don't want trucks in their neighbourhood (ie. they DON'T want a high number of trucks on the new route). These need to be considered separately, and not cumulatively. Questions need to be carefully phrased to ensure that concerns are adequately expressed through the answers.</p> <p>Include any negative impacts and safety risks to on-street bike lanes.</p> <p>Public transit and modal splits need to reflect our changing travel patterns and increased gas prices. The new bridge must maximize public transit potential.</p> <p>The study must coordinate with other traffic studies and plans in the area (eg. light rail, other highway and traffic studies)</p> | Apr 16, 2010 3:09 PM |
| 55            | <p>As regards Corridor 5, look to what has happened to the people and neighbourhood surrounding King Edward Avenue. Death and Pollution. Corridor 5 is right up against the Emergency Road to the Montfort Hospital. They have already stated that the vibration will affect sensitive equipment in the Hospital.</p>  | Apr 16, 2010 4:07 PM |
| 56            | <p>A new bridge located at the #7 option site has the most positive factors and the least negative factors when all things - pros and cons - are considered.</p>   | Apr 16, 2010 4:13 PM |
| 57            | <p>Truck industries have made it clear that corridor 5 would be the most inappropriate because they would spend too much time waiting at intersections. Flow of traffic would jam major arterials that are already much loaded, such as Saint-Laurent, Ogilvie or Montreal Road. The same could be said of Montée Paiement. Montée Paiement has a veery steep slope and would be too danagerous to accommodate 4,000 trucks a day, especially during the winter (already the site of many accidents).</p>  | Apr 16, 2010 6:11 PM |
| 58            | <p>Traffic use and particularly private car use should not be encouraged as would happen if any of the bridge options were exercised.</p>  | Apr 16, 2010 6:19 PM |
| 59            | <p>cycling, sustainable forms of transportation should also be here</p>  | Apr 16, 2010 6:31 PM |
| 60            | <p>The existence of this new crossing will add significant spare capacity to the roadway network. Presumably this will have a detrimental effect on the modal share split that can be captured by transit. Some attempt should be made to estimate what the modal shares might be with a bridge and without a bridge. This will have an impact on the efficiency and cost recovery (from the fare box) ability of OC Transpo, and STO in particular.</p>   | Apr 16, 2010 6:46 PM |
| 61            | <p>The changed traffic patterns, and the benefits and costs of such, are most amenable to proper benefit/cost analysis as a way to ensure proper decision-making. Remember the negative lessons from the way the recent decision was made to locate the United States Embassy on Sussex Street in the middle of downtown, as opposed to the original proposal for its location far to the east of its present location.</p>  | Apr 16, 2010 8:29 PM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 62            | Public transportation is important. Whichever corridor is selected the already congested 417 will be  | Apr 16, 2010 8:36 PM  |
| 63            | Would it not make sense o first create a overall transportation strategy, that includes public transit, that considers commercial and residential growth before breaking ground and creating another King Edward. Regarding commercial growth what are the future plans for the industrial sector in the south end of Ottawa -- how much more growth can this area accommodate or will we need a different bridge to like the next commercial sector with Gatineau?   | Apr 16, 2010 8:44 PM  |
| 64            | Again, the Rockcliffe Redevelopment plans (uncertain as they are) should be anticipated. Those plans in themselves have such an impact on (public) traffic patterns that they cannot be ignored because of formalities.   | Apr 16, 2010 8:50 PM  |
| 65            | bicycle paths have to be factored<br>also, how many lanes can be placed in each proposed route?   | Apr 17, 2010 1:57 AM  |
| 66            | The traffic, transportation section needs to take into account the direction of the flow of traffic at different times of the day (would trucks be going against the main flow of traffic, thus reducing congestion, as in corridors 6 and 7?).<br><br>The study also needs to look at the distance between the two highways (174/417 and 50), and the number of intersections between them, which increases the risks of accidents.<br><br>The effect of the route on the flow of traffic into downtown in the morning and evening also needs to be studied. A slowdown on the Rockcliffe Parkway may modify traffic patterns.   | Apr 17, 2010 3:30 AM  |
| 67            | This factor can also be addressed with regulations/legislation to control the types of traffic that can access different transportaion routes. Thus, this facor should be much less of a consideration in choosing a route. Government can require commercial traffic to avoid the downtown bridges (e.g King Edward corridor) and use what-ever alternative crossing has been built.   | Apr 17, 2010 11:57 AM |
| 68            | need to avoid impact to the Rockcliffe airport and aerodrome  | Apr 17, 2010 12:57 PM |
| 69            | This is the issue. Thats all there is to it. Accept the fact that cars, truck, and transport are a necessary part, call it evil if you will, but a necessary part of our survival as a society. Put your hands around its neck and it chokes and coughs and belches black smoke. Open it up, let it flow and move efficiently and the air will be clear. A new bridge will give a breath of fresh air to a gasping suffering community.   | Apr 17, 2010 9:17 PM  |
| 70            | The large (18-wheel, for example) trucks must be taken out of the downtown Ottawa area. The study must provide an accurate count of the different types of trucks currently using the King Edward corridor, their origin (by provincial license plate) and some idea of the destination. Ditto the cars that cross the two eastern bridges. There must be public transit built into the final design and a proposal to decrease the number of commuters travelling in cars and a way to inrease mass transit. The two cities and the NCC must develop an integrated regional transportation system that includes a ring road for Ottawa. There could be exits to funnel communter traffic to downtown Gatineau and keep the trucks moving toward Hwy 50 via a route that is close to the airport. Why is Mass Transit not in the title of this issue? | Apr 18, 2010 8:30 PM  |
| 71            | 5 has the greatest negative effects on the Ontario side especially when the connecting roads (Rockcliffe parkway, Hemlock, Montreal Rd.) Ogilvie are considered. 6 and 7 will only bother the long distance commuters from Orleans.   | Apr 19, 2010 2:04 AM  |
| 72            | We should not be biasing the transportation system to cars. This will set back transit plans many years   | Apr 19, 2010 2:48 AM  |

## Question 2B

| Natural |                          | Response Count |
|---------|--------------------------|----------------|
|         |                          | 52             |
|         | <i>answered question</i> | 52             |
|         | <i>skipped question</i>  | 93             |

| Response Text |   |                      |
|---------------|---|----------------------|
| 1             | Green space should not be carved into for the purpose of a bridge - especially when there is an existing corridor that would be ready to with minimal cost and work involved.   | Apr 9, 2010 6:05 PM  |
| 2             | N/C   | Apr 9, 2010 6:25 PM  |
| 3             | The importance of wetlands has long been underestimated, it is important to minimise damage to these areas.   | Apr 9, 2010 7:07 PM  |
| 4             | Natural resources are easy to destroy and next to impossible to replace. As they have no voice of their own they need to be diligently protected. The Ottawa people have spoken up and said they want the Greenbelt protected. Please see to it that this remains a priority.   | Apr 9, 2010 8:17 PM  |
| 5             | We should strive to protect environmental features, ecologically sensitive areas, as much as possible.  | Apr 9, 2010 8:50 PM  |
| 6             | I have no concerns that this assessment would not treat the local environment with the utmost respect.  | Apr 10, 2010 1:54 PM |
| 7             | I'm not sure about the other areas, but McLaurin Bay is a provincially protected wetland. I don't know how it's even possible to include as an option any corridor crossing this area. When weighing the negative impact of each corridor, the impact on McLaurin Bay should be given the greatest number of points possible.<br><br>I understand that an environmental assessment is currently underway. Is there a possibility that all this work will be done studying the three corridors, only to have corridors 6 and 7 refused based on environmental factors alone? | Apr 10, 2010 7:35 PM |
| 8             | All options destroy parkland  | Apr 10, 2010 9:33 PM |
| 9             | Greens Creek is home to a wide variety of wild life. Crossings 6 and 7 will have a negative impact on them  | Apr 11, 2010 6:27 PM |
| 10            | This concerns me the most. The whole premise of the bridge is that we need to handle increased automobile volume. Has anyone looked at the realistic option of a hung electric monorail system - the rail is protected from the snow and ice by a cover, and the trains go along at high speed. No new bridges, no tunnels, fewer cars and less pollution. Less disruption to the lovely Ottawa River   | Apr 11, 2010 6:54 PM |
| 11            | All three corridors pass through environmentally sensitive areas. With respect to Corridor 5 explicit attention needs to be paid to the Montfort Woods and the wetlands near London Terrace (Macoun Marsh) and Ogilvie Rd. (headwaters of Green's Creek).   | Apr 11, 2010 7:04 PM |
| 12            | Proper highspeed road corridors need space; corridor 5 fails on this count and corridor 7 can best accomodate this plan with minimum impact on existing land use.   | Apr 12, 2010 1:15 AM |
| 13            | Consider the degree of use/visibility of each of the areas as well as the actual impact.  | Apr 12, 2010 1:25 AM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 14            | Water levels / flood plains.   | Apr 12, 2010 12:59 PM |
| 15            | I think there has been over-emphasis on natural factors like fish habitat. While these are considerations they are not nearly as important as human factors in an urban setting.   | Apr 12, 2010 1:54 PM  |
| 16            | I would like to see the natural areas shown as green on a map.   | Apr 12, 2010 2:06 PM  |
| 17            | Extremely Important  | Apr 12, 2010 5:08 PM  |
| 18            | Include the Mer Bleue corridor to Greens Creek - it is contiguous and fragile. There should be reference to increased green house gases, traffic inefficiencies and resource wastage caused by increased traffic load on 174 before the split  | Apr 13, 2010 3:02 AM  |
| 19            | environmental factors affecting Greens creek and the Baie McLaurin will be extensive   | Apr 13, 2010 5:13 PM  |
| 20            | The automobile is about to undergo the biggest changes in design since its inception. Transport must do the same. Roads suck!  | Apr 13, 2010 7:00 PM  |
| 21            | Important  | Apr 13, 2010 9:48 PM  |
| 22            | Study needs to be done on how the islands are used by deer for birthing, as a migratory corridor between Pointe-Gatineau and Greens Creek; wolves/coyotes that feed on deer in the winter and provide food for scavengers (e.g. voles) to feed off their carcasses, including owls that feed off the scavengers; the traffic noise effects on the local wildlife of Kettle Island including both migrating and native songbird populations of Kettle Island; fish. A study should be done on the natural impact that a tunnel would have as an alternative to a bridge, including long-term effect on fish habitat versus a bridge on birds and land-based creatures. Tunnelling should be examined to ensure we consider all costs, including financial of a bridge versus tunnel option. | Apr 13, 2010 10:07 PM |
| 23            | I am sure that all the corridors will have issues regarding the natural environment. I would repeat my earlier comment, that corridor 7 should be widened as much as possible to make sure that the best route for the natural environment is chosen there.  | Apr 14, 2010 1:15 PM  |
| 24            | Rating system for greenspace - whichever route is chosen there will be impacts, therefore a rating of the 'value' is required.   | Apr 14, 2010 6:19 PM  |
| 25            | This website (French only) gives an excellent description of the environmental significance of Baie McLaurin.<br><br><a href="http://www.creddo.ca/fr/projets/afficher.php?id=3">http://www.creddo.ca/fr/projets/afficher.php?id=3</a>   | Apr 14, 2010 6:58 PM  |
| 26            | its important that the least footprint be achieved in the building of the bride  | Apr 15, 2010 1:19 AM  |
| 27            | All efforts should be taken to keep the land and water healthy and as undisturbed as possible in both the long and short term.   | Apr 15, 2010 2:13 AM  |
| 28            | The environmental examples provided overlook the Corridor 5 woodlands and parklands that the NCC is supposed to be protecting.   | Apr 15, 2010 3:45 AM  |
| 29            | Add Montfort woodlands and the Aviation parkway woodland, two environmentally sensitive areas ignored in phase A;  | Apr 15, 2010 4:42 AM  |
| 30            | Manage the impact and do not increase the existing commuter pressure on the heritage and natural Rockcliffe Parkway.   | Apr 15, 2010 12:19 PM |
| 31            | Each corridor affects the natural environment. Kettle Island is protected greenspace (the island was donated to the Nature Conservancy Canada by Abitibi-Bowater), and the land between the Aviation Museum and the RCMP stables is greenspace as well. Corridors 5, 6 & 7 would require widening of the Rockcliffe Parkway to accommodate on/off ramps, bridges, ancillary roads, etc.  | Apr 15, 2010 5:29 PM  |
| 32            | Corridor 5 would seem to involve the least disruption of the natural habitat as much of the infrastructure is already in place.  | Apr 15, 2010 8:44 PM  |
| 33            | Option 6& 7 would destroy the Greenbelt. This cannot be allowed to happen. Nature preserve. Place of solace for the citizens of Ottawa. Space for flora and fauna. Agriculture within the city.<br>Would adversely affected the wetlands of Maclaren Bay   | Apr 15, 2010 8:58 PM  |



| Response Text |  |                       |
|---------------|--|-----------------------|
| 34            | Corridors 5,6 and 7 probably the most damaging of all the corridors described in the study.  | Apr 15, 2010 9:31 PM  |
| 35            | None   | Apr 16, 2010 4:18 AM  |
| 36            | These will happen whichever site is chosen, their mitigation must be part of the development plan.   | Apr 16, 2010 12:25 PM |
| 37            | For Corridor 5, the west end of Kettle island has fewer inner water areas, so I think the road could be made so that it doesn't affect the natural habitats too much.  | Apr 16, 2010 1:21 PM  |
| 38            | Our community values its limited green space: Green space includes the Aviation parkway, cycling/recreational paths, riverfront, Montfort Woods, sailing on the Ottawa river, soccer fields etc. A truck route will not only take away from the enjoyment of this space, it will prevent access and connection to it, especially if sound barriers are used to attempt to mitigate for noise.  | Apr 16, 2010 3:06 PM  |
| 39            | Specifically include the negative impacts on green space within the city core. Just because green space isn't designated within the Green Belt doesn't make it any less valuable. For a capital city, green space and beauty within the core is critical.  | Apr 16, 2010 3:09 PM  |
| 40            | Corridor 5 will absolutely ruin the quality of natural life along the parkway. Diesel fumes and noise from the trucks will decimate the animals and drive the birds and butterflies away. The trees and plants will suffer and die. People who bought here within the last 10 years plus the long established neighbourhood between Rainsford and St Laurent avenues will no longer have the peaceful, beautiful place to raise their families.        | Apr 16, 2010 4:07 PM  |
| 41            | All three corridors would equally have an impact on the natural environment. Contrary to common wisdom, corridor 5 also has species at risk, wildlife, fish habitat, recreational pathways, and the like. These factors are not only common to corridors 6 and 7.  | Apr 16, 2010 6:11 PM  |
| 42            | Air quality not mentioned.   | Apr 16, 2010 6:31 PM  |
| 43            | The existence of this new crossing will add significant spare capacity to the roadway network. Presumably this will have a detrimental effect on the modal share split that can be captured by transit. This will result overall then with more cars on the the road in the National Capital Region. Some attempt to capture the environmental effects of this additional traffic should be included in the pollution calculations.                    | Apr 16, 2010 6:46 PM  |
| 44            | The Greenbelt should be in an important category by itself and should be considered for all the reasons it is important for the NCR  | Apr 16, 2010 8:29 PM  |
| 45            | The NCC needs to preserve and enhance green space in densely populated communities.  | Apr 16, 2010 8:36 PM  |
| 46            | please see comments above  | Apr 16, 2010 8:44 PM  |
| 47            | The Ottawa River islands have to be compared, in terms of what impact a crossing will have on each of them   | Apr 17, 2010 1:57 AM  |
| 48            | The study needs to describe why (or who) decides or defines a natural area to be a concern.  | Apr 17, 2010 3:30 AM  |
| 49            | A very important factor. Special attentions should be given to this and if significant natural concerns are raised, this should be enough to rule out the corridor as a potential route. Significant natural areas should weigh more heavily than areas which have been modified by, for example, agriculture or urbanization.<br><br>Kettle island is so important from a natural perspective that this corridor should be removed from consideration | Apr 17, 2010 11:57 AM |
| 50            | If you consider what is, choice seven makes the best use with the least disruption.  | Apr 17, 2010 9:17 PM  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 51            | The natural environment has more legislation protecting it than people's environment. But there are mitigation measures being tried (see Terry Fox road extension) but terrestrial habitat destruction of woodlands cannot be totally mitigated (I am a professional biologist/ecologist). I believe that fish habitat issues can be met easily, especially on the Ottawa side in Option 6 - the Ottawa side of the river is rip-rapped for a good deal of its length. Shoreline habitat is not an issue. | Apr 18, 2010 8:30 PM |
| 52            | The National Capital Greenbelt is a national resource, not just a local feature. A proposal to destroy an important part of it including one of its four significant natural areas would be an issue for all Canadians, not just people living in the NCR. It would also be an international embarrassment  | Apr 19, 2010 2:48 AM |

## Question 2C

| Cultural |  |                             |
|----------|--|-----------------------------|
|          |  | Response Count              |
|          |  | 42                          |
|          |  | <i>answered question</i> 42 |
|          |  | <i>skipped question</i> 103 |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | WHAT SPECIFICALLY ARE THE PREHISTORIC ARCHAEOLOGICAL CONSIDERATIONS AT #6 AND #7...WHY DO THEY RECEIVE HIGHER PTS THAN #5...WHAT'S THERE TO BE CONCERNED ABOUT ? WOULDNT IT BE WISER TO NEGOCIATE WITH THE ABORIGINALS BEFORE TAKING ANY FURTHER STEPS ?  | Apr 8, 2010 9:54 PM   |
| 2             | in other cities, especially in Europe, bridges are often seen as items of beauty that join neighbourhoods and cultures. We need more bridges to facilitate crossings and to promote these as not just concrete monsters but bridges that can beautify as well as being functional   | Apr 8, 2010 10:10 PM  |
| 3             | I can't see that there is a cultural impact in any of the proposed corridors. There has been worry about the RCMP Musical Ride but I trust that the city will take that into account and make sure proper measures are taken to preserve land for them.   | Apr 9, 2010 6:05 PM   |
| 4             | N/C   | Apr 9, 2010 6:25 PM   |
| 5             | The RCMP stables are a boon to those who live near them. When planning the mitigating measures around corridor 5 it will be important to keep pedestrian access to such sites available. If it could be shown that the corridor will not negatively impact access and might even improve it, then perhaps this emotional hot button would be defused. A statement from the RCMP clarifying their plans in the face of a corridor 5 decision is severely needed. | Apr 9, 2010 8:17 PM   |
| 6             | I don't think this is an important factor   | Apr 9, 2010 8:50 PM   |
| 7             | While I believe First Nations interest should be heard and considered, they should have little weight in the assessment considering there is very little First Nation presence in the region.   | Apr 10, 2010 1:54 PM  |
| 8             | The degradation of cultural institutions and national tourist attractions (Aviation Museum, RCMP Musical ride, RCMP stables) that would result from an adjacent interprovincial truck highway also needs to be considered. Landscape surrounding these Canadian treasures is part of their value.   | Apr 11, 2010 5:10 PM  |
| 9             | How much of this bridge project is a push by the construction industry to get a major new project going? Environmental leadership is called for.  | Apr 11, 2010 6:54 PM  |
| 10            | All affected property classified under Part 4 of the Ontario Heritage Act needs to be considered, as should significant properties that remain unclassified. Built heritage needs to take into account the historical significance of the Rockcliffe Airport and seaplane base.   | Apr 11, 2010 7:04 PM  |
| 11            | Should heritage buildings be considered? I.E. the heritage site at the corner of Montreal and Aviation parkway (west corner)  | Apr 11, 2010 7:55 PM  |
| 12            | Need to look at heritage issues such as the routing of traffic past Rideau Hall and 24 Sussex (when you include the increased traffic flow on the Rockcliffe Parkway).  | Apr 12, 2010 1:25 AM  |
| 13            | Nil   | Apr 12, 2010 12:59 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 14            | I would like to know what context this has to the problem being solved by this project.  | Apr 12, 2010 2:06 PM  |
| 15            | Somewhat Important   | Apr 12, 2010 5:08 PM  |
| 16            | I don't understand how the musical ride is impacted. They only perform at the St Laurent facility less than one month per year. They can use the other end of the paddock (field). Rockcliffe air museum. They will still have an entrance. The long range plans of the NCC to build the bicycle paths will be impacted when so much green space is taken away for corridor 6 and 7.   | Apr 13, 2010 5:13 PM  |
| 17            | While people will continue to want ease of movement and increased goods and services there will be an enormous Europeanization of our distribution systems. Learn from abroad!   | Apr 13, 2010 7:00 PM  |
| 18            | Ok   | Apr 13, 2010 9:48 PM  |
| 19            | <p>We should examine how these areas are currently used and potential uses. For instance, Kettle Island has traditionally been used by recreational boaters as a destination to relax. It's beaches are used to visit during summer months to escape the city, in a similar way to the Toronto Islands' beaches are used by sunbathers and for picnics. Its wetlands are used by canoers and kayakers to paddle in a peaceful area. People often camp on the island as well, as they have for generations. Some even live there full-time during the summer. There is long-term potential that a growing population will greatly need such green spaces to recharge themselves and escape the stress of urban life. As the nation's capital, we must set an example of how to protect our natural areas sensibly.</p> <p>The impact on people is as important as on our natural areas. Traffic noise stress affects community health. A study should address the effects of noise on health (mental, physical) and happiness.</p> <p>Potential cultural impacts of the future should also be addressed, to take into consideration the "Opportunity Costs" of not building a bridge.</p> | Apr 13, 2010 10:07 PM |
| 20            | Unless Kettle Island has no exits near the Aviation Museum, which seems unlikely (even though I know this is fa decision for a later stage), this means pulling traffic through one of the most historic, beautiful, quiet areas in the city, which houses, yes, the well off, but also Embassies, the Leader of the Opposition, the Prime Minister, the Governor General. It is our prestigious ceremonial route. Even if trucks are not allowed to exit here, the weight of traffic is sure to increase. King Edward is already bad. Why move the King Edward problem into this beautiful historic area rather than take the truck traffic around the city?  | Apr 14, 2010 1:15 PM  |
| 21            | How many people are impacted by the proposed route - say 500 meters wither side.   | Apr 14, 2010 6:19 PM  |
| 22            | I dont want an increase in car and truck traffic on Montreal, Shefford, Ogilvie and Blair roads that will split up the communities of Beacon Hill North, Beacon Hill south and Rothwell  | Apr 14, 2010 7:35 PM  |
| 23            | It is reassuring that the Airport and Aviation Museum are considered. Be sure to recognize the synergistic effects of heritage and flight operations. In this case, the maintenance of flight operations is critical.  | Apr 15, 2010 1:00 AM  |
| 24            | Add the Boathouse linked to the Ottawa side - dates from the beginning of the century, the oldest among the 4 left in Canada.  | Apr 15, 2010 4:42 AM  |
| 25            | Cooridor 5 will destroy the cultural and heritage features of the Rockcliffe Parkway cooridor.   | Apr 15, 2010 12:19 PM |
| 26            | A bridge at Kettle Island would seriously affect the Aviation Museum (which is undergoing an expansion to increase its exhibition space by up to 20%), the RCMP stables and the Rockcliffe Flying Club. No other route affects cultural environments to such an extent.  | Apr 15, 2010 5:29 PM  |
| 27            | Why aren't museums and RCMP musical ride in this factor?   | Apr 15, 2010 7:52 PM  |
| 28            | I am not aware of any issues but there may be concerns.  | Apr 15, 2010 8:44 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 29            | Greenbelt is use is part of the culture of the citizens of Ottawa   | Apr 15, 2010 8:58 PM  |
| 30            | Native lands will be arbitrarily disturbed.   | Apr 15, 2010 9:31 PM  |
| 31            | None  | Apr 16, 2010 4:18 AM  |
| 32            | No comment  | Apr 16, 2010 12:25 PM |
| 33            | I will leave this to the venerated Aboriginal tribes who claim land and stewardship rights to these areas.  | Apr 16, 2010 4:07 PM  |
| 34            | To what extent will archaeological sites be affected? Do we even know where all of these might potentially lie? I expect that, if there are undiscovered sites, they will be closer to the downtown areas of Gatineau and Ottawa, which were traditional gathering places. This is another reason why Corridor 7 might be the best choice.  | Apr 16, 2010 4:21 PM  |
| 35            | Kettle Island is Canada's frontyard. Extremely strong tourist venue with the presence of the RCMP Musical Ride and Aviation Museum (these two institutions have no equivalent in the rest of the world). Corridor 5 would also be too close to other heritage sites, such as the New Edimburgh Boat Club (rare boat club dating back from the 19th century). Kettle Island is also a potentially rich archeological site as it was used by First Nations and early Europeans as a meeting place (was located at the confluence of the 3 rivers, and was therefore considered a highly symbolic location). | Apr 16, 2010 6:11 PM  |
| 36            | impact on heritage value, tourism   | Apr 16, 2010 6:31 PM  |
| 37            | Cultural sites should be preserved. The musical ride would have to relocate if corridor 5 is selected.  | Apr 16, 2010 8:36 PM  |
| 38            | the kettle island brigde will destroy the current neighbor hood and turn the avaition parkwasy into a King edwards street   | Apr 16, 2010 8:44 PM  |
| 39            | All choices are more or less the same.  | Apr 17, 2010 9:17 PM  |
| 40            | My great-grandparents had a farm on Kettle Island and my grandmother grew up there. Apparently, Mackenzie King might have also had a cottage there. Something to keep in mind when surveying the land for contruction. There might be remains of buildings on the island.   | Apr 17, 2010 10:56 PM |
| 41            | Useful, especially in regard to Kettle Island. I understand that the aboriginal gravesites are right where the bridge abutments would be placed.  | Apr 18, 2010 8:30 PM  |
| 42            | Corridor has the greatest (by far) negative effects on the National Capital (Aviation Museum, RCMP stables, Montfort hospital)  | Apr 19, 2010 2:04 AM  |

## Question 2D

| Social |  |                             |
|--------|--|-----------------------------|
|        |  | Response Count              |
|        |  | 54                          |
|        |  | <i>answered question</i> 54 |
|        |  | <i>skipped question</i> 91  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | N/C  | Apr 9, 2010 6:25 PM   |
| 2             | The bike paths along the Ottawa river are well used both by commuters and recreational cyclists. It is important not to create breaks in these pathways during construction and when the bridge is open Considerationj should be given to adding a bike lane on the bridge itself.   | Apr 9, 2010 7:07 PM   |
| 3             | This is a heavier factor and I have no concerns that this assessment will not make serious considerations to preserve, if not improve, current infrastructures.  | Apr 10, 2010 1:54 PM  |
| 4             | Air quality, and specifically the impact of diesel exhaust on humans, absolutely needs to be factored in. Other health and safety issues should also be measured and weighted. One of the main concerns about truck traffic on King Edward is the number of traffic accidents. The risk of traffic accidents should be a key factor in determining where the new truck corridor should go.   | Apr 11, 2010 5:10 PM  |
| 5             | The green belt is a key part of the Orleans outdoor activities. Cycling, walking, rollerblading and dog walking all go in the proposed corridors but teh pathway linking Oleans to Blackburn along Greens Creek will either disappear or become a margin to the new road.  | Apr 11, 2010 6:27 PM  |
| 6             | get used to using buses and trains. In Europe they can do it.  | Apr 11, 2010 6:54 PM  |
| 7             | These factors are critical and should be weighted very highly. The most important of all factors is the impact on human health. Schools are not listed in the examples. The NCC has approved extension of the Aviation recreational pathway from Montreal Rd. to Ogilvie Rd. This new pathway needs to be considered.  | Apr 11, 2010 7:04 PM  |
| 8             | The path systems alongside Rockcliffe parkway are not included in the criteria, which is a significant factor in both Corridor 6 and 7. This is a linkage to the Rockcliffe parkway from Orleans for not only social use, but also for bicycle usage for commuters. While pathways are limited as an example factor, it does not note that there is also a commuting linkage that would more appropriately place this factor in the transportation criteria. | Apr 11, 2010 7:45 PM  |
| 9             | What about the impact on tourism? Not just out of town visitors, but into town tourism activities?   | Apr 11, 2010 7:55 PM  |
| 10            | This should be be given the heaviest weighting as this is ultimately about impacts on neighbourhoods, people, recreational space and quality of day to day life vs. the need for a truck route.<br>The proposed approach appears to go some distance to correct the errors of the last study which somehow managed to render this consideration insignificant, even in comparison with fish habitat.   | Apr 11, 2010 10:19 PM |
| 11            | Critical issues of impact upon communities (not the communities that we have now but the ones we want to have in the future: urban, dense-pack, etc.) must be given high priority.   | Apr 12, 2010 1:25 AM  |
| 12            | Nil  | Apr 12, 2010 12:59 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 13            | I would like to know the context this has to the problem being solved by this project.   | Apr 12, 2010 2:06 PM  |
| 14            | Very Important - Save our bikepath and rereational walways through Greenbelt   | Apr 12, 2010 5:08 PM  |
| 15            | For options 6 & 7 consider the residence St. Louis and the Madonna Nursing Home and seniors community, the many schools in the area as well as the intense recreational use of the network of Greenbelt bike, running, walking and skiing paths. In addition, there are many homes, not cottages, right on the river banks on both sides of the river.   | Apr 13, 2010 3:02 AM  |
| 16            | The effect on commute times of residents needs to be included in this quality of life factor. They should not be relegated to traffic factors - since that will be easily confused with the corridor through traffic.  | Apr 13, 2010 6:20 PM  |
| 17            | Very important   | Apr 13, 2010 9:48 PM  |
| 18            | <p>The social impacts should include the traditional uses of the area and future potential uses. A study on how people interact with the area and the importance of that area in terms of recreation, aesthetics, and as a gateway to the city.</p> <p>For instance, Kettle Island is used as a special area by local First Nations elders and Metis for sacred fire circles. Its most western tip is the site of where voyageurs and aboriginals used to encamp, as a special spot to observe potential threats from upriver from the confluence of the Gatineau River, Rideau River, and upper Ottawa River. The name Kettle Island is derived from the original name for the sacred area of Asticou, that Champlain visited. Asticou is the ancient reference to the place now known as the Chaudiere Falls, which was translated to mean Kettle Falls. The island and the falls act as bookends to a sacred procession way by canoe to a meeting place on Victoria Island, used for peace ceremonies and inter-tribal gatherings. This is evidence that it is a sacred spot that has to be protected.</p> <p>WHEN CONSULTING ABORIGINALS REGARDING THE CROSSINGS, THE METIS SHOULD ALSO BE CONSULTED. FOR EXAMPLE, MY METIS ANCESTORS USED THIS AREA FOR HUNTING, FISHING, ROWING, AND CANOEING FOR OVER A HUNDRED YEARS. WHY AREN'T WE BEING CONSULTED? WHEN THESE ACTIVITIES ARE INTEGRAL TO MAINTAINING OUR CULTURAL IDENTITY, WE SHOULD ALSO BE GIVEN CONSIDERATION!</p> <p>The historical social importance to the area has to be examined, especially how the Kettle Island area has been used as a peaceful escape from urban life for its natural beauty and quiet. This could refer to the history of the Ottawa New Edinburgh Club, which has occupied the lands directly to the west of where a Kettle Island bridge would go and has used the waterways that will be impacted by a bridge. If this area is impacted, it will affect a number of neighbourhoods that use this area as a peaceful escape. What are the social costs of destroying a haven from the hustle and bustle of a city. Would Toronto allow its islands to be destroyed in the same way? What we have now is what many cities they regret they have lost, so we need to examine what other cities approaches are to protecting such areas.</p> | Apr 13, 2010 10:07 PM |
| 19            | Kettle Island is intensively used -- rowing clubs, sailing clubs etc. -- compared to the other two which appear to have no regular water use.  | Apr 14, 2010 1:15 PM  |
| 20            | The bike path from Convent Glen to the Rockcliffe Parkway was recently paved with public safety in mind because a paved path is a more frequently used path. A 4-lane road and a truck filled bridge will completely negate that as few people will want to bike and jog in such a noisy, polluted environment, making the paths dangerous for the few people who continue to them.  | Apr 14, 2010 6:58 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 21            | I attended the April 13th meeting at the Shenkman Centre and was disturbed by an NCC employee's attitudes towards expropriation. I said I thought the NIMBY aspects would cancel each other out and the conclusion would be the same as before – Kettle Island. I pointed out that the 79 Gatineau families who would be ripped from their homes were the most justified NIMBYs. She said not so, that expropriation can be a good thing because who wants to live beside a 4-lane road? Wow, callus. I'm not even one of those families and that disturbs me. When I think of the number of hours we've spent making our house and yard just the way we want it, my husband and I would have to each be paid a full year's salary on top of the market value of the house so we could take the time off without pay and redo the process from scratch. Does expropriation cover those expenses?  | Apr 14, 2010 8:01 PM  |
| 22            | As an air-minded nation, Canada should be disturbed by the erosion of efforts to encourage this at the "grass roots". This is part of our national "psyche". Let's encourage it, not "Pave Over Paradise to Put in a Parking Lot".  | Apr 15, 2010 1:00 AM  |
| 23            | The health of existing communities - especially communities that are already well known to be vibrant and healthy living areas - need to be left undisturbed. Putting highways through communities, breaks the viability of the community down resulting in a rise of unhealthy/illegal behaviours.   | Apr 15, 2010 2:13 AM  |
| 24            | The study implies that all these "factors" are more-or-less equal. The suggestion that "cultural" factors should weigh the same as impacts on communities is ludicrous.   | Apr 15, 2010 3:45 AM  |
| 25            | Add the parc and green space along the river at the north end of the Aviation parkway which received no consideration in phase A compared to other parks (eg Andrew Haydon).<br>The daycare which sits on Montée Paiement (Corr 5)<br>Montfort Hospital, a long term care centre and a seniors' residence and 3 schools are just a few meters from the corr 5 route - children and seniors are the most vulnerable yet no relevant weighting was given to them in phase I. There are 17 other schools at 3 km or less from corr 5 and subject to air pollution.<br>Montfort hospital administration and the people they serve have serious concerns about patient access to the hospital and especially, the emergency service access at peak hours. The risks of toxic spills are also a great concern - no mitigation possible when having to move patients in such a crisis. These negative factors among others received a zero weight in phase I. The Gatineau hospital is faced with similar concerns. Phase 1 consultants stated that the level of security of a truck route is 100% but in September 2008, a cistern truck carrying diesel hit a car and spilled 500 litres of gaz.<br>The health and safety of residents of 8 established communities (12,000 people living directly along the KI corridor and of 100,000 people at proximity) is at risk and affected by air pollution and traffic. Recent studies demonstrated that 70-80% of cancer risks are related to air come from diesel engine fin particules (supported by Environment Canada), seniors are more likely to be hospitalized for pneumonia (Hamilton university). It is common knowledge and phase 1 study recognizes that there is no mitigation possible for air pollution.<br>The main source of Gatineau potable water is downstream from Corridor 5 and vulnerable to toxic spills putting the health of the residents of that city at risk.<br>The high bridge needed at corridor 5 to allow boats to navigate through is a risk to the lives of the people who fly out of the Rockliffe airport for eg, if an emergency landing was necessary after take off (as admitted by the phase 1 consultants at the Jan 09 NCC meeting). A similar risk applies to antique planes of the Aviation Museum which take off and land at low altitudes. The pilots are at risk as well as the citizens living near by and the vacationers on boats passing by. | Apr 15, 2010 4:42 AM  |
| 26            | This is the primary consideration and it's about quality of life and community integrity. I would lump cultural in this grouping. It's about people. The braoder community interest must not be at the expense of individual communities.<br>Manage accordingly.  | Apr 15, 2010 12:19 PM |



| Response Text |  |                       |
|---------------|--|-----------------------|
| 27            | Marina LeBlanc & Fils on the Gatineau side of the river is located between bridge options 6 and 7. They have moorage for float planes. Not sure how a bridge at either of those locations would affect take off and landing.   | Apr 15, 2010 4:16 PM  |
| 28            | Too many different sorts of subfactors are listed in this section  | Apr 15, 2010 7:52 PM  |
| 29            | While citizens have voiced concerns over Corridor 5, it is still a good distance from the major residential areas. Those areas are well treed which would help minimize and noise concerns (which would be small compared with the current corridor through the centre of Ottawa.)   | Apr 15, 2010 8:44 PM  |
| 30            | Corridor 7 is borders the community of Convent Glen. There are two elementary schools very close as well as two longterm care facilities. Nise, air pollition would result from option 7. The Greenbelt is the centre of activities important to the citizens of CORleans and Beacon Hill. This is whee we meet our neighbours, take our exercise and find our peace of mind.<br>Our community would also be devastated by the loss of family time which would result from the greatly increased commuting time on the 174.              | Apr 15, 2010 8:58 PM  |
| 31            | There are 3 schools and one hospital within meters of the Aviation Parkway, in corridor 5. On a daily basis, children cross this road to get to school. Hospital workers and visitors do the same. The east part of Ottawa would be completely divided by a truck route. In addition, numerous residents use the green area on the parkway to walk, cycle, jog, and more. The NCC has the responsibility of keeping our green areas in the city and should consider the considerable number of residents using this area in safe manner. | Apr 15, 2010 10:00 PM |
| 32            | No where do I see pedestrians considered as a factor. This is a glaring omission. Using the downtown corridor as the baseline the study should compare for each corridor the number of pedestrian crossings between Hwy 417 and Hwy 50, number of pedestrians using these crossing daily, risk assessment for pedestrian fatalities and injuries considering number of right hand turns, number of crossings and traffic volume by type. Similarly for bicyclists.   | Apr 15, 2010 10:07 PM |
| 33            | RCMP equestrian facility is too great a recreational and heritage activity to give up its prime location to a bridge. The recreational and commercial activities using Rockcliffe land and water aerodromes is very important to the community and its heritage. The same applies to boating activity on the Ottawa River.   | Apr 16, 2010 12:08 AM |
| 34            | None   | Apr 16, 2010 4:18 AM  |
| 35            | Regarding the Aviation Museum / runways: construction of an elevated structure within the approach end of the runway (the departure end, from the other end!) may preclude safe and routine flight operations, thus severely impacting the Avn Museum and the adjacent (but not related) commercial aviation businesses and operations on the north side of the airfield.  | Apr 16, 2010 11:08 AM |
| 36            | This is the major area to be considered while selecting a site. It is imperative that we not move a problem from one community to give it to two others, as the Corridor 5 design would do.  | Apr 16, 2010 12:25 PM |
| 37            | It does not make sense to take trucks out of one community and dump them into another. Corridor 5 is the most heavily populated of all the corridors with 100,000 people from one end to the other. A truck route will have a negative impact on the cohesion of our community.  | Apr 16, 2010 3:06 PM  |
| 38            | Does this include health and safety?   | Apr 16, 2010 3:09 PM  |
| 39            | No more walks along the Parkway. No more exercising the dog. No more bike rides.   | Apr 16, 2010 4:07 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 40            | <p>The Rockcliffe Airport is the location of the Canada Aviation Museum. The Canada Aviation Museum as Canada's national museum has earned an international reputation and following and is recognized as having the most extensive aviation collection in Canada and one which ranks among the finest in the world. Rockcliffe is the former RCAF Station Uplands which itself has historical significance.</p> <p>Every year the airport hosts Canada day celebrations in the Nation's Capital and showcases Canadian aviation icons such as the Snow Birds and the SkyHawks.</p>  | Apr 16, 2010 4:21 PM  |
| 41            | Social and land use factors are also a big consideration in the Corridor 5 and 6 areas, and should be given an appropriately heavy weighting.  | Apr 16, 2010 4:21 PM  |
| 42            | <p>Emissions of particular matters should be given particular attention as other studies in the world have shown significantly higher rates of cancer along heavy traffic corridors, especially among children. Corridor 5 should be dubbed a triple C: The Children Cancer Corridor. Don't let this ever happen.</p> <p>Noise is also not well understood but recent studies are showing an increasing level of concern with respect to the potential effects of noise on health. Noise would be associated with significantly higher levels of stress, anxiety, and heart disease. Corridor 5 would therefore have a terrible impact on populations.</p> | Apr 16, 2010 6:11 PM  |
| 43            | quality of life, heritage issues (eg. aviation museum, value of aviation pkwy as scenic route into the city to tourism and status as capital city)   | Apr 16, 2010 6:31 PM  |
| 44            | I don't know what "Social" means in this context as the proposal discusses "Social and Land Use" together  | Apr 16, 2010 6:41 PM  |
| 45            | <p>4.Communities, noise, aesthetics This is an issue for Corridors 6 and 7, and not just the examples mentioned for Corridor 5.</p> <p>The Greenbelt should be in an important category by itself and should be considered for all the reasons it is important for the NCR</p>   | Apr 16, 2010 8:29 PM  |
| 46            | People and families first. Before trucks, dollars, a faster commute, ducks and fish.   | Apr 16, 2010 8:36 PM  |
| 47            | the kettle island brigde will destroy the current neighbor hood and turn the avaition parkwasy into a King edwards street  | Apr 16, 2010 8:44 PM  |
| 48            | Schools should be specifically mentioned. Not only are there multiple schools close (or very close) to the corridors, also, some corridors dissect current school boundaries. That has a tremendous effect on social coherence that needs to be taken into account.  | Apr 16, 2010 8:50 PM  |
| 49            | The study needs to take into account the danger of a toxic spill of chemicals from a truck in a highly dense area. The study must also include the density and proximity of populations in the corridor.   | Apr 17, 2010 3:30 AM  |
| 50            | <p>A very important factor. Special attentions hould be given to this and if significant social (community, health, nosie, pollution etc) concerns are raised, this should be enough to rule out the corridor as a potential route.</p> <p>This factor is so important that the route beside the Montfort Hospital should be removed from consideration.</p>   | Apr 17, 2010 11:57 AM |
| 51            | Choice seven has the least impact to the immediate social environment and the best social impact to the greater society.   | Apr 17, 2010 9:17 PM  |
| 52            | Option 5 would see heavy truck traffic adjacent to an elementary school. There are health issues - asthma, other lung problems, associated with diesel and automobile exhaust - why should this be allowed to happen. Social values, as you call them, should be weighted very high. Communities on both sides of the river will be heavily impacted by Options 5 and 6 as currently defined   | Apr 18, 2010 8:30 PM  |
| 53            | 5 has the greatest negative effects on the Ontario side especially when the connecting roads (Rockcliffe parkway, Hemlock, Montreal Rd.) Ogilvie are considered  | Apr 19, 2010 2:04 AM  |
| 54            | The process itself has created a huge social upheaval and will continue to do so until the whole process collapses from lack of support  | Apr 19, 2010 2:48 AM  |

## Question 2E

| Water Use and Resources |  |                             |
|-------------------------|--|-----------------------------|
|                         |  | Response Count              |
|                         |  | 28                          |
|                         |  | <i>answered question</i> 28 |
|                         |  | <i>skipped question</i> 117 |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | Environmental is important. In terms of recreation and boating again I think there are solutions to any objections that boaters may have to a bridge.   | Apr 9, 2010 6:05 PM   |
| 2             | N/C   | Apr 9, 2010 6:25 PM   |
| 3             | While I believe that activities such as sailing should be heard and considered, they should have little weight in the assessment considering the more important factors such as social and traffic.   | Apr 10, 2010 1:54 PM  |
| 4             | The opportunity to canoe up Greens Creek to observe wild life will be severely limited by 6 and 7 and   | Apr 11, 2010 6:27 PM  |
| 5             | Impact on sources of potable water is important. Impact on wastewater treatment outflows should be negligible.  | Apr 11, 2010 7:04 PM  |
| 6             | The inclusion of sailing activities in this area is inappropriate and favours the factors away from Corridor 5. A more appropriate line would be use of waterways in general. As well, the inclusion of aesthetics and water view as a factor is also inappropriate as a criteria when the solution is to avoid significant traffic flow in the downtown corridor - this should be approached from a business model perspective, not whether or not the final solution is 'pretty'. | Apr 11, 2010 7:45 PM  |
| 7             | Nil   | Apr 12, 2010 12:59 PM |
| 8             | I would like to see the water parks and boat ramps, and sailing areas shown as light blue on a map.   | Apr 12, 2010 2:06 PM  |
| 9             | Extremely Important   | Apr 12, 2010 5:08 PM  |
| 10            | Greens Creek area is a busy canoe and kayak area including a well used boat launch at the bottom of Shefford Road, Beacon Hill. The McLaurin-Murphy bay plays an important role in filtering the water in the Ottawa River. There are also a lot of fishermen and a fishing club active in this area.   | Apr 13, 2010 3:02 AM  |
| 11            | Important   | Apr 13, 2010 9:48 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 12            | <p>In your study, you should examine how Kettle Island and Lower Duck Islands are used as take-off and landing areas for float planes moored on Jacques-Cartier and those that come into Rockcliffe Airport for their fly-ins. Historical consideration should be given to the fact that this area has used this for float planes from the earliest period of aviation. In fact, it was Charles Lindberg who flew into Ottawa on the Ottawa River beside Kettle Island to stop in at the Ottawa New Edinburgh Club in 1931 with his wife on their exploratory trip to Asia. For more information, you can contact the National Aviation Museum Archives or John Savage.</p> <p>Other water use factors to be considered are the fact that the wide section of river by Kettle Island has been used for over a century by canoeists, rowers, sailors as a recreational area to escape the city. Logging eventually impacted on its use as this, due to the number of deadhead, but within the last 20 years, there are two rowing clubs and four sailing clubs that operate in this area. In fact, the Ottawa New Edinburgh Club regularly runs sailing races directly in the area where a Kettle Island Bridge would go. An assessment on how a bridge would interfere with the traditional uses of this section of river by these users should be weighed, especially as this will bring an end to sailing races and interfere with navigation. Can you imagine trying to run a sailing race among bridge standards? There is good reason why sailboats, float planes and rowers avoid the area around the Macdonald-Cartier bridge. The currents created by the bridge will affect rowing and canoeing too.</p> <p>A study should be conducted on winter recreational uses of Kettle Island, including ice fishing, cross-country skiing, skating, and snowshoeing directly underneath the area of a bridge on the island and iced over waterway.</p> <p>The beaches of Kettle Island are used for recreational boaters of all kinds and provide a unique camping spot for those who travel up the Ottawa River to use the Rideau Waterway. This is a quiet area that is an alternative resting stop for those who take on such a voyage, as well as locals who need an area to escape to in the city. A bridge overhead Kettle Island will kill this as a peaceful place to visit. My friends from Toronto will not want to visit any of its beaches on day trips, as they often visited here just to hang out in this area. Instead, we can go elsewhere.</p> | Apr 13, 2010 10:07 PM |
| 13            | Impact on flight path of water planes   | Apr 14, 2010 6:19 PM  |
| 14            | protection of sailing and navigation including sailboat racing and congestion in between foundation spans   | Apr 14, 2010 11:53 PM |
| 15            | Recreational water activity near Corridor 5 is intense and will be adversely affected with a crossing.  | Apr 15, 2010 12:19 PM |
| 16            | Impact of Option 7 - adverse impact on Maclaren Bay--important wetlands.  | Apr 15, 2010 8:58 PM  |
| 17            | None  | Apr 16, 2010 4:18 AM  |
| 18            | The Ottawa river is a very active area, particularly for float planes with two float plane bases in the Kettle Island area and a surprising number of additional individual float plane docks. Keeping the bridge further to the east, ie corridor 7 would avoid the major impact.  | Apr 16, 2010 12:25 PM |
| 19            | Include rowing, impacts to New Edinburgh club.  | Apr 16, 2010 3:09 PM  |
| 20            | The NCC had already drained the swamp area surrounding the access road to La Cite Collegial. This area used to be where we took our kids to skate on moonlight nights and shivering days. I try not to think what happened to the beavers that lived there.   | Apr 16, 2010 4:07 PM  |
| 21            | A bridge across the Kettle Island route may impinge on Sea Plane landing approach and takeoff at the existing Rockcliffe Water Aerodrome. Any new structure must be located so as to not be a so as to not impose a safety hazard to see/float planes during takeoff or descent on the Ottawa river.  | Apr 16, 2010 4:21 PM  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 22            | Water treatment plant in Gatineau is used to generate POTABLE water, contrary to Pickard treatment plan is a WASTEWATER treatment plant. Consequently, more weighting should be given to Water treatment plan in Gatineau.  | Apr 16, 2010 6:11 PM |
| 23            | Greens Creek canoeing. Bike path, jogging, roller-blading, and cross-country ski trail at #6 and #7   | Apr 16, 2010 8:29 PM |
| 24            | People and families first. Before ducks and fish.   | Apr 16, 2010 8:36 PM |
| 25            | any adverse factor on water use etc can be mitigated using modern technology, and also important should not be used as an excuse to destroy neighborhoods.  | Apr 16, 2010 8:44 PM |
| 26            | general recreational use of the Ottawa River has to be factored   | Apr 17, 2010 1:57 AM |
| 27            | Same river, same challenges, same environment, for all choices.   | Apr 17, 2010 9:17 PM |
| 28            | Option 5 would put the crossing too close to the Gatineau drinking water intake. On the Ottawa side, the wells of people in Corridor 5 have already been contaminated/altered, according to their testimony, by the hospital construction. Would not more disruption occur both as a result of the construction on the Aviation Parkway and the continual truck movement? | Apr 18, 2010 8:30 PM |

## Question 2F

| Economic |  |                             |
|----------|--|-----------------------------|
|          |  | Response Count              |
|          |  | 48                          |
|          |  | <i>answered question</i> 48 |
|          |  | <i>skipped question</i> 97  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | N/C   | Apr 9, 2010 6:25 PM   |
| 2             | Do not build a road truckers won't use. If the corridor creates backtracking then you fail to solve the downtown problem. Truck drivers will not want to zig-zag, wasting time and money, when King Edward takes them straight to their destination.  | Apr 9, 2010 8:17 PM   |
| 3             | The selection should serve the economy of both sides. Therefore distances to be travelled by commercial traffic are important.  | Apr 9, 2010 8:50 PM   |
| 4             | For me, this is the top factor to be considered. It includes major issues such as travel times which also contributes to the environmental factor, economic development which could be beneficial to local communities, etc.  | Apr 10, 2010 1:54 PM  |
| 5             | Economic impact on St. Laurent shopping centre resulting from redesign of interchange at split should be considered.  | Apr 11, 2010 5:10 PM  |
| 6             | Please take the cheapest, shortest crossing to keep the tax burden lowest. DOnot increase commuting times as this is uneconomic   | Apr 11, 2010 6:27 PM  |
| 7             | Need to think about the zoning for the lands adjacent to each corridor. Does the corridor link commercial/industrial areas or only residential ones? Need to consider the impact on the tourism industry (RCMP Musical Ride, Aviation Museum) of Corridor 5. Travel time is a dangerous factor. Facilitating car-based commuting should not be a goal. It will serve to tilt the modal split towards the automobile and away from public transit. If you build it, people will drive on it. | Apr 11, 2010 7:04 PM  |
| 8             | Need to limit travel time savings factor to commercial vehicles and public transit. Also need to consider amount of traffic flow for convenience vs necessity.  | Apr 11, 2010 7:55 PM  |
| 9             | Nil   | Apr 12, 2010 12:59 PM |
| 10            | Consider economy of the whole Region - not just the corridor  | Apr 12, 2010 5:08 PM  |
| 11            | I would like to see an economic value placed on parkland as it is a "public good"   | Apr 12, 2010 7:05 PM  |
| 12            | Impact on the truckers - a 25 km detour costs time & money - look at #s that actually would use each of the options - Commercial vehicle study data needs to be basis of decision on effectiveness of each option to reduce trucks and cars on King Edward. The same question should be asked of cars.  | Apr 13, 2010 3:02 AM  |
| 13            | increased cost to commuters due to extended delays from congestion  | Apr 13, 2010 5:13 PM  |
| 14            | This seems to be the only lens through which any of the engineers can see.  | Apr 13, 2010 7:00 PM  |
| 15            | Important   | Apr 13, 2010 9:48 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 16            | <p>A study into the effects of a tunnel/bridge on how it will stimulate new real estate development and link commercial and industrial areas that rely upon truck transport. For instance, the Gatineau Airport can be linked with Canotek area by a crossing that will allow real estate developers to build neighbourhoods on rural lands around the airport.</p> <p>We should also study how the Gatineau Airport would be affected by a crossing. For example, how it will benefit from access to Ottawa's residents and shipping companies. A crossing may impact on how it may be transformed into a more accessible option for an expanding NCR.</p> <p>Consideration should be given to urban development opportunities and how the crossing will benefit development of land in its vicinity. For example, a Kettle Island crossing may not provide as many opportunities for new development, as the corridor area is already developed. However, a crossing to the Gatineau Airport will allow for vacant rural lands to be developed in ways that best maximize their compatibility with the new crossing in terms. For instance, residential areas are not likely to be developed closest to heavy transportation route, but commercial-industrial developments would be more compatible along major routes. Community development would be given the opportunity to develop after a major route is created in a compatible manner, rather than forcing a major transportation route through an area not originally designed to take the impact of heavy transportation.</p> <p>A tunnel option should be studied to see what economic impact building a tunnel will provide our community. For example, there is an Ottawa firm that is world renown for its tunnel building abilities, however, they have yet to work in our community. As the nation's capital, we should highlight Canadian technology and consider a tunnel option as a way to showcase our technological capabilities to visiting dignitaries and industrialists. The spin-offs may be more tunneling contracts throughout the world and promoting our innovative tunnelling technologies. Truly, this is the nations capital that must show the world that we know how to balance the needs of the community with financial considerations. You don't do this by eliminating tunnels at the beginning of the process based on financial considerations alone!</p> | Apr 13, 2010 10:07 PM |
| 17            | The cost of the project seems high to begin with. I don't trust your figures, based on comparative costs of bridge projects outside the NCR, in the US and other parts of Canada.   | Apr 14, 2010 3:31 PM  |
| 18            | Benefits to affected communities  | Apr 14, 2010 6:19 PM  |
| 19            | I think connecting the Canotek Business area to the Gatineau airport and area could have some benefits for Ottawa business interests.   | Apr 14, 2010 10:43 PM |
| 20            | Attraction of visitors to Ottawa because of the aviation-related facilities.  | Apr 15, 2010 1:00 AM  |
| 21            | I believe it will open up new opportunities on both sides as there will be increased consumer spending - as there will be greater proximity to visiting the gatineaus from the ottawa east side; thereby generating increased traffic, shopping....   | Apr 15, 2010 1:19 AM  |
| 22            | You fail to note the economic windfall of land developers in Gatineau who will massively profit from the new bridge that is closest to downtown Ottawa.   | Apr 15, 2010 3:45 AM  |
| 23            | <p>Add impact of closing St-Laurent blvd ramp on local businesses and consumer access (corr 5)</p> <p>Devaluation of residences in established communities along corridors due to unappealing living conditions</p> <p>Loss of economic opportunities with corr 5</p> <p>Travel time will be improved with a better public transportation system or other viable options such as a tunnel under Dalhousie street where truck traffic could flow faster, giving more access to cars in the tunnel and on King Edward for those who want to travel that way.</p>  | Apr 15, 2010 4:42 AM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 24            | I was informed during Phase 1 that Corridor 6 was the least expensive. The problem with economic is weighing the soft hidden costs like the true costs of mitigating impacts and even community opposition.  | Apr 15, 2010 12:19 PM |
| 25            | Option 7 is being called the Gatineau Airport option, as if convenient access to the airport by Ontario trucks is an important goal for the bridge. But as far as I can tell, the airport, officially called The Gatineau Ottawa Executive Airport is used for executives flying in, a flight school, and parachuting tourism. No cargo flights. No weighting at all should be assigned for easy access to the Gatineau Airport. | Apr 15, 2010 4:16 PM  |
| 26            | Travel time savings AND travel time increases -- potential in all three corridors.   | Apr 15, 2010 7:52 PM  |
| 27            | Option 7 Increase cost of commuting both time and fuel resources. Decrease in property values.   | Apr 15, 2010 8:58 PM  |
| 28            | Monies spent on this would very quickly escalate if the soil studies are in any way faulty.  | Apr 15, 2010 9:31 PM  |
| 29            | The potential for land expansion and new areas for business and residential development with Corridor 7 should increase economic grow for both sides of the river for decades to come.   | Apr 16, 2010 3:12 AM  |
| 30            | Corridor 7 allows for growth and enhanced commercial viability of Gatineau airport   | Apr 16, 2010 4:18 AM  |
| 31            | All of the routes are longer than the existing route through downtown Ottawa for truck traffic going from route 417 to routes 5 and 50 on the Quebec side, but these routes would have the advantage of no traffic stops or lights. Detailed studies would have to be done, but it would appear that the time to cross Ottawa and Gatineau would be reduced, thereby saving fuel and time for the trucks.                        | Apr 16, 2010 12:25 PM |
| 32            | Land use along the corridors needs to be heavily considered when considering the economic impacts of a new trucking route. Trucks moving from one industrial park to another make sense. Trucks moving through neighbourhoods don't.   | Apr 16, 2010 3:09 PM  |
| 33            | The only economic winner here is Quebec who will be able to move their goods faster from Eastern Quebec. This bridge would not be a problem if Quebec had built a proper highway on their side of the river for the movement of heavy transport. Once again, Ontario will foot the majority of the bill for something Quebec refuses to correct.   | Apr 16, 2010 4:07 PM  |
| 34            | To the extent possible, future corridor should be built in open areas to allow for the development of businesses with large storage space. This would also encourage truck traffic in the new corridor. Corridor would not save any time to trucks and commuters because there are too many intersections between Quebec and Ontario highways.   | Apr 16, 2010 6:11 PM  |



| Response Text |   |                      |
|---------------|---|----------------------|
| 35            | <p>From a Study in the UK. The Formal demise of "Predict and provide" =</p> <p>Sally Cairns is a Research Fellow in the ESRC Transport Studies Unit at University College London.</p> <p>Department of the Environment, Transport and the Regions.<br/>Stationery Office.<br/>Jul. 98, £16</p> <p>Finally, perhaps the one issue that isn't addressed is who and what the trunk road network is for. The link between roads and economic growth is already in question, and subject to a forthcoming review from SACTRA (the Standing Advisory Committee on Trunk Road Assessment). The need for shorter journeys is also increasingly recognised, given that most traffic growth has come from an increase in the length, rather than the number of journeys that people and goods are making.</p> | Apr 16, 2010 6:19 PM |
| 36            | property values - residential   | Apr 16, 2010 6:31 PM |
| 37            | Although "economic" is listed separately, the examples all relate to either land use, property or traffic and transportation. It should be eliminated as a category and considered as part of these other criteria.   | Apr 16, 2010 6:41 PM |
| 38            | If King Edward Avenue is to be removed as a truck route, as per the 1999 OMB decision, then there will not only be travel time savings, but there will be travel time losses as some trucks will experience longer trip times and farther delivery routes as a result of being diverted to the new crossing. Therefore the economic impact is not only travel time savings, but also losses and extra costs imposed on the business community. These losses should be estimated.  | Apr 16, 2010 6:46 PM |
| 39            | This involves business and residential development. There will be winners and losers in each of the 5,6, or 7 corridors. They should be identified and the gains/losses measured in \$ quantitative terms as well as qualitative factors. eg, it is postulated that development would occur at Gatineau airport area - in which case the winners in terms of increased land value in Gatineau should pay and offset the costs incurred by the losers - eg lower property values by those negatively affected by the #6 and #7 options. This type of consideration of winners/losers and linked payment/compensation has to be incorporated in a proper benefit/cost analysis of each of the three options.  | Apr 16, 2010 8:29 PM |
| 40            | Very important. Corridor 5 does nothing to stimulated economic growth in the east end of Ottawa.  | Apr 16, 2010 8:36 PM |
| 41            | The other argument I heard was that this bridge would connect the areas that have experienced the most growth. Again can you share the supporting studies with methodologies? and given the expansion of new development in Gatineau (and Aylmer) will this convenient bridge not encourage more construction in Gatineau leading to extreme bottle necks on the Ontario side (manor park and the adjacent neighborhoods) – given that the traffic flows from Gatineau to Ottawa in the morning and is reversed in the evening – should we as a community in the NRC not consider public transportation to reduce the adverse impact on our neighbors.  | Apr 16, 2010 8:44 PM |
| 42            | One notable issue of the Phase-1 study was, that it gave strong points to the potential of economic development for the Kettle Island corridor, but did *not* relate that to the desirability of extended economic development of the area. That disconnect should be addressed.  | Apr 16, 2010 8:50 PM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 43            | Needs to take into account the speed of the truck, not just distance. It must also take into account the destination of most trucks (industrial areas on both sides of the river).  | Apr 17, 2010 3:30 AM  |
| 44            | These factors should have less weight as the economic system should be supportive of society and not be the driving factors in decisions. If these factors override the factors above, then priorities have been misplaced.   | Apr 17, 2010 11:57 AM |
| 45            | The greatest Economic impact would be to do nothing. To do nothing would only compound the continued and long standing negative Economic impact. Choice seven would provide a positive Economic benefit especially when commerce is considered.                           | Apr 17, 2010 9:17 PM  |
| 46            | There should be minimal if any residential development in any of the corridors, especially the one eventually chosen. The chosen corridor should go through the industrial land on the Gatineau side, especially near the airport, to enhance economic development there. | Apr 18, 2010 8:30 PM  |
| 47            | The only real affect of any new bridge will be to increase suburban sprawl on the Quebec side. Is this a good thing?  | Apr 19, 2010 2:04 AM  |
| 48            | An economic cost-benefit analysis is essential. It is difficult to determine who are the winners and who are the losers. But it appears that Ontario and Ottawa will derive the least benefit and will absorb the most cost.  | Apr 19, 2010 2:48 AM  |

## Question 2G

| Land Use and Property    |  |                |
|--------------------------|--|----------------|
|                          |  | Response Count |
|                          |  | 45             |
| <i>answered question</i> |  | 45             |
| <i>skipped question</i>  |  | 100            |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | N/C   | Apr 9, 2010 6:25 PM   |
| 2             | Outline in corridors 6 and 7 where the traffic will flow. It is completely misleading to only show the portion of the study area that goes through the Greenbelt. Many high-density communities will be severely impacted by these corridors.   | Apr 9, 2010 8:17 PM   |
| 3             | This is a heavier factor and I have no concerns that this assessment will not make serious considerations to preserve, if not improve, current infrastructures.   | Apr 10, 2010 1:54 PM  |
| 4             | Corridor 5 disturbs the most people the least amount as the pre-existing road is further away from homes than portions of other corridors. Corridor 6 has the greatest impact on the fewest people, ripping 79 families from their homes. Corridor 7 is half way between the other options, turning a farmer's field into a 4 lane road a few hundred meters behind Convent Glen. Everyone's NIMBY is just as valid so the only thing accomplished by arguing one corridor over the others on this aspect is the needless pitting of community against community. | Apr 10, 2010 7:35 PM  |
| 5             | Parkland and Parkways are not appropriate areas for a trucking thoroughfare.  | Apr 10, 2010 9:33 PM  |
| 6             | The effect of vibrations on institutions and people's homes should also be taken into consideration. I see that this is mentioned in the Appendix.  | Apr 11, 2010 5:10 PM  |
| 7             | The existing limited agricultural use of the greenbelt provides a valuable teaching opportunity for young city children. 6&7 will eliminate this - children and major highways don't mix.   | Apr 11, 2010 6:27 PM  |
| 8             | The impact of the St. Laurent interchange partial closure (in the event Corridor 5 is selected) needs to be considered  | Apr 11, 2010 7:04 PM  |
| 9             | There is a difference between greenspace and the greenbelt. This needs to be distinguished.   | Apr 11, 2010 7:55 PM  |
| 10            | Serious consideration should be given to the impact on property values and on the enjoyment of property by current owners in established residential zoned communities and compensation should be available for those negatively affected. In the end, the chosen corridor should be the one that negatively impacts the fewest residences that will be left standing after expropriation considerations.   | Apr 11, 2010 10:19 PM |
| 11            | I have no problem with using "green space" for this purpose; it is not sacrosanct.  | Apr 12, 2010 1:15 AM  |
| 12            | Clearly identify what land would require purchase or expropriation from current owners for each corridor.   | Apr 12, 2010 12:59 PM |
| 13            | I would like to know who owns the properties that will be affected by by expropriation or land purchase for each of the options. This should be a matter of public record, and not secret.  | Apr 12, 2010 2:06 PM  |
| 14            | Save Greenbelt - It is very precious.   | Apr 12, 2010 5:08 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 15            | Consideration of main gas pipe line at Greens Creek/behind houses on Voyageur Drive up to 174.<br>Agriculture in Greenbelt - sustainability issue and this is not to be considered vacant land!  | Apr 13, 2010 3:02 AM  |
| 16            | Whether land use is part of an official published plan, or known corridor should be a weighted factor. Unfair that Orleans/BH residents may be penalized with a bridge that's never been on the horizon before when downtown residents have known for 40 years about a potential bridge corridor in their midst.   | Apr 13, 2010 6:20 PM  |
| 17            | Very important   | Apr 13, 2010 9:48 PM  |
| 18            | The crossing should be studied in relation to recent zoning and development activities. For instance, the NCC with City of Gatineau is redeveloping rue Jacques-Cartier into a recreational tourist destination with lookouts that will take in what their plan referred to as an exceptional view. This view would be blocked by a bridge over Kettle Island.<br><br>There should be a study of how a bridge/tunnel will impact on future uses of the waterfront in the area. For instance, a plan is being proposed to develop a community boathouse complex directly below where a Kettle Island bridge would go to provide sailing, rowing, canoeing and kayaking opportunities on a section of the river that has been traditionally used as a scenic and peaceful destination within the downtown core. The Ottawa New Edinburgh Club may want to expand its sailing program too, so that it can meet the expanding needs of an expanding downtown Ottawa core population. | Apr 13, 2010 10:07 PM |
| 19            | Corridor 5 and 6 have a lot of residential. Corridor 7 is still pretty wide open.  | Apr 14, 2010 1:15 PM  |
| 20            | I do not want an increase in car and truck traffic along Montreal, Shefford, Ogilvie and Blair Roads with the consequent increase in noise, foundation damage and reduced property values  | Apr 14, 2010 7:35 PM  |
| 21            | The complete abdication of the NCC of its mandate to manage the resources that it has been assigned, and its total lack of ethics in giving these resources to other parties so that third parties (such as land developers in Gatineau) will massively benefit while those who have in the past been assured that the NCC would behave honorably are ignored is something that you have totally ignored in your assessment of land use and property.  | Apr 15, 2010 3:45 AM  |
| 22            | Add the Terry Fox Historical centre, the Gatineau hospital near corridor 5, , cycling paths, National Archives on Montée Paiement, governor General's and Prime minister's residences.   | Apr 15, 2010 4:42 AM  |
| 23            | Changes in values for particular land use types  | Apr 15, 2010 7:52 PM  |
| 24            | Corridor 5 would appear to require the least disruption of current land use.   | Apr 15, 2010 8:44 PM  |
| 25            | Option 6&7The Greenbelt was never intended to be a highway. Don't misuse the land.   | Apr 15, 2010 8:58 PM  |
| 26            | Corridor 5 - the Aviation Parkway - is currently a naturally welcoming, safe, and visually stunning section of the National Capital. It welcomes visitors to follow the parkway and immediately displays what makes the NCR special - its green areas close to residences. Visitors are impressed by these aesthetics. It tells Canadians how much we care about the cleanliness and peacefulness of our city. We cannot let the constant truck traffic destroy this important feature. This factor - how Canadians view the city and where they would expect to see another crossing - should also be considered.   | Apr 15, 2010 10:00 PM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 27            | Density of housing units and other structures along the various corridors needs to be described and compared to the downtown core. (Don't forget to include University of Ottawa residences, research facilities and classrooms which are alongside Nicholas Street.) Develop some intensity measurement for proximity and density like number of housing units per 100 metres of roadway at various distances from the roadway, e.g. 20 metres, 50 metres, 100 metres, 300 metres, etc. Proximity and intensity of housing and other structures must be evaluated for each corridor and compared to the baseline. Negative effects of proximity/intensity on quality of life like pollution and noise can then be quantitatively evaluated and compared among the three corridors and the downtown corridor. This approach will force the politicians to recognize the problems with the status quo far outweigh any problems arising from the choice of one of the proposed corridors. Otherwise there is significant risk that the objectors to the recommended corridor will again stall the achieving the objective of getting a new bridge over the Ottawa River. | Apr 15, 2010 10:07 PM |
| 28            | Don't like that local airports and their air space will be intruded upon in Corridor 5 with its airport and aviation museum together offering a unique experience. Discover the history and world of aviation and then have lunch on the grass outside at one of the picnic tables and watch the aircraft of today take flight. Something to think about, not for you but maybe for your kids or grandkids.   | Apr 16, 2010 3:12 AM  |
| 29            | None  | Apr 16, 2010 4:18 AM  |
| 30            | Property should consider potential losses in revenue from Property Tax, as a result of diminished property values along the corridor. Homeowners along the corridor should be compensated beyond expropriation (should enter into cost analysis).   | Apr 16, 2010 3:09 PM  |
| 31            | See Natural.  | Apr 16, 2010 4:07 PM  |
| 32            | The Rockcliffe Airport is a very active airport for recreation, training and commercial purposes. It is also integral to the continued existence of the Canada Aviation Museum as a showcase of past and current Canadian Aviation achievements.<br>Any bridge and approach structures built must not affect or obstruct the approach vector of Rockcliffe's runways, including the runway end safety area (RESA). A RESA is defined by Transport Canada as a clear and graded area symmetrical about the extended runway center line and adjacent to the end of the strip, primarily intended to reduce the risk of damage to an aircraft undershooting or overrunning the runway. Transport Canada recommends that a RESA be provided at each end of a runway strip and should extend from the end of a runway strip for as great a distance as practicable, but at least 90 m. The width of the RESA should be twice that of the associated runway.<br><br>The vertical height of structures (highway overpass) or objects (ie lighting poles) must also not obstruct the approach vector at the end of the runway.  | Apr 16, 2010 4:21 PM  |
| 33            | Montfort Hospital and many schools are located too close to the corridor. One school backyard is directly located against the Aviation Parkway, and was given no consideration in Phase 1. Too many people residing directly on the proposed route. The risks associated with accidents and spillovers of hazardous material are simply too high to let trucks reside in established residential communities.   | Apr 16, 2010 6:11 PM  |
| 34            | impact on residential property values   | Apr 16, 2010 6:31 PM  |
| 35            | The existence of a new crossing will likely result in an acceleration in residential building in Gatineau vs Ottawa with a corresponding overall rise in property values on the Quebec side and a drag on property values on the Ottawa side. Some attempt to quantify this should be attempted. This corresponding shift of residential property value from Ottawa to Gatineau will also result therefore in a shifting of this property tax burden to the rest of Ottawa. Effectively the non-eastern sections of Ottawa will experience a faster rise in their property taxes as a result of this new east end bridge. Approximately how much will this be?  | Apr 16, 2010 6:46 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 36            | <p>5. Much of the development around Corridor 5 has been taking place AFTER Corridor 5 was originally selected, with the consequence that property owners in that area knew or should have known that Corridor infrastructure would be coming - so property values and property taxes have been lower for years than if the bridge development at #5 were not forewarned. Hence, compensation for the land use effects of #5 have already been awarded by the market. This is not the case for #6 and #7, which are unexpected and where people find it illogical to select #6 or #7. This is the type of factor that needs to be properly incorporated into the analysis.</p> | Apr 16, 2010 8:29 PM  |
| 37            | <p>see above</p> <p>it would appear that land developers in Gatineau would be benefiting from additional access roads.. not sure how it would improve the life of the affected neighborhoods given that the flow of workers is from Gatineau where properties are relatively less expensive.</p>   | Apr 16, 2010 8:44 PM  |
| 38            | <p>The Rockcliffe Redevelopment is missing here. I acknowledge that the project is frozen at this time but is of such a scale and importance that it should not be overlooked.</p> <p>Archives Canada in Gatineau should be included as a significant land user. They might experience issues with vibration if a major truck route passes their main building.</p>  | Apr 16, 2010 8:50 PM  |
| 39            | <p>The number of residential properties that would be adjacent to each of the proposed routes needs to be considered. Space for noise barriers has to be considered.</p>   | Apr 17, 2010 1:57 AM  |
| 40            | <p>The study needs to take into account future land use, and future traffic needs. It also needs to minimize the requirements to expropriate.</p>  | Apr 17, 2010 3:30 AM  |
| 41            | <p>Impacts on the hospital, museums, communities are of great importance.</p>  | Apr 17, 2010 11:57 AM |
| 42            | <p>we don't want to see more conservation area destroyed.</p>  | Apr 17, 2010 12:57 PM |
| 43            | <p>Choice seven is the best use of available land.</p>   | Apr 17, 2010 9:17 PM  |
| 44            | <p>Destroying existing communities should not be an option. There is vacant and industrial land on both sides of the river that could be part of a future corridor.</p>  | Apr 18, 2010 8:30 PM  |
| 45            | <p>People along all corridors will suffer economically until this issue is resolved</p>  | Apr 19, 2010 2:48 AM  |

## Question 2H

| Cost |  |                             |
|------|--|-----------------------------|
|      |  | Response Count              |
|      |  | 57                          |
|      |  | <i>answered question</i> 57 |
|      |  | <i>skipped question</i> 88  |

| Response Text |  |                      |
|---------------|--|----------------------|
| 1             | IS A DIRECT USER FEE UNDER CONSIDERATION ...I.E TOLL ..ELECTRONICALLY MONITORED LIKE HIGHWAY #407...   | Apr 8, 2010 9:54 PM  |
| 2             | Impose an automated toll on ALL river crossings on ALL vehicles going in BOTH directions to help pay for future bridges. This can be done through the licence plates as with the toll highway north of Toronto. This could be a modest amount but given the traffic levels it will reap lots of revenue to a dedicated bridge fund.  | Apr 8, 2010 10:10 PM |
| 3             | This should be a huge factor.... Existing roadways make more sense than spending even more money to create new ones. Corridor 5 makes the most sense in this case as I am sure the cost would be less than creating something out of nothing. I'm sure people don't want to see huge increase in their taxes to cover the added costs that corridor 6 & 7 would demand.                                      | Apr 9, 2010 6:05 PM  |
| 4             | N/C  | Apr 9, 2010 6:25 PM  |
| 5             | As is being said by all fronts, costs should be clarified and easy to understand. What are the costs of building each corridor, of expropriation, of redirecting traffic, of mitigating measures? If these were grouped by category then the unavoidable costs, the possible savings, and the price of 'down the road fixes' would be more transparent. This might build the trust that seems to be lacking. | Apr 9, 2010 8:17 PM  |
| 6             | The most efficient and lowest cost should be an important criteria.  | Apr 9, 2010 8:50 PM  |
| 7             | While cost should be reasonable, I believe traffic solutions is key.   | Apr 10, 2010 1:54 PM |
| 8             | Ottawa is the capital of Canada and deserves heavy investment projects to "be on the map" not as a small town.   | Apr 10, 2010 9:08 PM |
| 9             | The cost is better invested in a tunnel under King Edward  | Apr 10, 2010 9:33 PM |
| 10            | Cost for corridors 6 & 7 should not include widening the 174 as this must be done anyway. The comparison with 5 is unfair. Cost of all mitigation measures should be included in a comparison of the cost of the three corridors.  | Apr 11, 2010 5:10 PM |
| 11            | The cheapest shortest crossing that has been on the plans for at least 30 years should go ahead.   | Apr 11, 2010 6:27 PM |
| 12            | Too much. Think cost in terms of cost to the environment and to Ottawa's image.  | Apr 11, 2010 6:54 PM |
| 13            | The costs of widening Hwy 174 should not be included for comparison purposes. This will be required, independent of the selection of the interprovincial corridor.<br><br>In comparing the three corridors, the cost of mitigation required along each needs to be included. Yet it appears that detailed mitigation measures will only be developed for the selected corridor.                              | Apr 11, 2010 7:04 PM |
| 14            | Cannot just take into account the cost over the development stage, has to be over a much longer period of time.  | Apr 11, 2010 7:55 PM |
| 15            | If we are going to spend this amount of money, do it right and for the long term.  | Apr 12, 2010 1:15 AM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 16            | THE COST OF THE PROJECT CANNOT BE PUT FORTH AFTER A SELECTION IS MADE. THERE MUST BE A DOLLAR FIGURE ASSOCIATED TO EACH OF THE THREE CORRIDORS. +/- 20% is not an acceptable margin when dealing with such large amounts.  | Apr 12, 2010 12:59 PM |
| 17            | While cost is a consideration it is very much subject to manipulation and the assumptions underlying the numbers can be highly speculative. For example, the costs of widening the 174 should not be considered in the costing of a bridge option because that widening will inevitably be required anyway, probably long before any bridge is built.  | Apr 12, 2010 1:54 PM  |
| 18            | For this stage in the process I would like to see the option analysis show the capital and the MAINTENANCE costs of a bridge solution. For each option, any secondary costs such as moving the runway at the Rockcliffe Airport MUST be shown as well.   | Apr 12, 2010 2:06 PM  |
| 19            | Life Cycle Cost is important. Consider social costs, user costs, traffic delay costs also.   | Apr 12, 2010 5:08 PM  |
| 20            | the cost will always be more than projected.   | Apr 12, 2010 5:48 PM  |
| 21            | I would like to ensure that this includes economic costs (e.g., opportunity costs for land and wetlands, etc.), not just up-front capital expenditures   | Apr 12, 2010 7:05 PM  |
| 22            | This is now a separate factor but needs to be much more fully described. Throughout the document there appears to be consideration only on construction and maintenance costs, not a comprehensive benefit/cost analysis. There will be loss of property value in "the community most affected" by the option is chosen. How will the losers be compensated? What about an increased need for transit subsidies as a result of competition with public transit. What about downstream highway expansion costs between the split and downtown exits. There needs to be a much more explicit description of what costs (and benefits) will be measured and how. This will be critical when the comparative analysis of the 3 corridors is carried out. | Apr 13, 2010 3:02 AM  |
| 23            | To expropriate the amount of land required for 6 and 7 will be quite costly. The infrastructure to the roads will also have to be improved.  | Apr 13, 2010 5:13 PM  |
| 24            | This is key - not just cost - but ongoing maintenance cost.  | Apr 13, 2010 6:20 PM  |
| 25            | What is the cost of doing nothing? Actually very little. We are going back to trains for obvious reasons.  | Apr 13, 2010 7:00 PM  |
| 26            | Should be acceptable   | Apr 13, 2010 9:48 PM  |
| 27            | All costs should be examined, including financial, social, economic, environmental, cultural, and "aesthetic". We shouldn't eliminate tunnels as an option, just because they cost more financially. We need to examine all costs!   | Apr 13, 2010 10:07 PM |
| 28            | The cost of the project seems high to begin with. I don't trust your figures, based on comparative costs of bridge projects outside the NCR, in the US and other parts of Canada.  | Apr 14, 2010 3:31 PM  |
| 29            | Corridor 5 would be a financially sound investment for the City of both Ottawa and Gatineau  | Apr 14, 2010 7:31 PM  |
| 30            | I think If you want to save money DON'T BUILD ANY BRIDGE. Since you decided not to go with the most cost effective option then you better decide where the best place for the bridge. It should go where it will have the least impact even if this is more costly than the Kettle island route. I think the Kettle island route has non monetary cost factors which haven't been adequately considered such as: Densely populated area, affects on the neighboring communities, nonfort hospital, commute times.  | Apr 14, 2010 10:43 PM |
| 31            | Homes and communities that are successful and vibrant should not be sacrificed because the project will cost less. Leave what is working well alone - even if it costs more. Health is far more important than saving money.   | Apr 15, 2010 2:13 AM  |
| 32            | The examples of "cost" are pathetic, since you appear to overlook the significant expropriation that would be required to upgrade the 417/OR174/Queensway "split" interchange that would be necessary to implement Corridor 5.   | Apr 15, 2010 3:45 AM  |



| Response Text |  |                       |
|---------------|--|-----------------------|
| 33            | Compare apples with apples. In phase I certain cost were not allocated related to HW 174 because they would be paid from another budget already approved while similar work on the 174 was considered a new expense for another corridor, this making it more expensive and less attractive. Costs of a corridor should be considered independently of where and when the money comes from - criteria should be consistent.<br>Cost should include the loss of revenue in public transit with an option that favours cars over public transit. | Apr 15, 2010 4:42 AM  |
| 34            | Describe capital costs including mitigating impact within the corridors. Are you costing the decline in property value impacted by the transportation corridors (all affected by the crossing (e.g., Rockcliffe and Aviation Parways; Hemlock corridor)?   | Apr 15, 2010 12:19 PM |
| 35            | Leda clay deposits in the Green's Creek area make the area susceptible to landslides -- especially when the surface is disturbed, as during construction. I assume the additional requirements to stabilize the area is included in the option 6 costs. Not sure if it would affect option 7 at all.   | Apr 15, 2010 4:16 PM  |
| 36            | Upgrades to existing roads should be considered in costs   | Apr 15, 2010 7:52 PM  |
| 37            | Cost - this needs to be more detailed. What COSTS are being included in this factor? Clearly from a build perspective option 5 would be the least costly. This is also the case when resultant costs of maintenance, extra commuters fuel consumption are assessed.  | Apr 15, 2010 8:58 PM  |
| 38            | Monies spent on this would very quickly escalate if the soil studies are in any way faulty.  | Apr 15, 2010 9:31 PM  |
| 39            | It's a waste of money.   | Apr 15, 2010 10:35 PM |
| 40            | It looks like route 6 & 7 will cost more than route 5 requiring longer bridges - given that route 5 is a better choice for traffic and is less expensive than this is the way to go.   | Apr 15, 2010 10:52 PM |
| 41            | In the long run, the cost differences between the different corridors should not make the decision. Our record in estimating the actual cost of such development projects is dismal. Any differences in costs should be compared to the social impacts and their costs in the long run, ie 50 to 100 year window.  | Apr 16, 2010 12:25 PM |
| 42            | Must include the costs of all mitigation measures.   | Apr 16, 2010 3:09 PM  |
| 43            | It's beyond the common citizen to do anything about what politicians decide, except for voting everyone involved in their area out of office.  | Apr 16, 2010 4:07 PM  |
| 44            | No comment   | Apr 16, 2010 4:13 PM  |
| 45            | Costs of enlarging the 174 MUST be included in the evaluation of corridors 6 and 7.  | Apr 16, 2010 6:11 PM  |
| 46            | health costs not included  | Apr 16, 2010 6:31 PM  |
| 47            | As cost could easily relate to more than simple traffic and transportation, it perhaps does make sense to separate the two. However, what additional costs will be investigated?   | Apr 16, 2010 6:41 PM  |
| 48            | The costing exercise should reflect the full scope of costs induced by this new bridge, especially in terms of required expansions and modifications of all the downstream road networks.  | Apr 16, 2010 6:46 PM  |
| 49            | The full costs of each option must be assessed, and a full transparent description has to be given of the total impact of each option so as to justify that a complete study has been carried out.   | Apr 16, 2010 8:29 PM  |
| 50            | Cost should be considered. The cost to build a tunnel from the 417 to the MacDonald Cartier Bridge would cost a lot less (50% less).   | Apr 16, 2010 8:36 PM  |
| 51            | 7 at the presence this corridor impacts the least number of residential areas and should therefore be weighted heavily – and put ahead of the costs and convenient access for truckers   | Apr 16, 2010 8:44 PM  |
| 52            | The costs of modifying the highway accesses need to be factored.   | Apr 17, 2010 3:30 AM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 53            | <p>Why is riparian slopes put in this section and not in the natural section? Riparian slopes should be more than a design factor consideration.</p> <p>Cost should be factored in only after considerations one to five have identified the preferred corridor. Costs should not drive the decision - as too many real costs are externalized by our curent financial and economic systems, thus considering costs early in the process will result in flawed decisions.</p>  | Apr 17, 2010 11:57 AM |
| 54            | No need to call an international design competition. A utilitarian structure of concrete and steel is all thats needed. Therefore it will cost what it costs. There is no escaping that fact.  | Apr 17, 2010 9:17 PM  |
| 55            | This bridge, if built, must last 100 years or more. That said, cost should be lower down on the factor list. In 100 years, our descendents should not be angry becuase we chose the cheapest, not the best option for (their) future. The consultants should provide good cost data, including that for a tunnel under the river and an elevated corridor - not just elevated in the near approaches to the river, but for some considerable distance back. The tunnel option was discarded without, in my view, adequate consideration. | Apr 18, 2010 8:30 PM  |
| 56            | 6 and 7 would have the lowest costs on the Ontario side.   | Apr 19, 2010 2:04 AM  |
| 57            | I think the money should be spent on pressing issues like finding a true solution to the King Edward truck traffic (perhaps a tunnel under the old part of the city) and for creating a viable core are transit system.  | Apr 19, 2010 2:48 AM  |

### Question 3

| Do you have any general comments on the draft list of Key Environmental Features? |  |                |
|---|--|----------------|
|   |  | Response Count |
|   |  | 50             |
| <i>answered question</i>  |  | <b>50</b>      |
| <i>skipped question</i>   |  | <b>95</b>      |

| Response Text |  |                      |
|---------------|--|----------------------|
| 1             | No   | Apr 9, 2010 12:24 AM |
| 2             | When considering impacts on any of the features, a distinction should be made between an impact caused by construction and that caused by operation of the facility. As the bridge will be around for 1,000 years and more, particular attention is needed for the latter; indeed it may be preferable to increase a construction impact e.g. taking a wider right-of-way, so as to provide enhanced buffering, thus reducing an operational impact.   | Apr 9, 2010 6:25 PM  |
| 3             | Two:<br>1. Show the corridors fairly. Include the thoroughfares that will feed corridors 6 and 7 in the Study Area.<br>2. Stick to the science.  | Apr 9, 2010 8:17 PM  |
| 4             | It's not even clear yet which levels of government are to be involved, let alone which legal EA processes will be followed. CEAA, for example, is not designed to select between numerous options. The draft list of Key Environmental Features is meaningless without a legal framework and logical process based on accurate measurement and analysis.   | Apr 9, 2010 10:47 PM |
| 5             | All these features are significant for all areas proposed. You need to rethink alternate crossings. None of the proposals are acceptable based on these features.  | Apr 10, 2010 1:44 PM |
| 6             | The King Edward traffic problem must be successfully solved with this bridge. Otherwise, we'll be repeating this process and looking to build another bridge in a few years. So ultimately, the corridor with the lowest overall environmental impact is the one that best solves the traffic/truck problems for the longest period of time.<br><br>When natural habitats are destroyed, they are destroyed forever. Everything else is ultimately fixable. Therefore, natural factors should be given the greatest weight when comparing the various options. | Apr 10, 2010 7:35 PM |
| 7             | There are a number of studies running concurrently with this one including a regional transit study and an origin and destination truck study. It seems to me that the results of these studies are critical for the correct location of the next interprovincial crossing. 2B should not move forward until results from these studies are known.   | Apr 11, 2010 5:10 PM |
| 8             | I have incorporated comments above under each factor.<br><br>What is included in riparian slopes? Would this include the Montee Paiement hill as mentioned above?  | Apr 11, 2010 7:04 PM |
| 9             | People's Health and Safety must be a primary concern. Contrary to the last phase of the study, I would like to see people given a greater weighing than fish. Though I recognize the need to consider the environment, I think the population's health and safety is more important than the safety of fish and frogs.   | Apr 11, 2010 7:30 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 10            | The features should be tangible, practicle and measureable. As well, if there is any obvious factors that will sway one option over the others based on community lobby, it should also be discarded. The final factor needs to be cost - let's be responsible taxpayers. Regardless of final choice, at least one community will not be happy about the choice, so let's just get on with what makes the most sense and is an effective use of taxpayer dollars.  | Apr 11, 2010 7:45 PM  |
| 11            | Should there not be an explicit factor for public health and safety? When I think of the environment I think of greenbelt, parks and wildlife, not people, pollution and safety.   | Apr 11, 2010 7:55 PM  |
| 12            | I am concerned about the mixed message in section 3 about how provincial environmental standards may or may not be applied. On the one hand you say:" The EA Study will satisfy the requirements established by ...insofar as possible". In 3.2 indicates that MOE has effectively opted out, however the study will incorporate the information requirements of the provincial process "where those are more rigorous than the federal requirements." It is disturbing that the MOE has abdicated responsibility for maintaining its responsibility in this area and it is critical that the social impact assessment is given the full weight that it would normally be given under an Ontario led EA. In this political context, I do not trust the federal government to conduct any kind of proper environmental study and under the best of circumstances the federal act would not look at social impacts in any event. | Apr 11, 2010 10:19 PM |
| 13            | The aim is to move traffic; should it not be the overiding factor/feature? While not discounting natural and cultural factors, please ensure that they do not get hijacked by special pleaders or the various NIMBY pressure groups.   | Apr 12, 2010 1:15 AM  |
| 14            | N/A  | Apr 12, 2010 12:59 PM |
| 15            | The specific boundaries for the draft list of Environmental Features are not shown in relation to the corridor areas. The categorization of the environmental features should be indicated for the public. For example, areas already designated Environmentally Sensitive should be shown as Red areas on a map. Potential Environmentally Sensitive areas should be shown in yellow. Areas that have no environmental significance should be coloured brown. In that way, the public can get the sense of where traffic will impact on any environmental feature.  | Apr 12, 2010 2:06 PM  |
| 16            | Generally, I rank maintaing existing land use and property as very high. I also would rank as high the ability of traffic to remain consistent; keep speeds low where already low and provide truck traffic with the ability to keep speed high from the 417 and autoroute 50.   | Apr 12, 2010 3:32 PM  |
| 17            | No - Just undertake an honest analysis without any political considerations.   | Apr 12, 2010 5:08 PM  |
| 18            | Any crossing is going to adversely effect the natural environment. That being the case, the social and public transportation factors have to be more heavily weighted if we wish to limit the potential for further impacting the natural environment at some point in the future by having to construct yet another crossing, not to mention avoiding the additional cost.  | Apr 12, 2010 8:30 PM  |
| 19            | This is primarily a part of a transportation infrastructure - the efficacy and efficiency of each option on this factor should be paramount. This is not an economic development project i.e. support urban sprawl at the Gatineau airport, nor is it a "enhancement of the quality of life" project. What is the real objective of this project? If it is to address the trucks on King Edward, none of these options will do it. If it is to link major highways in Quebec and Ontario - which option has most of the infrastructure already in place? Option 5. Why embark on building new infrastructure from scratch on what should be NCC protected greenspace?  | Apr 13, 2010 3:02 AM  |
| 20            | No issues with the draft list; however, do not understand the weighting each factor will be given in consideration.  | Apr 13, 2010 10:51 AM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 21            | <p>This slimmed-down version is, at its face, woefully inadequate. But I saw Appendix A, which is more legitimate. E.g., GHG emissions are absent from the page you reference.</p> <p>Not covered even in Appendix A are criteria which should weigh more than any other, given that you are projecting a long-lasting piece of very expensive infrastructure. These are the criteria related to sustainability of this solution to the Region's transportation problems.</p>   | Apr 13, 2010 4:46 PM  |
| 22            | The KEF appear to be reasonable.  | Apr 13, 2010 6:03 PM  |
| 23            | In general - I thought the Phase 1 ones were good.<br>One community cannot be valued over another.  | Apr 13, 2010 6:20 PM  |
| 24            | <p>I strongly believe that the whole purpose of this process from the beginning was biased towards building a bridge, rather than a tunnel option. In other words, this process is a sham unless a tunnel option is reconsidered. We need also need a cost:benefit analysis of a tunnel versus a bridge option.</p> <p>If the environmental, social, and economic costs of a tunnel are much lower than a bridge, then it is feasible that the argument can be made to choose a tunnel over a bridge. It is possible that the future politicians who will approve the final decision may not be the same people who initiated this process, so it is crucial that both bridge and tunnel options be studied now, to properly inform those who will have to make that decision. It is as unfair to them as to the public, not to study the benefits and impacts of tunnels now, so that we can make an informed decision in the future. Why railroad through a bridge option now, when our financial capabilities may be different in the future? It's possible that by the time this process is completed, the only option that will be politically acceptable would be a tunnel, especially if a bridge option is so offensive, it will lead to a politician losing their seat.</p>  | Apr 13, 2010 10:07 PM |
| 25            | <p>I am a bit worried about the following contradiction. If, as I think, a corridor such as 7 should be drawn as wide as possible so as to increase the number of routes that can get through it with minimal environmental disturbance -- and I notice that corridor 7 is already quite wide -- then paradoxically the very width of the route which increases options also increased the range of environmental elements that can be negatively affected. Shouldn't there be some way of measuring not just environmental features, but the extent to which these features can be easily avoided.</p> <p>For example, corridor 7 probably includes wetlands and these may score corridor 7 high in environmental damage, making it less attractive. But if there is more potential out in the East end of Ottawa to build a bridge so as to avoid the wetlands, then that should be a very important thing to consider. Simply defining a corridor without imagining routes through that corridor gives the impression that an environmental issue is present AND impossible to avoid, and the latter may well not be the case.</p> <p>It would be a shame to reject corridor 7 because of the wetland that are IN it when those wetlands could be avoided by good route choice elsewhere in 7. I hope this issues is covered in you model.</p> | Apr 14, 2010 1:15 PM  |
| 26            | Is real consideration being given to the residents of the applicable areas? How will the increase in traffic be handled ~ ... Does it change the nature of the neighbourhood? Like what will happen with Lansdowne if it actually happens (god forbid)!   | Apr 14, 2010 4:34 PM  |
| 27            | What on earth is "built heritage"? -- could you be any more obscure?  | Apr 15, 2010 3:45 AM  |
| 28            | <p>People and communities must have the highest weighting and must have priority over heavy trucks and car commuting. No truck route should go through communities that are established and not already located along a commercial route.</p> <p>Public transit must be a central part of resolving people transportation and travel time.</p>  | Apr 15, 2010 4:42 AM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 29            | How do you give weigh fish against people? The draft list is good but how do you weigh relative importance. To me, noise pollution and air quality are critical, yet they appear low on the list...  | Apr 15, 2010 12:19 PM |
| 30            | What is missing for me is community safety. In Phase 1, it was estimated that, at peak traffic times, approximately 3500+ cars would cross an interprovincial bridge at Kettle Island and that area roads would be able to handle the increased traffic volume. It is incumbent upon the next phase of the study to examine the effect of heavy traffic on neighbourhoods and the people living in there, because it will be the residents who will be affected the most rather than ~ and not the commuters who travel through.   | Apr 15, 2010 5:29 PM  |
| 31            | Please include the NCC cycling pathway that runs beside the Aviation Parkway for over 2km from Montreal Rd. to the Ottawa River as a key environmental feature to be considered in this study. This key feature should be considered not only under the social and property use (recreational) factor but under the traffic, transportation factor. I use this pathway to commute to work via electric-assist bicycle, not just for recreational purposes. I also know others who use it to commute, a viable alternative form of transportation that is ecologically sound and cuts down on the amount of traffic on main arteries such as Montreal Rd. | Apr 15, 2010 6:24 PM  |
| 32            | Perhaps it would be useful to include major institutions as a factor so that effects on them can be considered (effects include aesthetic effects, noise, vibration, access, air pollution). Institutional: Aviation Museum, Montford Hospital, various schools, Cité Collégiale, Canadian Mortgage and Housing Corp.  | Apr 15, 2010 7:52 PM  |
| 33            | Cost needs to be better defined.   | Apr 15, 2010 8:58 PM  |
| 34            | Need to emphasize people impacts - pedestrians, bicyclists, residents, etc.  | Apr 15, 2010 10:07 PM |
| 35            | In the absence of weighting factors, no.   | Apr 16, 2010 12:46 AM |
| 36            | The issue is not the number of Key Environmental Features, but rather how they will be assessed and weighted in the assessment. How to you rate social vs economic issues? And the economic impact of social factors.  | Apr 16, 2010 12:25 PM |
| 37            | The list appears to be comprehensive.  | Apr 16, 2010 2:48 PM  |
| 38            | Why are "Social" and "Land Use and Property" combined in the table? Should be separate and distinct.   | Apr 16, 2010 3:09 PM  |
| 39            | I think the report did a great job listing the features.   | Apr 16, 2010 4:07 PM  |
| 40            | No cimment   | Apr 16, 2010 4:13 PM  |
| 41            | Why do you put travel-time savings with economic development? This is a TRANSPORTATION issue, not an economic development issue. In phase 1 we stated over and again that this amounted to double counting. PLEASE INCLUDE TIME SAVING IN YOUR TRAFFIC AND TRANSPORTATION CATEGORY.  | Apr 16, 2010 6:11 PM  |
| 42            | The relevance of this list is at least dependent in part on the actual dimensions of the "Local study area," however, this area is only vaguely defined. As such considerable bias could be introduced into the study. There should be some quantitative measures not simply vague qualitative measures provided.<br><br>There should also be some example of weight between the factors, decided in advance of the study. That lack is problematic. Also troublesome is that the number of factors doesn't match (in the study it is broken into 6, here 8.   | Apr 16, 2010 6:41 PM  |
| 43            | The Volume of Truck Traffic used to estimate the Environmental Impacts in the 3 corridors: The 1999 OMB ruling regarding King Edward Ave noted that this corridor should be removed from the official truck route after a new bridge is built. To that end, when the environmental impacts of the new bridge options are estimated they must be modeled using the assumption that ALL non-downtown terminating commercial vehicle traffic has been removed from the downtown and allocated to the new crossing.  | Apr 16, 2010 6:46 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 44            | special attention should be accorded to health impact factors and these should be linked each corridor showing the numbers of persons whose health (mental and physical wellbeing) is potentially affected. Details should be provided about the nature and gravity of the health hazards together with credible data from areas which have been tested for these results. This information must provide precise information about the proximity to the corridor where adverse health impact has been proven. eg 500 meters? | Apr 16, 2010 7:58 PM  |
| 45            | None   | Apr 16, 2010 8:36 PM  |
| 46            | The list seems incomplete, and the governmental jurisdiction or laws that were part of the selection are not clearly identified.   | Apr 17, 2010 3:30 AM  |
| 47            | The weight given to the different factor areas is crucial in making the decision about which route is the most appropriate. Too often factors 1 to 5 are not given sufficient weight and thus factors 6 to 8 effectively decide the outcome. i) Please make the weight that is given to each factor transparent so that the public can comment on this. ii) Please ensure that factor area 1 to 5 are weighted heavily as compared to factors 6 to 8.  | Apr 17, 2010 11:57 AM |
| 48            | It might be worthwhile to consider whether this will continue to be a parkway, become a highway, or perhaps even become a grand boulevard and mainstreet one day.  | Apr 17, 2010 10:56 PM |
| 49            | Missing Mass Transit as a consideration - railroad for commuters, dedicated bus lanes etc. What about tolls,?  | Apr 18, 2010 8:30 PM  |
| 50            | Not enough meat there to know where you are going with it, and what it means. Difficult to comment.  | Apr 19, 2010 2:48 AM  |

## Question 4

| Are there environmental features that should be added to this list of examples? |  |                |
|---|--|----------------|
|   |  | Response Count |
|   |  | 41             |
| <i>answered question</i>  |  | 41             |
| <i>skipped question</i>   |  | 104            |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | Not that I see...   | Apr 9, 2010 12:24 AM  |
| 2             | The human environment. This is the biggest factor yet it was not included above which is a huge oversight.  | Apr 9, 2010 1:47 AM   |
| 3             | N/C   | Apr 9, 2010 6:25 PM   |
| 4             | What is the impact of the leider clay for the construction?   | Apr 11, 2010 6:27 PM  |
| 5             | What is the alternative to the new bridge? Cast in terms of CO2 emissions per day, would the decision to go with an efficient and effective bi-provincial electric train (so offloading the need for increased car volume) be cheaper?  | Apr 11, 2010 6:54 PM  |
| 6             | I have incorporated comments above under each factor.   | Apr 11, 2010 7:04 PM  |
| 7             | The human/social factors should be considered more than environmental factors.  | Apr 11, 2010 7:55 PM  |
| 8             | Yes, the impact of cars (exhaust, pollution, noise) on different communities. The ability for the corridors to feed into the mass transit system and their impact upon the biking population of Ottawa (taking away the Rockcliffe Parkway from bikers will be very serious).   | Apr 12, 2010 1:25 AM  |
| 9             | Disasters: the grounds potential to support weight during an earthquake; the piers ability to manage the stress of an ice jam.  | Apr 12, 2010 12:59 PM |
| 10            | Besides the draft environmental features, what is not apparent in any of the maps or drawings are the boundaries of various Environmental Areas such as Bird Sanctuaries, Wetlands, Waterparks, Boating area, Environmentally Sensitive Lands (ES) such as Woodland along the Aviation Parkway or land owned by the Nature Conservancy, EW zoned waterfront areas, Parklands, the specific City of Ottawa Natural Open Space Study (NOSS) areas that have been identified for protection. The impacts of each corridor on these environmental features should be identified in an open and transparent fashion. | Apr 12, 2010 2:06 PM  |
| 11            | Natural and animal habitat, wildlife, recreational use and impact thereon, Quality of life for residents along the corridor as well as surrounding community.   | Apr 12, 2010 5:08 PM  |
| 12            | Safety issues should be considered in evaluating the three corridors. For example, increased mixing of local traffic with through traffic, especially of large trucks needs to be explicitly considered.  | Apr 13, 2010 1:51 AM  |
| 13            | No but the devil is in the details - need tight definitions of what each means.   | Apr 13, 2010 3:02 AM  |
| 14            | Sustainability of creating more capacity to accommodate commuter and truck traffic. Of course, all options would likely be penalized more or less equally if such criteria were given weight. That shows that the basic premise of this project is faulty -- shunting off transit options to another study and a ring road to nowhere. I have reviewed your Phase 1 report and find the demonstration of need (definition of the issue) woefully inadequate.  | Apr 13, 2010 4:46 PM  |
| 15            | Noise and health impact on riverains on both sides  | Apr 13, 2010 9:48 PM  |



| Response Text |  |                       |
|---------------|--|-----------------------|
| 16            | <p>Aesthetics should be examined, including how a bridge or tunnel will affect the sight lines along the river and the approach into the city by water. Considering how ugly the Macdonald-Cartier bridge is (e.g. rusting streaks on its sides and effluent pouring down drain spouts during rain and melting periods), a bridge of this design would poorly reflect on the aesthetic sensibilities of any nation's capital.</p> <p>How a bridge or tunnel will impact on the waterway approach from Kettle Island to Victoria Island, as an aboriginal aquatic procession way and as a stopping point for boaters coming up the river before entering the Rideau Canal System.</p>   | Apr 13, 2010 10:07 PM |
| 17            | air and noise pollution impacts  | Apr 14, 2010 12:42 AM |
| 18            | Natural - Bird nesting.  | Apr 14, 2010 3:31 PM  |
| 19            | With regard to the social factor, two examples that are not explicitly mentioned are the Ottawa River Pathway and the greenbelt. I am particularly concerned about the effects that increased traffic on the Rockcliffe parkway would have on pedestrians/bicyclists that want to cross the Rockcliffe parkway. For example, many residents in Beacon Hill North rely on the Ottawa River Pathway for their recreational activities and/or bicycle commuting routes and should given the chance to cross the parkway safely.   | Apr 14, 2010 5:27 PM  |
| 20            | Health, pollution, impact on schools and hospitals, number of people within 500 meters of proposed roads, extra pollution from traffic stopping at traffic lights, number of traffic light on proposed route, Montfort Woods, National Archives  | Apr 14, 2010 6:19 PM  |
| 21            | Many have listed the sensitive & important environmental concerns related to the Lower Duck Island Option. Once again I find this odd that can't we can put a bridge close to this area but we permitted the very large Picard sewage treatment centre to be housed in this area.  | Apr 14, 2010 10:43 PM |
| 22            | The fact that the Corridor Five proposal in one fell swoop eliminates a substantial amount of public parkway that was created with the assurance that it would NOT be used as a substantial traffic route deserves to be highlighted. I believe that this should be considered under the heading of "Trust -- or lack thereof -- in Public Institutions"   | Apr 15, 2010 3:45 AM  |
| 23            | <p>Goog thing you separated social from the economic factor.</p> <p>Safety and health stands out so much as a negatives impacts that they should be separate from the social factor which should focus more on community life.</p>   | Apr 15, 2010 4:42 AM  |
| 24            | This should be about suatainable development giving significant importance to social features. The EZ process should be one of many. There should be a parallel Social Assessment process.   | Apr 15, 2010 12:19 PM |
| 25            | Community safety, public transportation  | Apr 15, 2010 5:29 PM  |
| 26            | <p>Please see above.</p> <p>There is no mention of Health &amp; Safety of residents living within the study area or adjacent to it.</p> <p>I would add this as a factor. Or, at least consider adding it the list of environmental features. For example, in addition to noise pollution, which is listed, I think it is also relevant to consider air pollution that will increase as a result of higher levels of traffic, and in particular the diesel exhaust of trucks. I live right beside the aviation parkway and have asthma. This asthma is exacerbated by diesel exhaust. It is unlikely that I will be able to continue living in this area if commercial diesel vehicles are allowed on the aviation parkway (my current backyard).</p> | Apr 15, 2010 6:24 PM  |
| 27            | <p>schools (high schools, elementary schools)</p> <p>Cité Collégiale</p> <p>other major institutions (CMHC...)</p> <p>parks</p> <p>"green space" not in 'named' parks</p>  | Apr 15, 2010 7:52 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 28            | Natural gas pipeline. Consequential damage and risk assessment needs to be considered.  | Apr 15, 2010 8:58 PM  |
| 29            | see above   | Apr 15, 2010 10:07 PM |
| 30            | Health and Safety should be called out as a separate factor, given its paramount importance.  | Apr 16, 2010 3:09 PM  |
| 31            | There is a wonderful ballpark bordering the Parkway on the Ogilvie end. Many softball leagues and football teams use this area for structured recreation. The locale will be ruined by the KI Bridge construction and use.  | Apr 16, 2010 4:07 PM  |
| 32            | No comment  | Apr 16, 2010 4:13 PM  |
| 33            | HUMAN HEALTH should be a feature in itself. I am disappointed that it does not figure more prominently uin your list of criteria. Remember that major arterial routes used by trucks CAUSE CANCER, ESPECIALLY AMONG CHILDREN. That in itself is more significant than any of the other criteria.  | Apr 16, 2010 6:11 PM  |
| 34            | sustainable transportation, heritage, per capita impact   | Apr 16, 2010 6:31 PM  |
| 35            | There needs to be an additional category regarding the health effects and safety. Perhaps this is intended to be part of "Social and land use". This is not clear and is important enough to be treated separately.   | Apr 16, 2010 6:41 PM  |
| 36            | The impact of diesel exhaust pollution.   | Apr 16, 2010 8:36 PM  |
| 37            | Effects of a toxic spill or accidents need to be taken into account. The environmental factor would be public safety.   | Apr 17, 2010 3:30 AM  |
| 38            | Consideration of a tunnel instead of a bridge for a river crossing should be explored. The tunnel should not be downtown or beside the Montfort - but should be considered for the two other corridors that are under consideration for this study. Social and natural factor considerations should be weighed heaviliy when exploring this option and factors 6 to 8 should only be examined after factors 1 to 5 have been studied. | Apr 17, 2010 11:57 AM |
| 39            | NO. You've studied them to death already, and will do more in Phase II B. Just get on with it.  | Apr 18, 2010 4:29 PM  |
| 40            | Although the environment is important, people are more so. Why are there not more people factors here.  | Apr 18, 2010 8:30 PM  |
| 41            | CO_2 emissions as a result of building any new bridge. Corridor 5 would kill any possible plans to get people out of their cars and cycle to work on the Ontario side.  | Apr 19, 2010 2:04 AM  |

## Question 5

| Do you have any comments on the Work Program being proposed at Chapter 4 of the draft Study Design, and in particular on any aspect of the Phase 2B framework flowchart? |  |                |
|--|--|----------------|
|  |  | Response Count |
|  |  | 77             |
| <i>answered question</i>   |  | 77             |
| <i>skipped question</i>  |  | 68             |

| Response Text |   |                      |
|---------------|---|----------------------|
| 1             | NO  | Apr 8, 2010 9:54 PM  |
| 2             | Add back in an examination of a Western bridge  | Apr 8, 2010 10:10 PM |
| 3             | No  | Apr 9, 2010 12:24 AM |
| 4             | <ul style="list-style-type: none"> <li>The assessment cannot be called an environmental assessment because it is not bound by any legislation. The Federal EA Act can only be applied to a defined project of which there is none in this phase. The Ontario Provincial EA Act is perhaps being followed but since the Ontario Ministry of the Environment had decided to opt out, there is no legislation to protect the rights of citizens.</li> <li>The fact that the Ontario Ministry of the Environment has opted out of the EA may prove to have been illegal and will most certainly result in a court challenge.</li> <li>For this crossing assessment to be seen as legitimate, Ontario will need to opt back in. Failing to do so will give the public the perception that the process is fixed in favour of a particular crossing option and will erase the openness that the NCC and its consultants are trying to achieve after the badly executed phase 1.</li> </ul> | Apr 9, 2010 1:49 AM  |
| 5             | I think that traffic studies should be priority as well as the environmental. I think that where the traffic is coming from and how much and what routes this traffic will take to access the corridors are important factors. We need a route that will not increase demands on side streets and smaller communities. Especially ones that have schools and homes lining those streets. Forcing traffic to 'back track' in order to gain access to a corridor such as in the proposed corridors 6 & 7 will increase flow on other streets as people look for short cuts through smaller residential areas. An increase on streets that are not meant for it. I'd like to see the traffic study done sooner and one that looks at commuters.  | Apr 9, 2010 6:05 PM  |
| 6             | N/C   | Apr 9, 2010 6:26 PM  |
| 7             | It looks as though you have it all covered  | Apr 9, 2010 7:09 PM  |
| 8             | When designing corridor 5 mitigation measures, please ensure that cyclists and pedestrians can continue to enjoy this area. This would include crossings over (or under) the corridor to access schools, the hospital, the stables, and the various paths.  | Apr 9, 2010 8:20 PM  |
| 9             | Unfortunately this list is long and expensive process, and very likely to be influenced by politics. It would be a lot more efficient if this process could be shortened.   | Apr 9, 2010 8:53 PM  |
| 10            | The work program is completely invalid because it is applying a methodology to three options that have been arrived at in the complete absence of all of the values this work program now purports to be important and necessary in a selection process. It would be like designing a series of tests to find the best math student in a class of 12, then only testing the teacher's nephew and the two students sitting beside him.   | Apr 9, 2010 10:57 PM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 11            | Seems like a well thought out plan.   | Apr 10, 2010 1:54 PM  |
| 12            | The workplan needs to include an option to study the feasibility of a tunnel under King Edward  | Apr 10, 2010 9:33 PM  |
| 13            | <ul style="list-style-type: none"> <li>•Review previous material and coordinate with relevant studies:<br/>There are a number of studies running concurrently with this one including a regional transit study and an origin and destination truck study. It seems to me that the results of these studies are critical for the correct location of the next interprovincial crossing. 2B should not move forward until results from these studies are known.</li> <li>•Develop suitable mitigation measures to avoid or minimize environmental impacts:<br/>How will the EA Study incorporate the more rigorous information requirements of the provincial process? In the interest of transparency and accountability, we have a right to know how this will be done.</li> </ul>  | Apr 11, 2010 5:10 PM  |
| 14            | Dont understand why crossings 6&7 were ever put back into the assessment. A more thorough assement of 5 is needed.  | Apr 11, 2010 6:29 PM  |
| 15            | <p>Coordination with related studies is essential. The Transit Integration Study, Goods Movement Study, and Greenbelt Master Plan Update will all have a direct bearing on the Interprovincial Crossing decision, yet the timing is such that the results of these studies may not be available when the critical corridor selection is made.</p> <p>I would caution against building on the results and conclusions of Phase 1. The conduct of Phase 1 was deeply flawed and public input was largely ignored.</p> <p>Concerning Setion 4.5.1 and the Sensitivity Testing, it is noted that a Panel of Experts will be responsible for completing the evaluation. Who will comprise this panel? Will members be identified? Will there be any representatives of the public, e.g. from the six CCGs? One of the major failings of Phase 1 was that the critical weighting exercise was conducted anonymously behind closed doors.</p> <p>At 4.7.4 it is mentioned that O&amp;M costs will be considered. What methodology will be used and what will be the study period considered?</p> | Apr 11, 2010 7:05 PM  |
| 16            | <p>There is no consideration for what the community wants. There needs to be more consideration of the social impact, the impact on the health of the population living near the proposed corridors.</p> <p>In your information session to date, I feel that the views of the population that is most impacted is not being listened to and the consultants will do and say whatever they need to get there preferred option chosen.</p>  | Apr 11, 2010 7:35 PM  |
| 17            | No  | Apr 11, 2010 7:45 PM  |
| 18            | If corridor 5's values are people's health and safety, while corridor 6 and 7's value is greenbelt how will it be decided which ones receives more ranking? No corridor should be removed until after the alternative and mitigation measures - this will come into play when defining overall cost.  | Apr 11, 2010 8:17 PM  |
| 19            | The separation out of social and economic environmental factors is positive as is the decision to include community and recreational sub-factors under the social environment vs the cultural.  | Apr 11, 2010 10:21 PM |
| 20            | No problem with process as long as it gets to a result; one fears that this leaves too many opportunities for stalling by decision makers or roadblocks by special interests.   | Apr 12, 2010 1:17 AM  |
| 21            | Inadequate attention seems to be being paid to the significant amount of public inputs and comments that have already been submitted.   | Apr 12, 2010 1:27 AM  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 22            | I understand this to be a "harmonized" process among the three partners (Canada, Quebec and Ontario) with the environmental assessment legislation of each being applied to the highest standard existing among the three. Then I hear that Ontario which I understand has more demanding rules than Canada has opted out. Does this mean that less rigorous rules than previously intended will apply? This should not be the case.  | Apr 12, 2010 2:01 PM |
| 23            | <p>In Chapter 4, Review of Previous Material, there is no activity which validates the conclusions of Phase 1. There is an assumption that what was done in Phase 1 is correct which may not be true. At each stage of a government project there is usually an Independent Review or Audit done, which makes sure the requirements are correct and have not changed, the analysis is objective and sound, and that all possible options, including new ones are still being considered.</p> <p>From a professional Project Management perspective, this Review or Audit step is completely missing in the 2B process. I know that in analyzing Defence projects, the threat often changes and therefore the initial solution to problem may change from an aircraft solution to an unmanned airborne drone solution over the of the project identification phase. One has to keep pace with the technology, the requirements and the public need.</p> <p>This project does not seem to have any criteria for off-ramps or for project termination. This could become a potentially significant cost liability for the public taxpayer.</p> | Apr 12, 2010 3:09 PM |
| 24            | <p>"Following a decision by the Project Proponent and Study Partners, complete preliminary designs and cost estimate for the recommended corridor;" -- There MUST be a design &amp; cost estimate for each of the corridors prior to the decision. Both these elements are significant in the decision making process.</p> <p>Further, once the corridors are ranked, it is absurd to take "Iterative steps ... until [the] corridor ranking is robust". This is nothing more than a pretext to change to ranking of the corridors, should the results not be desirable to the concerned parties. Once the corridors are ranked, that's it; if you can't get the ranking right the first time AFTER FOUR YEARS... there is something significantly wrong with this company.</p>   | Apr 12, 2010 3:11 PM |
| 25            | No.   | Apr 12, 2010 3:35 PM |
| 26            | Undertake an honest evaluation in accordance with your professional code of ethics. Ignore political meddling and influence, consideration to please your client or consideration of your next job  | Apr 12, 2010 5:11 PM |
| 27            | Common sense should prevail. Look at where the residents are, and are not. Simple.  | Apr 12, 2010 5:49 PM |
| 28            | Suitable mitigation measures to avoid and minimize environmental impacts suggests to me that we should not necessarily be planning so much for today, as we are for 15, 25 and 35 years from now. There is too much focus on existing conditions, and not nearly enough on planning - and incorporating - future conditions.  | Apr 12, 2010 8:35 PM |
| 29            | <p>The evaluation factors and their weightings are critical. There is real concern that they will be used to bias the outcome of the assessment. Undue emphasis on community and social factors over transportation, costs and environment will defeat any objective, data driven process.</p> <p>When functional designs of corridor alignments are developed, they should be exposed to the public in 3D form so that the visual impact of each option is clear. It is not clear how accessible the technical and environmental reports will be to the public. People want more than the bottom line - they want to know how you got there.</p> <p>Include time lines.</p>  | Apr 13, 2010 3:11 AM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 30            | <p>Page 26 of the March 2010 report notes that "Studies related to the Interprovincial Crossing Study include the Greenbelt Master Plan Up-Date; Goods Movement Study; and Interprovincial Transit Integration Study."</p> <p>You're certainly right that they are related! They are so related that this project should be shut down until the answers from these studies are in.</p> <p>+ The GB Master Plan may well affirm that the GB is inviolate so you're out of luck trying to encroach on it further.</p> <p>+ I don't know the scope of the Strategic Goods Movement Study but I hope it includes transmodal options which would throw your truck traffic projections out the window.</p> <p>+ More transit, not more road capacity is the answer to the commuter problem.</p> | Apr 13, 2010 4:55 PM  |
| 31            | who decides what is suitable mitigation measures?   | Apr 13, 2010 5:14 PM  |
| 32            | The work programme Ph 2B flowchart appears to be well designed  | Apr 13, 2010 6:05 PM  |
| 33            | <p>I think that having phase 2B recommend a ranked list is inappropriate. It's an EA, not a selection study.</p> <p>It should be go/no-go based on environmental factors on each corridor, and let the study partners decide. Ultimately, it's a political decision anyhow.</p>   | Apr 13, 2010 6:21 PM  |
| 34            | How do you find some mitigations for noise and pollution (trucks in decompression, diesel emanations) if you go across residential communities???   | Apr 13, 2010 9:57 PM  |
| 35            | This process should include consulting the Metis Nation of Ontario and any urban aboriginals off of the reserve system in the National Capital Region. As those on reserve don't interact with our local environment, they may or may not want to speak up for our local habitat. It is the local aboriginals who use Kettle Island to harvest fiddleheads and medicines, have sacred fires, and interact with nature that will have the most to lose. Not those who are over 100 kms away!   | Apr 13, 2010 10:22 PM |
| 36            | I am concerned that the step of "developing alternative alignments within corridors" is proposed for phase 2B, where the public has reduced opportunity for input. The public has the right to comment on any of the proposed corridors, but if we don't know exactly where it will go we cannot provide reasonable, yet informed, input.   | Apr 14, 2010 5:28 PM  |
| 37            | The public needs to understand the evaluation factors, sub-factors and weightings that will be used in the comparative analysis. They must be explicit, clear, accessible and comprehensible. There should be a process whereby a consensus of factors and weightings can be reached by all affected parties. (Phase 1 had factors and weightings which were NOT transparent and were incomprehensible. More weight was given to the wellbeing of fish than to that of people. It is important that these mistakes and lack of transparency are not carried forward to Phase 2.)  | Apr 14, 2010 6:25 PM  |
| 38            | Is the environmental assessment mentioned as coming at the end of Phase 2B the same environmental assessment as performed by the Canadian Environmental Assessment Agency ( <a href="http://www.acee-ceaa.gc.ca/050/Viewer_e.cfm?CEAR_ID=52629">http://www.acee-ceaa.gc.ca/050/Viewer_e.cfm?CEAR_ID=52629</a> ) or is it simply the same name being used for both? I would hope the CEAA assessment would happen at the "Undertake Environmental and Technical Studies" stage. Otherwise the weightings for environmental impact could be completely wrong for the 3 corridors.   | Apr 14, 2010 7:08 PM  |
| 39            | If there should be a proposal that results in Montreal Road being an exit or on ramp for options 6 and/or 7 with the resulting increase in car and truck traffic on Montreal Road, Ogilvie Road, Shefford Road and Blair Road, I want to see the map of the proposal with sufficient time to organize members of the community to see such a map and make their comments known. At the time such a map exists I want to have a community meeting in Beacon Hill North attended by Mauril Belanger, MP; Madeleine Meilleure MPP and Michel Belanger, City councillor. I also want the same time to organize community meetings in Beacon Hill South to review the map and to hear these three politicians talk about the map.  | Apr 14, 2010 7:35 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 40            | The last two items mention an Environmental Assessment. In Canada an EA is carried out under specific legislation, federal or provincial. Which legislation is in force here? Any at all? Is this term being mis-used?   | Apr 14, 2010 10:29 PM |
| 41            | This is a reasonable program if it includes Rockcliffe Airport operations as a significant factor.<br>My major concern is that this could "slip between the cracks" by a too literal interpretation of environmental assessment.   | Apr 15, 2010 1:06 AM  |
| 42            | none   | Apr 15, 2010 1:19 AM  |
| 43            | Look very carefully at the percentage ranking given to those factors listed at the start of the project. The highest ranking must be for the quality of life of the residents of the cities. All other aspects come behind this first aim.   | Apr 15, 2010 2:17 AM  |
| 44            | The Plan seems ideally designed to wear opposition down -- the "iterative" nature of the process, if taken to the extreme, should allow a re-opening of all the other corridor proposals which do NOT appear here, and for which no adequate justification has been given for their elimination. However, the blandness of the "plan" and its genuine lack of substance do not engender any sort of confidence that this is anything other than a shell-game.  | Apr 15, 2010 3:45 AM  |
| 45            | This work must be done under the Ontario Environmental Assessment legislation to ensure the human factors are given adequate consideration and that the recourse provided by that legislation ensure proper procedure. Otherwise, there are no guarantees that the subjective unbalanced approach of phase I of this study and the biases will not be repeated in phase 2.<br><br>The Quebec EA still applies for a good reason. The Ontario residents should not be unfairly treated in this process and should have a similar protection. The federal EA does not cover the same areas and the same level of attention to the human factor. Further more, the federal EA only applies once the choice has been made among the 3 corridors ...which is too late then. Communities need to be protected particularly at the stage where one of the 3 corridors will be chosen. | Apr 15, 2010 4:49 AM  |
| 46            | I am concerned that the environmental impact focus will be to the detriment of decision-making in the public interest.   | Apr 15, 2010 12:21 PM |
| 47            | It is not just legislative changes or community concerns that must be re-examined at the end of Phase 2A ~ changes to the community environment must be taken into account. For example, Hemlock Road is now closed between Aviation Parkway and Blair Road. It was a very frequently used route between downtown and the east end. Hemlock Road is not likely to be re-opened before a decision on the development on the old Rockcliffe Airbase is made. Furthermore, the study must be aware of legislative changes at the municipal level. For example, a 1999 OMB ruling stated once another bridge is built, all truck traffic must exit King Edward Avenue. As well, a 2009 Gatineau council decision said that heavy trucks could not travel along Montée Paiement and that they would like to continue to use King Edward Avenue as a heavy truck route.              | Apr 15, 2010 5:34 PM  |
| 48            | I want to be able review the inventory and make suggestions for additions. In phase 1, many items seem to have been ignored (and base maps used were out of date...)   | Apr 15, 2010 7:53 PM  |
| 49            | Who approves the study design? Will the document be publically available before approval?  | Apr 15, 2010 9:00 PM  |
| 50            | Will be workable to Ontario residents ONLY if they paid attention to. So far NONE of the committee work has shown this.<br>The NCC seems to have ALREADY made up its mind and has only listened to Ottawa West concerns !!!!!  | Apr 15, 2010 9:33 PM  |
| 51            | I find it difficult to understand how Phase 2B can proceed beyond Undertake Environmental and Technical Studies balloon until the results from the Strategic Goods Movement Study are available since solving the truck problem in the downtown area is of primary importance. Until the truck traffic to be accommodated in any given corridor is known, how can the impacts or the mitigation methods be determined?   | Apr 15, 2010 9:42 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 52            | NO   | Apr 15, 2010 10:07 PM |
| 53            | <p>The EA seems to be too limited to collect all externalities.</p> <p>Also, what impact will higher oil prices, say \$US200 barrels of oil, have on the levels of demand for use of the proposed bridge. Will the need for the bridge be re-examined in light of decreased economic factors?</p>  | Apr 16, 2010 12:15 AM |
| 54            | <p>I'm not certain of the difference between what I assume to be 3 functional designs and the single preliminary design. Functional cost estimates may differ significantly from the preliminary design estimate after the various mitigation costs are considered. It seems that the same level of costing should be performed for all alternatives.</p> <p>What is the purpose of consultation 3? There are no feedback cycles following this consultation - simply the direct move to a decision. Undertaking additional design, environmental and technical studies should follow consultation 3, not precede it.</p>  | Apr 16, 2010 12:52 AM |
| 55            | None   | Apr 16, 2010 4:18 AM  |
| 56            | There is a lot of review in this part of the exercise. The study team needs to confirm that indeed the project has sufficient support to continue with this phase. If need be, a referendum could be on the next municipal ballot. This project was rejected by Ottawa West and dumped in the East end.  | Apr 16, 2010 12:19 PM |
| 57            | The key step will be the comparative analysis. How will the ranking of different elements to do this comparison be established? The only acceptable way would be through open community involvement, not through decision by the municipal councils of the different cities as they have clearly not understood the feelings of their respective communities.  | Apr 16, 2010 12:29 PM |
| 58            | This looks like this process will take a long time. There must be ways to speed up the process? Hopefully all these tasks are performed concurrently!  | Apr 16, 2010 1:23 PM  |
| 59            | During Phase 1 very little assessment was done "on site", and information appeared to be gathered by someone working at a desk, using readily available Internet sources. It will be essential for this assessment to include information and data gathered by direct observation and consultation with residents at each site. Otherwise, the EA reports will have little credibility in the community.   | Apr 16, 2010 2:51 PM  |
| 60            | At each consultation phase, concerns raised should be addressed before moving forward to the next phase.   | Apr 16, 2010 3:06 PM  |
| 61            | <p>Province of Ontario Environmental Assessment is essential to ensure that people and communities are properly protected. The process needs to be harmonized across federal and provincial legislation.</p> <p>Costs should be defined before the selection of the final corridor, and must include all mitigation measures.</p>  | Apr 16, 2010 3:10 PM  |
| 62            | No   | Apr 16, 2010 4:08 PM  |
| 63            | This seems like a thorough plan. But what happens if the six Community Value Plans clash?  | Apr 16, 2010 4:25 PM  |
| 64            | Regardless of the various scenarios, there are certain key factors that must be given priority because there are no other options or alternatives. The continued operation of the Rockcliffe Airport in order to safe-guard and serve future generations, is so important that site number #5 - Kettle Island - should be eliminated completely as a study for a possible new inter city - inter provincial - road transportation route. Civic authorities at hundreds of capital cities around the world envy Ottawa and also Toronto because they each have an aviation transportation facility located in the central city core. If there ever was an aircraft crash disaster at the Ottawa International Airport, the Rockcliffe Airport would be able to serve as an alternate for security and emergency service requirements. | Apr 16, 2010 4:30 PM  |



| Response Text |   |                      |
|---------------|---|----------------------|
| 65            | <p>Two comments:</p> <p>1- The flowchart does not mention how and when the provincial EA legislations will apply. In my view, this should be an harmonized EA process of provincial and federal EA legislation. More clarity would needed in this regard BEFORE the process is carried forward.</p> <p>2- There should be a moratorium between phase 2A and 2B until the completion of 2 studies: The interprovincial transit study and the O/D study of trucks. Otherwise I am afraid that Phase 2B will be a waste of money as it will be conducted without these two critical pieces of information.</p> | Apr 16, 2010 6:15 PM |
| 66            | The need for another Option will have to be accommodated.   | Apr 16, 2010 6:19 PM |
| 67            | <p>Insufficient reporting - in particular regarding EA Assessment prior to applying mitigation factors.<br/>No detail on mitigation measures, nor any indication as to how they will be developed or applied.</p> <p>No indication as to the criteria for the "Undertake" phase, nor any detail.<br/>The need for consultations is recognized and is a positive step. Consultations with whom? Regarding what? How?</p>   | Apr 16, 2010 6:49 PM |

Response Text

68

Apr 16, 2010 7:19 PM

Revisiting of Needs Analysis: The early stages of Phase 2B must include a review of the needs-analysis for this undertaking. Several years of more recent traffic data will have been made available since the Phase 1 needs analysis and a new Commercial Goods Movement study is planned to be undertaken. Similarly the inter-provincial transit study and the Ottawa LRT plan will have reached a higher level of detail. All of these have direct impact on the inter-provincial transportation needs. In addition there was very little opportunity for input, debate, or public consultation on the needs-analysis process in Phase 1 and this should be corrected at the beginning of Phase 2B. To automatically proceed through the proposed steps of Phase 2B without an open discussion and more rigorous review of the needs-analysis and of what problems are targeting to be solved is real weakness in the proposed Study Design.

Relevant Studies: The Document in Section 4.1 lists 2 ongoing studies (commercial goods and inter-provincial transit) but groups them in the document under a section called "Review of Previous Material". It would be better to organize this into 2 sub-sections one "review of previous material" and a second "new studies to be incorporated"

About New Studies:

Comment #1A. Goods Movement: It is absolutely essential that much more is known about inter-provincial goods movement in the NCR before any conclusions can be drawn about the usefulness of each of these corridors for shifting commercial vehicle traffic from downtown. The current level of knowledge about such goods movements and how they would be impacted by a new crossing is not sufficient to be able to evaluate the corridors properly and the associated economic impacts on commercial goods movement within the NCR. The proposed future commercial goods movement study must be completed and be an essential component of the phase 2B process.

1B. Vehicle Movements: Similarly more certainty is also required in terms of the forecasts for absolute level of demand for increased single occupancy vehicle traffic. Much of the rationale for the bridge is based on the assumption that this traffic will increase yet many recent traffic counts have shown no conclusive evidence that demand across the Macdonald-Cartier bridge is increasing. A new specific and comprehensive study should be undertaken for inter-provincial commuting and employment patterns in the central/east and especially for movement across the Macdonald-Cartier bridge as necessary relevant data for being able to analyze the potential need for and socio-economic benefits of this undertaking.

1C: Transit Movements: Similarly, the current inter-provincial transit strategy is also an essential foundation document/study that must be substantially completed before proper evaluation of the crossing corridors can be completed. In fact, the wording in the Phase2B study report referring to the transit study should also make reference to the fact that the transit study will have relevant input to the original needs-analysis that was performed in the Phase 1 study and may require re-visiting of some of the assumptions in that original needs-analysis.

The overall comment on each of these relevant studies is that they are not only relevant to the process of evaluating between the 3 corridors, but they are also extremely relevant to the original Phase 1 Needs-analysis and may require that Phase 2B re-visit the assumptions of that original needs analysis. This may in turn have an impact on the relevance of the undertaking of any of the proposed bridge crossings as a whole. The Phase 2B study should be open to this possibility and not pre-suppose that no new relevant information as to the original problems intended to be solved by the undertaking could emerge from these studies.

On Existing Conditions: Data should be available regarding existing conditions on the Macdonald-Cartier bridge and the Rideau/King Edward corridors leading to this bridge. This includes a better view of the current levels of truck and car traffic in this corridor and how it has been changing over time. Also, in order to provide

68 cont...

context for the interpretation of the estimates of environmental impacts of the 3 proposed corridors, the existing conditions (noise, pollution, metrics for human impact, etc) should be tabulated for the Rideau / King Edward corridor using the same procedures as for the 3 new proposed corridors. This existing condition data should be available as context for evaluating the impacts of the proposed crossings. Once the existing conditions in the King Edward corridor are established, one of the metrics used in the analysis of each of the other 3 corridors is the extent to which the existence of that corridor will improve the conditions on King Edward. This should be one of the criteria used to evaluate the effective benefits of each of the proposed corridors. Since one of the main reasons for this undertaking is relieving of conditions downtown, then an essential component of the comparative analysis should be the extent to which the crossing location contributes to this goal of relieving conditions in the downtown.

On Comparative Analysis Phase: Negative Economic Impacts on Businesses: The 1999 OMB ruling regarding King Edward Ave noted that this corridor should be removed from the official truck route after a new bridge is built. Given that the OMB ruling referred to above intended for all through-commercial vehicle traffic to be directed to a new east-end bridge, then one of the evaluation factors analyzed should be the net impact of such a change to the costs of business in the National Capital Region. A large percentage of commercial goods movement will experience longer travel times and distances as a result of this diversion to an east end bridge and this impact should be quantified. Moreover consultations should be held directed with the affected business communities to inform them of these potential changes so that those businesses can begin building into their business plans appropriate measures to respond to these changes once a new bridge is in operation.

| Response Text |  |                       |
|---------------|--|-----------------------|
| 69            | Pleas give serious considieration to modifying options 5 & 7 ot take advantage of the best features of each to provide the required solution as this would enable ths objectives set out in the Introduction to be achieved with least negative effects n people and the environment and the best solution for mass transit and economic development.  | Apr 16, 2010 7:50 PM  |
| 70            | yes. although presumably subsumed in some of the generic environmental sections, the work plan does not appear to give specific attention to the human health issues. this should be highlighted. If not, you may expect to receive questions about the validity of this assessment.   | Apr 16, 2010 8:03 PM  |
| 71            | None   | Apr 16, 2010 8:36 PM  |
| 72            | The framework flowchart should indicate the groups/persons involved in each step (public, engineers, NCC, government, etc...)  | Apr 17, 2010 3:31 AM  |
| 73            | If costs are weighed heavily in the intital stages of the study, suitable mitigation measures will not be identified and the weight given to the impacts will be skewed towards fincial, business and economic factors not social and natural.<br><br>The weight given to the various considerations must be made transparent so that the assumptions behind the analysis can be commented on by the public.   | Apr 17, 2010 12:00 PM |
| 74            | The study should take into consideration that this bridge is being built within an urban setting and not outside the city. Given this, it should be built to a scale and design that enhances city life - provides opportunities for future intensification along the corridor and at the waterfront.  | Apr 17, 2010 10:58 PM |
| 75            | SORRY I MISSED SEEING THE TIMELINES---ESSENTIAL FOR ANY MEANINGFUL FRAMEWORK. DO YOU EVER INTEND TO COME TO AN END? COULD WE HAVE SOME INDICATION WHEN?  | Apr 18, 2010 4:35 PM  |
| 76            | This may be my only chance to comment on the EA process as described in chapter 3. Why is it that fish are higher rated than people? As part of the mitigation factors, consider looking farther south for Option 6, including a new controlled access interchange on Hwy 417 to open the bridge corridor to the river; consider widening corridor/option 6 as a mitigating measure; the truck data must be made public as soon as available and should show a detailed breakdown of the kinds of trucks, origin and destination as well as some comment on contents being carried - it usually obvious when a truck is carrying laogs or dangerous chemicals or furniture, for example.<br><br>It does not seem acceptable that proximity to the downtown area of both Ottawa and Gatineau (especially the Hull sector) should weigh highly- the object should be to build a bridge that meets the needs of the future, gets the heavy trucks out of downtown Ottawa and removes commuter traffic from the Rockcliffe, Vanier and Aviation Parkways and causes minimal disruption to communities and the environment. | Apr 18, 2010 8:32 PM  |
| 77            | I think that there needs to be a mechanism whereby representatives of various publics can interact with with members of the Technical Advisory Committee. Otherwise there is a filter between the two aand no interactive discussion. Many members aof the public possess greater expertise in certain areas than the techniacle experts on the TAC, and there would be great benefit in having these groups interact. The secretive nature of the TAC casts doubt on the validity of the whole process.<br><br>If a final approach just magically appears, there will be little buy in, just like the last time around.   | Apr 19, 2010 2:55 AM  |

## Question 6

| We would like your comments on the list of factors we are proposing be part of the Study Design. Should any factor be added or refined? |  |                |
|---|--|----------------|
|   |  | Response Count |
|   |  | 82             |
| <i>answered question</i>  |  | 82             |
| <i>skipped question</i>   |  | 63             |

| Response Text |  |                      |
|---------------|--|----------------------|
| 1             | NO   | Apr 8, 2010 9:55 PM  |
| 2             | I believe the least environmental impact is along Kettle Island, being the most direct route to accomplish the problem to a large degree of through traffic presently going through the downtown area of Ottawa...   | Apr 9, 2010 12:27 AM |
| 3             | There is nothing here at all on air quality. Air quality is the single largest impact to human health and safety of any factor.  | Apr 9, 2010 1:51 AM  |
| 4             | N/C  | Apr 9, 2010 6:27 PM  |
| 5             | Thank you for the trouble you have taken to define these factors and use them fairly.<br>It is appreciated.  | Apr 9, 2010 8:33 PM  |
| 6             | It sounds like you will be studying this thin forever. The list is too long and a lot of them are motherhood issues that will never be objectively resolved. This is the kind of project that makes "consultants" very rich. Most of them are unnecessary and a waste of time.   | Apr 9, 2010 8:57 PM  |
| 7             | Same as previous.  | Apr 9, 2010 10:57 PM |
| 8             | see my comments under key environmental features   | Apr 10, 2010 1:54 PM |
| 9             | Regarding the Social Environment, Corridor 5 disturbs the most people the least amount as the already existing road is further away from homes than portions of other corridors. Corridor 6 has the greatest impact on the fewest people, ripping 79 families from their homes. Corridor 7 is half way between the other options, turning a farmer's field into a 4 lane road a few hundred meters behind Convent Glen. Everyone's NIMBY is just as valid so the only thing accomplished by arguing one corridor over the others on this aspect is the needless pitting of community against community. There is no way to weight the impact of social factors as each community would weight their own as most important. | Apr 10, 2010 7:40 PM |

| Response Text |   |                      |
|---------------|---|----------------------|
| 10            | <p>1.0 Traffic and Transportation</p> <p>1. Truck Traffic - corridors that remove the most transiting truck traffic from the Ottawa and Gatineau central cores are preferred.</p> <p>A designated truck corridor will remove all the interprovincial truck traffic from King Edward if the trucks are only allowed to go on the designated route. This is how it should be. The trucks will have to go on the designated route.</p> <p>You also need to consider the road requirements for use of LCVs.</p> <p>29. Visual Intrusion of new crossing - Number of dwellings and distance to new infrastructure<br/>I do not agree with this measurement. The visual intrusion of a truck route will impact the Aviation Museum and the RCMP Musical Ride - people from all over the world come to these tourist attractions. The number of dwellings from the infrastructure should not be the only way of measuring this impact.</p> <p>4.2 Recreation</p> <p>33. Scenic Parkways Measures the impact to the NCC Parkways. Alternatives that do not impact the parkways are preferred.</p> <p>I agree that truck routes do not belong on scenic parkways and that the corridor with the least impact on scenic parkways should be preferred.</p> | Apr 11, 2010 5:12 PM |
| 11            | They seem OK  | Apr 11, 2010 6:30 PM |
| 12            | <p>See previous comments.</p> <p>Canada is increasingly being seen as a country that "talks the talk" of environmental stewardship but does not walk the walk. As an Orleans resident Canadian living in Europe for a short while I can see many ways of accomplishing the goals without resorting to this new bridge. An electric monorail train circuit using the existing bridge and highway infrastructure has many advantages:</p> <ul style="list-style-type: none"> <li>- it would provide fast clean access for people to commute (and leave the car at home)</li> <li>- it would not require large outlays of cash to purchase right-of-ways, since it would use existing corridors</li> <li>- the trains would be slung under a protected rail, and this alleviates the snow and ice buildup problem</li> <li>- the truck traffic could benefit from the reduced car volume</li> </ul> <p>In addition I would think of the situation where Ottawa might be 5 degrees warmer at all times. A covered bike lane would attract many more cyclists (look at Amsterdam and Stockholm)</p>  | Apr 11, 2010 7:00 PM |

**Response Text**

|           |  |                             |
|-----------|--|-----------------------------|
| <p>13</p> | <p>1. Truck Traffic: Need to assume that heavy trucks will no longer be permitted on King Edward following completion of the new corridor. Need to assume that LCVs will transit the new truck route, and that intersections and grades will need to accommodate them.</p> <p>2. Transit Operations: Measurement should have some quantitative elements, such as proximity to nearest LRT/Rapibus access point, ease of accommodating transit (LRT line or bus lanes on the bridge and how they would connect in Ottawa and Gatineau) impact on modal split, etc.</p> <p>3. Traffic Operations: The LOS impact needs to extend beyond the corridors to include affected arterials and the impact on congestion in the city core (e.g. due to attraction of more automobiles)</p> <p>5. Connection to non-motorized modes: This is a good factor but the corridor design needs to reflect it. Today, only the very brave or foolhardy would walk or cycle across the Macdonald-Cartier Bridge.</p> <p>8-9 Air Quality: Measurement needs to consider not just the total volume but where they occur, i.e. how many people in close proximity would be affected. Factors need to be linked with factor 30.</p> <p>24-27 Heritage and Archaeology: How will built heritage be defined? Will consideration be limited to sites that are classified under provincial legislation, or broadened to include sites that are tourist and resident attractions?</p> <p>28. Community Cohesion: Needs to include impact on safety, noise, and air quality due to diffusion of vehicular traffic from the corridor through adjacent residential communities.</p> <p>29. Visual Intrusion: Impact should extend beyond number of dwelling units to include impact on scenic views along tourist routes, recreational paths, etc.</p> <p>30. Air quality impacts: Diesel particulates from trucks need to be included, not only dust re-suspension. Population exposure needs to be both quantitative (how many exposed) and qualitative (how vulnerable are those exposed, e.g. the sick, infirm and youth)</p> <p>31. Noise impacts: Need to consider the cross impact of mitigating noise walls on community cohesion, visual impacts, recreational facilities and wildlife corridors, as well as on cost.</p> <p>33-35 Recreation: the impact on recreational flying activity (factors 37 and 46) needs to recognize the conundrum at Corridor 5 of mitigating impact on both flying (bridge low enough to minimize impact on the Rockcliffe airstrip and seaplanes) and boating (bridge high enough to permit sailing under it).</p> <p>33. Scenic Parkway: Need to determine if modification to NCC parkway policy will be required and if so, the cross-impact on all parkways in the NCR.</p> <p>38. Economic development: factor needs to be broadened to include negative economic impacts, e.g impact on St. Laurent Shopping Centre of partial closure of St. Laurent interchange.</p> <p>46. Rockcliffe Air Space: If runway relocation is necessary, not only cost but also impact on the natural environment needs to be considered.</p> <p>47. Cost: A key factor is what cost elements are included and what are not. For example, widening Hwy 174 between Hwy 417 and Orleans will be required independent of any interprovincial crossing. Including this cost would distort the result.</p> | <p>Apr 11, 2010 7:10 PM</p> |
|-----------|--|-----------------------------|

| Response Text |   |                      |
|---------------|---|----------------------|
| 14            | <p>You are completely ignoring the HEALTH of the residents of the communities in the study. Living near major roadways has serious negative implications to people's health which in turn will increase health costs. The major cost to the population's health when living near a busy road will lead people to move and property values to decrease in our neighborhoods. Who wants to live near such a noisy, smelly, pollutant? I don't. The study of a corridor should be considering the negative impact to the health of people in order to minimize the health problems of communities impacted by this study. For example the heart and lung issues caused by the traffic noise and pollution. Many studies have been done already, the committee/study simply needs to stop ignoring them.</p> <p>1. Freeway traffic pollution can retard lung development of children whose homes are not far from the side of the road, researchers here reported ... Otherwise-healthy children who were non-asthmatic and non-smokers also had a significant decrease in lung function from traffic pollution(<a href="http://allergy.immunodefence.com/2007/01/living-near-a-busy-highway-imp.html">http://allergy.immunodefence.com/2007/01/living-near-a-busy-highway-imp.html</a>)</p> <p>2. Canadian scientists have also found an increase in death rates among people living within 50 metres of a major highway or 100 metres of city roads with high traffic volumes. The research, which was carried out in Hamilton, Ontario, showed an 18% spike in mortality rates from heart attacks and other heart conditions. The researchers suggest that "susceptible people who live close to a busy thoroughfare consider air purification systems for their homes."<br/><a href="http://stanford.wellsphere.com/healthy-living-article/living-near-a-major-road-or-industrial-area/647643">http://stanford.wellsphere.com/healthy-living-article/living-near-a-major-road-or-industrial-area/647643</a></p> <p>3. Mounting research is demonstrating that there are definite health risks to living near heavy traffic and constant noise. "Within 100 to 200 meters of a major road is where you'll find elevated levels of a handful of major pollutants," says Jonathan Levy, ScD, associate professor of environmental health and risk assessment at the Harvard School of Public Health. Soot and nitrogen oxide from car and truck exhaust are most concentrated within this zone—though vehicle emissions can travel up to 500 meters.<br/><a href="http://www.oprah.com/omagazine/Living-Near-Heavy-Traffic-and-Noise-May-Affect-Your-Health">http://www.oprah.com/omagazine/Living-Near-Heavy-Traffic-and-Noise-May-Affect-Your-Health</a></p> | Apr 11, 2010 7:37 PM |
| 15            | See previous comments.  | Apr 11, 2010 7:48 PM |
| 16            | <p>Economic Environment - travel time savings for truck traffic vs commercial traffic.</p> <p>Natural Environment - not sure how air quality and fish habitat relate to natural environment.</p> <p>Where is the factor of air and noise pollution on people's health?</p>  | Apr 11, 2010 8:20 PM |
| 17            | No.   | Apr 12, 2010 1:18 AM |



| Response Text |   |                      |
|---------------|---|----------------------|
| 18            | <p>Generally speaking the theory says that there are 2 factors to consider: Benefit and Cost</p> <p>You then create sub factors that add up to the benefits and to the cost. For conceptual options like a bridge versus a tunnel, you would want to do sensitivity analysis, and cost/benefit analysis to make sure you were choosing the right option.</p> <p>From what I observed in Phase 1 this was not done in accordance with the theory. To my knowledge, the factors mentioned were never used to eliminate the options such as tunnels or ring roads. There was a one-page Note-to-File from Steve Taylor (the Phase 1 NCC consultant) that eliminated the tunnel option, but that is it. There was no true option analysis. There was also one report that stated extending the Vanier Parkway to the McDonald Cartier Bridge met current vehicle demand, but it did not meet future demand, therefore that option was rejected. The conclusion: a new bridge. This conclusion did not relate to any of the data that was being analyzed. This conclusion did not flow from any logical analysis. There was also the ring road that was never addressed as an option. I attended an early NCC meeting on the 8 crossing options and the Ministry of Transport Ontario (MTO) representative said that there was a ring road option in the provincial plan. The public never heard about other alternatives in an option analysis, or the reasons why they are rejected.</p> | Apr 12, 2010 3:20 PM |
| 19            | <p>For "traffic &amp; transportation", a great deal of consideration must be placed on provincial (Ont /Que) and municipal (Ottawa / Gatineau) visions and future road infrastructure plans already in the works. ie. 417/174 split re-alignment/expansion already in the works or the completion of hwy 50 in Québec and its effect on volume on the new bridge.</p> <p>Moreover, as the NCR expands over the next decade (and further on) what traffic stresses will be placed on the already existing infrastructure and will the corridors relieve or worsen the problem.</p>   | Apr 12, 2010 3:21 PM |
| 20            | The list of factors appears adequate to distinguish between the corridors. I have no suggestion to add or refine a factor.  | Apr 12, 2010 3:39 PM |
| 21            | See previous comments.  | Apr 12, 2010 5:12 PM |
| 22            | bicycle traffic   | Apr 12, 2010 5:14 PM |
| 23            | I notice that the economic calculations are focused only on positive outputs - are there NO potential drawbacks from this angle? Your list includes negative costs under the other headings, so why not opportunity costs, etc.?  | Apr 12, 2010 7:07 PM |
| 24            | Looks fine to me.   | Apr 12, 2010 7:25 PM |
| 25            | Most certainly a step in the right direction, but the consideration of future expansion of both cities and the resulting load and requirements is noticable by its' absence.  | Apr 12, 2010 8:38 PM |
| 26            | Those that wanted more consideration of social environment factors were unhappy with the result. The belief is that the outcome will be changed if greater emphasis is given to these factors. I disagree since, having read carefully the Phase 1 report, I could not fault their methodology nor their conclusion. Common sense needs to prevail and I am concerned that this is the first factor to go! Establish clear outcomes for the project - then look at the factors against them. If you look at the different documents, the purpose of the project changes and the most "liberal" list of objectives is to be found in this latest Study Design. What is the problem you are trying to solve - if it is trucks on King Edward, we are going at this the wrong way. Why would you build a costly bridge to enhance regional economy? Not transparent.   | Apr 13, 2010 3:18 AM |
| 27            | I think the design has become more political and continues to be not in my backyard attitudes. Who has the most political clout and yells the loudest seems to be getting things done.  | Apr 13, 2010 5:18 PM |

| Response Text |   |                      |
|---------------|---|----------------------|
| 28            | Emphasis should be placed on T & T, Social Environment and Econ Environment. All the indicators wrt these factors would seem to indicate that of all the routes chosen the one farthest East is most appropriate in light of future growth and regional development.                                | Apr 13, 2010 6:09 PM |
| 29            | Specifically listing the Musical Ride is ridiculous - and shows how Option 5 proponents are skewing the factors. Generify it to cultural events. The Musical Ride/Sunset Ceremonies are 3 days a year and could be held anywhere - including where they are now if the bridge is designed properly. | Apr 13, 2010 6:23 PM |

Response Text

30

Apr 13, 2010 10:51 PM

Natural Environment

Please add: migration patterns through the seasons (e.g. deer, birds, fish).

Cultural Environment

- Please ensure local aboriginals from our area are also consulted and not just those on reserves far away.
- Please consider recreational uses of these areas and the communities that use them (e.g. canoeists, kayakers, sailors, rowers, motor boaters).

Water Use and Resources

Please consider navigational impediments to sailing, rowing, canoeing, and motor boating.

Social Environment

Please consider: effect on views from rue Jacques-Cartier lookouts that are to be constructed under a new NCC & City of Gatineau shoreline redevelopment project that is supposed to showcase the "exceptional view" towards Kettle Island.

Also, please consider the role of the NCC to protect greenspaces in our nations capital for all the country's citizens, including recreational boaters who use Kettle Island to camp, moor, and visit.

Land Use and Property

Please consider float plane takeoff and landing areas around Kettle Island & Rockcliffe Airport; use of islands by urban aboriginals, recreational boaters, sunbathers, picnic goers, snowshoers, hikers, skiers, skaters, and birders; future potential uses for land for a Gatineau community boathouse near where the Kettle Island bridge will go.

Economic Environment

Future real estate development and urban growth potential around the transportation arteries that feed into the crossing.

How crossings will impact on local economies in the neighbourhood. For example, will a Kettle Island crossing create heightened competition between the St. Laurent shopping district and that along Maloney, putting more downward pressure on retail profits? Will linking Canotek and the Gatineau Airport and the industrial park around it be a good thing?

Traffic and Transportation

Impact on existing neighbourhoods that weren't designed to in a way that would best orient them to heavy traffic roads.

Costs

Social costs versus financial costs.

Tunneling costs versus bridge costs.

Political costs of each option, including tunneling costs.

Potential health costs of a dangerous goods spill at any of these crossings or arterial roadways that feed into them.

| Response Text |   |                       |
|---------------|---|-----------------------|
| 31            | <p>Truck volumes (current) - measurable by survey 24/7 (not just peak hours, since this is a truck route 24/7)</p> <p>Truck volumes destination study (current) - measurable by truck company statistics gathered with non-disclosure agreements.</p> <p>Add factor: Peak Oil - measurable based on geological surveys, for project justification.</p>  | Apr 14, 2010 3:35 PM  |
| 32            | <p>Expropriation should be added to social environment, since the expropriation of homes definitely impacts a community.</p> <p>The greenbelt should be added to social environment, since the entire Ottawa community would be impacted by the destruction of part of the greenbelt.</p> <p>Should add cost/per user to costs, since the cost of the bridge should considered with regard to how many people would use the bridge. For example, it may not make sense to select a more expensive option in order to reduce some social factors, if fewer people would use and/or have access to the bridge.</p>  | Apr 14, 2010 5:28 PM  |
| 33            | <p>Impact on human health - from pollution (should be quantified by number of people affected)</p> <p>Impact on human health - estimated number of traffic accidents &amp; number of injured people</p> <p>Definition of truck into say small, medium and large</p> <p>Number of small, medium and large trucks expected to use the route</p> <p>Origin and destination of small, medium and large trucks</p> <p>Quantifiable economic benefit to areas within corridor</p> <p>Impact on existing traffic patterns / congestion</p> <p>Number of additional vehicles joining which roads at which time of day</p> <p>Number of people living within 500 meters of proposed route</p> <p>Impact on flight path for both water and land airplanes</p> <p>Value rating of greenspace</p> | Apr 14, 2010 6:37 PM  |
| 34            | <p>Social environment: add impacts of factors on the houses along Montreal Road, Ogilvie Road from Montreal Road to Blair, Shefford Road, and Blair Road from Montreal Road to the Queensway</p> <p>Land Use and property: ensure that the houses along the same four roads as I mentioned in social environment are assessed for negative impacts on foundations, noise levels and property values</p> <p>Trucking: add ensuring that there is no increase in truck traffic along Montreal, Shefford, Ogilvie and Blair Roads</p>  | Apr 14, 2010 7:38 PM  |
| 35            | <p>regarding costs - the project procurement model could include a public private partnership in which case the development of the traffic forecast is critical along with other aspects including;</p> <ul style="list-style-type: none"> <li>- the term of the project phases - initial works through to O&amp;M</li> <li>- method of tolling</li> </ul> <p>Will there be an evaluation of these aspects as part of the cost evaluation</p>   | Apr 14, 2010 7:52 PM  |
| 36            | <p>All factors should be weighted, with weightings clearly identified so that one can easily see the relative importance given to, for example, community disruption versus fish habitat.</p>   | Apr 14, 2010 8:38 PM  |
| 37            | <p>Put human living spaces and the environment first - cars and trucks last.</p>  | Apr 14, 2010 10:30 PM |
| 38            | <p>Can we include in the traffic component of the study how are bicycle commuter going to be affected by any of these bridge proposals. How are cyclist going to be accommodated. I can tell you I have increasingly seeing increased traffic along the eastern parkway and wonder how I can safely access (i.e. cross the road) this commuter route with the proposed increases in traffic. I'm not only concerned in numbers of vehicles but the size (i.e. trucks, tractor trailers) and also the speed of these vehicles. My present safe bicycle commute along the Aviation parkway may be impossible if the Kettle Island route is chosen. How are any of these option going to accommodate our bicycling community.</p>  | Apr 14, 2010 10:55 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 39            | Social environment does not include the use of the airport and seaplane facility for recreational and instructional flying and the synergy with the Aviation Museum and the various aviation-related community events held there. After all, Canada continues to be an air-minded society.   | Apr 15, 2010 1:12 AM  |
| 40            | no comment   | Apr 15, 2010 1:20 AM  |
| 41            | Costs should always close to the bottom of the order of factors. Do the work in stages if necessary, but do the work in a way that benefits the local communities as well as the businesses and the interprovincial truckers, but always remember that liveability of the established communities is the most important for the health of all of Ottawa.   | Apr 15, 2010 2:21 AM  |
| 42            | <p>The "Traffic and Transportation" factor should specifically admit to the significant issues surrounding commuter traffic and its impact on existing connecting routes. The study totally overlooks public transit options and the lack of coordination of public transit between Ottawa and Gatineau.</p> <p>The "Economic Environment" factor must specifically address the impact of land values and of housing development in Gatineau. For instance, would the Corridor Seven proposal generate less commuter traffic and place less pressure on Ottawa commuter routes than the Corridor Five option?</p>  | Apr 15, 2010 3:45 AM  |
| 43            | <p>Answered in a previous question.</p> <p>Community cohesion very important factor.</p> <p>The NCC accepting to transform a leisure and scenic parkway into a truck route is a very bad precedent that contradicts its mandate.</p> <p>The relocation of the runways to the east is a non starter since the runway is already considered very short and that a protected sensitive forest lies behind it. You can find a solution for the boats with a high bridge in which case there is no good solution for the Rockcliffe airport or vice versa. You cannot solve both problems at the same time with a bridge at corridor 5.</p>   | Apr 15, 2010 5:00 AM  |
| 44            | <p>Give greatest weight to Social Environment and the rest will fall into place.</p> <p>I would add 'Impact on property value' within a .5km perimeter of road corridors effected, including the Parkway and Hemlock. This could be included under Economic Impact.</p> <p>Costs of mitigation!!!</p> <p>If I understand correctly, soft costs like social, which are difficult to measure, will not be included or even raised. Considerations that are not easily measured should at least be analyzed and invariably considered by decision-makers. It is often such factors that make the difference.</p> <p>Corridors should also be considered under the premise that that is no direct access from the crossing to the Rockcliffe Parkway and Hemlock. Commuters and truck need to be channelled away from neighborhoods.</p> | Apr 15, 2010 12:34 PM |
| 45            | <p>Again public transportation potential! As mentioned previously: If public transportation is easily accessible it would be the easiest, most cost-effective and most environmentally friendly method to reduce car traffic (ie, commuter traffic) thus reducing the impact on communities.</p> <p>Please note that when I say 'tightly integrate', I do not mean the addition of an HOV or bus-only lanes on the bridge that eventually merge with local traffic on local roads. I mean, for example, lanes on the bridge that would take buses directly to and from the Transit Way in Ottawa. HOV or bus-only lanes will add lines of buses to city streets, increasing congestion and commuter frustration.</p>   | Apr 15, 2010 5:35 PM  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 46            | <p>I would refine air quality. I think air quality should be measured in relation to the amount of people adversely affected. For instance, it appears, at first glance, that air quality in general is a useless measure as air quality is unlikely to be any different regardless of the location of the corridor. As you point out, the measurement must `allow for a meaningful distinction between the three corridor alternatives`.</p> <p>Therefore, air quality must be measured in relation to the actual amount of residents that will have to breath the air, those residents living adjacent to the corridor. To my mind, this means, not only a qualitative analysis of the air quality on either side of each corridor but a quantitative analysis of the number of residents which will be subjected to this air quality.</p> <p>The same logic applies to noise pollution.</p> <p>The same logic applies to the impact on transport and recreation, e.g., destroying 2km of NCC cycling path has more of an impact than destroying 10 meters of it.</p> | Apr 15, 2010 6:37 PM |
| 47            | <p>One factor which should be considered is commitments made by previous municipal councils. Corridor 5 was specifically promised NOT to be developed into a high-traffic artery. Residents and businesses made their property purchases based on that promise. We need to hold our councils accountable to their promises and as such this accountability should be added to the list of factors being considered.</p>   | Apr 15, 2010 7:04 PM |
| 48            | <p>In the downloadable report (I downloaded it several weeks ago), the Appendix had not yet been completed. While you provide an access here, I haven't had time to review it.</p> <p>In general, "I am not amused"... this is survey takes far longer than the 15-20 minutes advertised!</p> <p>Please see page 4 of your survey.</p>  | Apr 15, 2010 7:59 PM |
| 49            | <p>The list is good and the issues are important. It is important that the assessment be objective and fair and not slanted to satisfy people concerned about one or other of the corridors. This is an important and urgent project.</p>   | Apr 15, 2010 8:46 PM |
| 50            | <p>Cost needs to be expanded to include the additional fuel consumption costs for commuters.</p> <p>There is no clarity as to how the factors will be weighted and how the weighting factors are determined. Who makes these decisions?</p>   | Apr 15, 2010 9:03 PM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 51            | <p>1.1 See my earlier comment on the truck traffic volume and the Goods Movement Study.</p> <p>1.3 It seems to me that this sub-factor (SF) should be divided into at least two-one for the LOS and it's impact on the overall network and the other for the safety in the corridor for intersections, driveways etc.</p> <p>1.5 A SF should be added to account for the impacts on defined cycling and pedestrian routes from secondary traffic generated by the corridor</p> <p>2.6 and 2.7 Why can these SF's not be combined?</p> <p>2.10 to 2.15 It seems to me that some of these SF's could be combined.</p> <p>4.29 This SF should include the visual intrusion of noise walls or there should be a separate SF for this.</p> <p>4.30 PM2.5 also originates from diesel engine exhaust and that needs to be included. I'm not sure what is meant by "relative" Air Quality. The absolute air quality impacts should be assessed for each corridor.</p> <p>4.x There needs to be a SF for the number of people at risk from a hazardous material release in the corridor.</p> <p>6.38 This SF should be divided into two SF's - one for future development and one for existing facilities.</p> <p>7.41 The total cost for buy-outs should be included in the corridor cost and dealt with as per SF 5.36. Property owners who are bought out at fair market value are better off than owners who have depreciated property values and must endure the persistet impacts of a truck roadway.</p> <p>7.42 The total cost for buy-outs should be included in the corridor cost and dealt with as per SF 5.36.</p> <p>7.44 As per 7.42.</p> | Apr 15, 2010 9:42 PM  |
| 52            | I suggest the cost factor should not be prevalent, as the dollar figures can only quantify the material costs of products and labour. Costs of future impact to population cannot be quantified.  | Apr 15, 2010 10:06 PM |
| 53            | See earlier comments about the lack of focus on impacts on people, particularly pedestrians. Let's identify pedestrians as a key factor.  | Apr 15, 2010 10:08 PM |
| 54            | <p>I am strongly in favour of the bridge being built in corridor 7 for the following reasons.</p> <p>This would be the first true section for a ring road around Ottawa and Gatineau. By putting the road further out it will help to reduce accidents as it will be designed for vehicles.</p> <p>If roads are to be built they should enhance the city not become the central focus. The city can't support the idea of being pedestrian and bicycle friendly while allowing heavy vehicles cross town 1 death is one too many and there have been more which could have been prevented if the authorities had been concerned and decisive enough to act</p> <p>The downtown bridge should ban all trucks and articulated lorries from crossing the downtown core for safety, pollution, noise and enjoyment for residents, workers and tourists downtown.</p> <p>By putting the bridge in corridor 7 less people will be affected, it will be less expensive, it will make access to the Gatineau airport easier and it will give the east end an opportunity to grow.</p> <p>If you don't want a bridge dig a tunnel, it does not matter what it's cost are because people are your greatest resource and they have to come first.</p>  | Apr 15, 2010 11:18 PM |
| 55            | The only think missing seems to be a re-examination of demand given current and future world and Canadian economic activities. Consideration of the impact of higher oil prices should be included.   | Apr 16, 2010 12:18 AM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 56            | <p>The transportation factors do not account for the impact on local communities of commuter traffic accessing the links. Trucks are a key focus but an extra 1,000 cars per day travelling on local surface roads would have a serious impact on traffic, commute times, and safety. An excellent example is the traffic patterns in and around Linden Lea, Rockcliffe, and Manor Park (Rockcliffe Parkway and St Patrick/Hemlock) which already fluctuate due to bridge traffic.</p> <p>Is the potential development of the former CFB Rockcliffe being factored into the traffic study? If not, is it prudent to consider the impact of the planned community?</p>   | Apr 16, 2010 12:59 AM |
| 57            | <p>What effect will #5 have on the Aviation Museum and particularly on the airport and flying club? seaplane activities?</p>  | Apr 16, 2010 3:02 AM  |
| 58            | <p>Aircraft operations and associated aviation businesses, plus the Cdn Aviation Museum. For Mar 2009, Rockcliffe/Gatineau ranked as #3 (of the 52 Cdn airfields served exclusively by Flight Service Stations (FSS)) in Canada. Should an elevated structure be constructed which impedes the approach/departure flight path, there could be a severe reduction in the flight operations due the marked decrease in acceptable levels of flight operations. Indeed, flight ops might even be precluded. Either of these two cases would prove to be disastrous for the on-site flight related businesses, and for the Cdn Aviation Museum. Given the REALLY weak justification for a (this?) bridge, and the apparent cost of \$150 million to build this bridge for some four trucks per hour, and the clear endangerment to Rockcliffe based operations &amp; the Avn Museum, I have grave doubts about any viable cost / benefit analysis resulting from an impartial assessment.</p> | Apr 16, 2010 11:24 AM |
| 59            | <p>Again, the list itself is probably acceptable, but each element contains many sub-elements and it is difficult to see how an factor like "Social Environment" which contains 10 sub elements, can be compared to a factor like "Economic environment" which contains 4 sub-element can be compared. So ultimately, it is the ranking of the different sub-elements which is important, not how they are grouped in arbitrary "factors".</p> <p>For instance why should "Cultural Environment" which is of interest to a minority of the population be ranked at the same level as "Social Environment" which is of interest to the whole community.</p> <p>In my opinion, the "Social Environment" is the prime reason for creating the new corridor as the old corridor degraded the "Social Environment" of multiple communities. So it should rank as the main element in the choice of an alternative corridor.</p>  | Apr 16, 2010 12:35 PM |
| 60            | <p>Different people will always complain that the list of factors to be considered is not balanced or needs more factors added. At some point, this is just a trick to make sure that the roads will "not be build in my backyard".</p> <p>I disagree with the statement:&lt;&lt;The factors to be evaluated in Phase 2B work should allow for a meaningful distinction between the three corridor alternatives.&gt;&gt; Surely, no two factors will get the exact same quantitative evaluation. Decide on quantifiable criteria and then pick the best Corridor even if it is not a clear winner to avoid delays!</p>  | Apr 16, 2010 1:28 PM  |
| 61            | <p>The impact on Rockcliffe Airport has apparently not been adequately represented (except for Land Use). Alteration of the use of the airport (eg., outright closure or modification of airspace) should also be reflected in the Social Environment (sailing/Boating/flying activities) and under the economic environment, as well as under the heading of heritage.</p>   | Apr 16, 2010 2:19 PM  |
| 62            | <p>The list is fine, but the weighting of each factor must be established before the data is gathered. To do otherwise introduces the possibility of bias into the analysis and decision-making that is unwise and unnecessary.</p>   | Apr 16, 2010 2:57 PM  |
| 63            | <p>The fact there are schools along the proposed Corridor 5, should be a major factor when considering this route.</p>  | Apr 16, 2010 3:08 PM  |



| Response Text |  |                      |
|---------------|--|----------------------|
| 64            | <p>1.0 Include the negative impact of traffic diversions through residential areas.<br/>1.0 Must consider capacity of existing roadways and current and project traffic patterns on those (without a bridge) when looking at bridge capacity. If a bridge provides lots of capacity but the roads it connects to are already full, then the bridge capacity won't be realized.</p> <p>4.0 Include negative impacts on tourism.<br/>4.0 There is no specific mention of the Musical Ride or sunset ceremonies - should be included.</p> <p>4.1 Should include impacts on the Montfort Hospital (vibration impacts on MRI, traffic congestion impacting access for emergency vehicles).</p> <p>4.1 Should include safety risk to pedestrians and cyclists caused by high traffic and congestion - beyond pollution.</p> <p>4.1 - Noise: No noise mitigation measures will be available for the bridge itself. Sound travels far over the water. Need to ensure that noise impacts along the river are given due consideration.</p> | Apr 16, 2010 3:27 PM |
| 65            | you seem to have it covered now.   | Apr 16, 2010 4:12 PM |
| 66            | No   | Apr 16, 2010 4:31 PM |
| 67            | The cultural environment needs to include the community and visitor use of cultural facilities in and near each of the corridors. I am thinking in particular of the Aviation Museum in Corridor 5, but there may be others in or near both Corridor 5 and Corridor 6. The aesthetic aspects listed under "Social Environment" also should figure strongly in assessing the cultural environment. Urban blight and compromised built environments (particularly with regard to heritage buildings and sites and community centres) can compromise the cultural life of a community by making it a far less attractive place to live, work and play. (cf Jane Jacobs)   | Apr 16, 2010 4:32 PM |
| 68            | <p>See comments above:</p> <p>Human Health should be a major criteria in itself</p> <p>Travel-time saving is a transportation issue, not an economic development issue</p> <p>Vacant areas should be seen as an advantage in "economic environment" for the future development of goods-producing and supportive industries</p> <p>Close proximity of schools should be included in land use and property</p>  | Apr 16, 2010 6:18 PM |
| 69            | Cycling and other sustainable transportation should be included in Traffic and Transportation. Per capita effect on population for the three corridors should be included.   | Apr 16, 2010 6:35 PM |
| 70            | <p>Cycling is not solely a recreational activity. Both it and pedestrian movement should be assessed as part of transportation.</p> <p>Earlier comments should be applied especially regarding pollution effects.</p> <p>The creation of a new item called "economic" is not the right approach to ensure that proper weight is given to community issues, given that there is no indication of weight. Additionally it tends to separate out economy delinking it from the numerous elements it is connected to (like cost, transportation, social) For example, the Glebe is a community with numerous small businesses. A highway running down Bank would destroy those businesses but would also destroy the community.</p>  | Apr 16, 2010 7:03 PM |

| Response Text |  |                      |
|---------------|--|----------------------|
| 71            | <p>Economic Environment: Negative Economic Impacts on Businesses: The 1999 OMB ruling regarding King Edward Ave noted that this corridor should be removed from the official truck route after a new bridge is built. Given that the OMB ruling referred to above intended for all through-commercial vehicle traffic to be directed to a new east-end bridge, then one of the evaluation factors analyzed should be the net impact of such a change to the costs of business in the National Capital Region. A large percentage of commercial goods movement will experience longer travel times and distances as a result of this diversion to an east end bridge and this impact should be quantified. Moreover consultations should be held directed with the affected business communities to inform them of these potential changes so that those businesses can begin building into their business plans appropriate measures to respond to these changes once a new bridge is in operation.</p> <p>Natural: The existence of this new crossing will add significant spare capacity to the roadway network. Presumably this will have a detrimental effect on the modal share split that can be captured by transit. This will result overall then with more cars on the the road in the National Capital Region. Some attempt to capture the environmental effects of this additional traffic should be included in the pollution calculations.</p> <p>Land Use and Property: The existence of a new crossing will likely result in an acceleration in residential building in Gatineau vs Ottawa with a corresponding overall rise in property values on the Quebec side and a drag on property values on the Ottawa side. Some attempt to quantify this should be attempted. This corresponding shift of residential property value from Ottawa to Gatineau will also result therefore in a shifting of this property tax burden to the rest of Ottawa. Effectively the non-eastern sections of Ottawa will experience a faster rise in their property taxes as a result of this new east end bridge. Approximately how much will this be?</p> <p>Costs: The costing exercise should reflect the full scope of costs induced by this new bridge, especially in terms of required expansions and modifications of all the downstream road networks.</p> <p>Transportation: The existence of this new crossing will add significant spare capacity to the roadway network. Presumably this will have a detrimental effect on the modal share split that can be captured by transit. Some attempt should be made to estimate what the modal shares might be with a bridge and without a bridge. This will have an impact on the efficiency and cost recovery (from the fare box) ability of OC Transpo, and STO in particular.</p> <p>General Comments: The Volume of Truck Traffic used to estimate the Environmental Impacts in the 3 corridors: The 1999 OMB ruling regarding King Edward Ave noted that this corridor should be removed from the official truck route after a new bridge is built. To that end, when the environmental impacts of the new bridge options are estimated they must be modeled using the assumption that ALL non-downtown terminating commercial vehicle traffic has been removed from the downtown and allocated to the new crossing.</p> | Apr 16, 2010 7:19 PM |
| 72            | Pleas see my comments on the three options. Give greater weight to the impacts on Social, Cultural, Natural and Economic environment and traffic congetion than in the previous study.   | Apr 16, 2010 7:52 PM |
| 73            | once again it is astonishing that human health (mental and physical) has been omitted from this questionnaire. This should be a major factor outweighing recreation and aesthetic and many other factors. in this and other contexts human density in competing corridors should be clearly set out.   | Apr 16, 2010 8:08 PM |
| 74            | Under the heading of Social Environment - Air quality needs to be listed before noise and vibration. Was this omitted on purpose?  | Apr 16, 2010 8:39 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 75            | As mentioned, Schools should be explicitly added, both through their physical location (closeness to the corridor), and the effect that a corridor might dissect a school boundary.  | Apr 16, 2010 8:52 PM  |
| 76            | do not consider cycling as only "recreational"; part of cycling is "transportation"  | Apr 17, 2010 1:59 AM  |
| 77            | Safety should be a separate factor, to make it easier for the public to view the differences. The safety factor should include the increased risk of collisions, effects of a toxic spill, etc...  | Apr 17, 2010 3:34 AM  |
| 78            | Social and natural should be weighed most heavily. All factors from the top of the list until the land use and property considerations should be considered first. Only when these areas are analysed and weighed, should economic, transportation and traffic be considered. And once those are factored in, then cost should be a factor. Our current economic and financial systems, externalize the costs in factors 1 to 5, and give precedence to factors 6 to 8. Thus, this study must ensure the decisions are not driven by costs and economic factors as they are flawed.  | Apr 17, 2010 12:05 PM |
| 79            | IF PHASE ONE WAS CARRIED OUT COMPETENTLY YOU SHOULD HAVE ALL TAKEN ALL THESE FACTORS INTO CONSIDERATION ALREADY. WHY "REFINE" "ADD TO" "REVISE" "RECONSIDER" ? NOW YOU'RE STUDYING THE STUDY! JUST GET ON WITH IT. WE'VE BEEN WAITING 40 YEARS. WHOSE GOING TO STUDY YOUR NEW STUDY REVISING YOUR FIRST STUDY. ? WHY ARE THE PARTNERS NOT HONEST AND JUST SAY THEY HAVE NO DESIRE TO EVER COME TO A CONCLUSION AND DO ANYTHING TO REMOVE TRUCK TRAFFIC FROM DOWNTON?   | Apr 18, 2010 4:41 PM  |
| 80            | How are environmentally significant areas to be defined? Will Ottawa's Urban Natural Areas be considered, given that they are not mentioned in the most recent Official Plan? Is all of the Greenbelt to be considered sacrosanct? (It should not, in my view) but how will that be determined. Will the Ottawa zoning for greenbelt lands be considered?<br>For fish habitat, there are temporary and permanent alterations and, in cases of some kinds of development, creation of new habitat that sometimes benefits other species not considered in an initial review - How will that be considered?<br>For travel, there should be consideration of the ability to implement mass transit that crosses the river and reduces commuter traffic. There should also be a second look at the tunnel option discarded for not very good reasons. The economic development for the Gatineau Airport area should be considered and the true cost of destroying neighbourhoods determined and made public. The Boul. Lorrain and Montée Paiment communities should not be destroyed. There has been no mention of the impact on the National Archives facility in Gatineau - it is adjacent to Boul. Lorrain and could be subjected to constant vibration from heavy trucks. And, has that very steep hill on Lorrain be considered suitable for major trucks? What about the church at the top? | Apr 18, 2010 8:34 PM  |
| 81            | Corridor 7 would be the best for the movement of hazardous materials. The quality of life for residents along any of the corridors should have the highest weighting. Reducing commute times only works until the Gatineau side expands and fills the new bridge. Any new bridge would increase the commute time on the Ontario side.  | Apr 19, 2010 2:12 AM  |
| 82            | I think it is essential to look at the effect of the alternative proposal on urban sprawl, land consumption, resource consumption, pollution and greenhouse gas emissions. These studies should be undertaken at macro level.  | Apr 19, 2010 3:04 AM  |

## Question 7

| Do you have any comments on the consultation program that is being proposed at Phase 2B? |  |                |
|--|--|----------------|
|  |  | Response Count |
|  |  | 58             |
| <i>answered question</i>   |  | <b>58</b>      |
| <i>skipped question</i>  |  | <b>87</b>      |

| Response Text |  |                      |
|---------------|--|----------------------|
| 1             | NO   | Apr 8, 2010 9:56 PM  |
| 2             | No   | Apr 9, 2010 12:27 AM |
| 3             | <ul style="list-style-type: none"> <li>The assessment cannot be called an environmental assessment because it is not bound by any legislation. The Federal EA Act can only be applied to a defined project of which there is none in this phase. The Ontario Provincial EA Act is perhaps being followed but since the Ontario Ministry of the Environment had decided to opt out, there is no legislation to protect the rights of citizens.</li> <li>The fact that the Ontario Ministry of the Environment has opted out of the EA may prove to have been illegal and will most certainly result in a court challenge.</li> <li>For this crossing assessment to be seen as legitimate, Ontario will need to opt back in. Failing to do so will give the public the perception that the process is fixed in favour of a particular crossing option and will erase the openness that the NCC and its consultants are trying to achieve after the badly executed phase 1.</li> </ul>  | Apr 9, 2010 1:53 AM  |
| 4             | <p>The consultation foci are divided in two: Affected Community Perspectives and Regional Perspectives. While I envisage no difficulty in engaging the former, the challenge will be in engaging the latter. To help in this regard it would be advantageous to draw up a list of the names of groups to be contacted. The word "stakeholders" is used but no names are given. For example, as the study is important for trucking, is there an association that could provide a truckers' perspective? Which business groups do you intend to contact?</p> <p>Under "Regional Perspectives" should be included the Lower Town Community Association as they have an interest in seeing as much traffic as possible diverted from King Edward Avenue. In addition, there were many community associations, and may be other groups, who were involved in the previous phase of the study and even though they are no longer an "Affected Community" may still have an interest as the study proceeds and should be on the contact list.</p> <p>Another matter is how all the input is to be "weighted" including different perspectives of "Affected Community" versus "Regional".</p> | Apr 9, 2010 7:10 PM  |
| 5             | <p>Technical presentations seem the most laborious and time wasting option. These invariably become debates or personal attack sessions.</p> <p>Speaking as a community association representative, Charretes are difficult to manage as most members of this kind are volunteers who cannot spare an entire day of consulting.</p> <p>Web consultations are useful if you can control numbers by using emails or another sign-in method. Otherwise you open the door to duplication and disproportionate tallies of opinion.</p>  | Apr 9, 2010 8:33 PM  |
| 6             | So far I haven't been impressed with the public consultation process because there is no evidence that any of the suggestions are being listened to.   | Apr 9, 2010 9:05 PM  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 7             | Invalid because no such public consultation program was used to get to this stage with three arbitrary "options".   | Apr 9, 2010 10:59 PM |
| 8             | In order for public consultation to have weight it must be backed by legislation. What legislation backs the EA study at this time?<br>The CEA only comes into effect once a project, i.e., one corridor has been identified. The MOE has opted out of the study, so Ontario legislation does not apply. What appeal process does the public have if the results of consultation with the public, particularly with respect to mitigation measures, are simply ignored?   | Apr 11, 2010 5:18 PM |
| 9             | NO  | Apr 11, 2010 6:30 PM |
| 10            | Nice to be consulted. I would not vote for any government that proposed Petrie Island - a jewel in the city's Crown. The other alternatives are examples of old think - let us get some environmental stewardship and leadership here   | Apr 11, 2010 7:02 PM |
| 11            | The consultation program proposed is thorough and detailed. It offers good opportunities for interested members of the public to obtain information and to make their views known.<br><br>Nevertheless, the best-designed consultation process in the world will not be successful unless the public views are genuinely taken into account by the decision-makers on the project.  | Apr 11, 2010 7:10 PM |
| 12            | I've attended the public open houses. I don't get the sense anyone is listening to us, to the communities who are impacted by this.   | Apr 11, 2010 7:38 PM |
| 13            | You need to hear from a more broader area of the City i.e. some communities south of downtown or west of downtown Ottawa and Gatineau, not just the affected corridors.   | Apr 11, 2010 8:29 PM |
| 14            | No, but a healthy fear that it will not be any of the things described above...   | Apr 12, 2010 1:19 AM |
| 15            | The key here is MEANINGFUL consultation. I do not think that the Phase 1 consultants gave any serious consideration to what they were told by the public. It took a near public uprising and considerable political pressure to convince the commissioners of the NCC to give it another look and try to remedy the deficiencies of the Phase 1 work.<br>It is not the details of the proposed consultation program that are important it is what is actually done with the input received that matters.  | Apr 12, 2010 2:09 PM |
| 16            | I think the consultation process is the right way to go. It should also allow for a referendum on the final options.  | Apr 12, 2010 3:28 PM |
| 17            | "Round 1 - Broad Study Input" has but three (3) objectives, the first of which can be started already (promote) while the second (understanding) is nothing more than regurgitated information from Phase 1 which can be found online already. By all means, collect your data for your third objective and lets get this thing going.<br>I do not like the idea of the "do-it-yourself" groups working on their own time frame. They must be given specific dates to conclude and report or forfeit their work. Additionally, this type of group allows for interest specific groups to form, and potentially voice an opinion supported by few. | Apr 12, 2010 3:36 PM |
| 18            | No.   | Apr 12, 2010 3:40 PM |
| 19            | The results should be reported honestly. Keep political bias and influence at bay.  | Apr 12, 2010 5:13 PM |
| 20            | It is a complicated strategy. If useful input is wanted, avoid large public consultations which are used primarily for political posturing and media opportunities.<br>Give people opportunity to study and think about the material prior to the consultation - then you should get reasoned thoughtful input.   | Apr 13, 2010 3:24 AM |
| 21            | When being read the proposals seem realistic however it is my past experience that in fact the consultations with the public count for little as political considerations are the only ones that really carry any weight at the end of the day.   | Apr 13, 2010 6:17 PM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 22            | <p>OK</p> <p>Consultations should address riverains of each corridor separately first and then together</p>   | Apr 13, 2010 10:05 PM |
| 23            | <p>The community value plan was poorly advertised within our community. There were only about 8 people at the meeting I went to. Why not post roadside signs like they do when new zoning variances are posted?</p> <p>You also need to reach out to local aboriginals through the Metis Nation of Ontario and friendship centres.</p> <p>Extra effort should be extended to promoting input from boating clubs in the area to be affected to allow their members to become engaged. Why not request each club to email their members that you are seeking their input? Marina operators can do the same.</p> <p>What does each city's recreational departments think of these crossings as an effect in regards to their future interests and programs?</p> <p>For some reason, not all your links to reports worked and I couldn't properly reference those materials, such as the Chapter 5, Section 5.2. I would fix this if you can.</p> <p>I would also consult with other communities that have had to deal with similar issues for their feedback. If the NCC is building our nation's capital for all its citizens, then those in other parts of the country may have positive contributions (e.g. Vancouver on how tunneling worked for them or decisions based on social costs vs. financial costs, neighbourhood considerations).</p> | Apr 13, 2010 11:07 PM |
| 24            | I don't see a timeline for when each stage is beginning / ending. The time frames are important as it is impossible to comment further on the process without this information. How long will people have to consider proposals, comparisons etc?   | Apr 14, 2010 6:48 PM  |
| 25            | I want our political reps at the federal, provincial and municipal level to attend public consultation meetings at which the proposed final corridor maps are presented for consultation and review by the public.  | Apr 14, 2010 7:41 PM  |
| 26            | <p>Once again you are looking are having a participaitory process where you can show community involvement in the choice that is made. It is difficlut to see why we did not see much more of this in Phase 1. My community feels the involvement and trust you are seeking was lost in Phase One. If submitted questions and concerns weren't addressed in Phase 1. Why would we expect a change now. The feedback we get from the present consultants is that we can't go back and address anything that occured in Phase 1.</p> <p>The consultants will say they were not involved in Phase 1 but the residents affected by these decisions were here before, during and after phase 1. They will be here before during and after phase two phase 2. Hopefully someone will attend to the concerns/questions raised and build back that trust before you build your bridge.</p>  | Apr 14, 2010 11:13 PM |
| 27            | Need more public consultation in venues that have enough parking facilities for all to attend.  | Apr 15, 2010 1:07 AM  |
| 28            | I've not read the plan in great detail and cannot comment   | Apr 15, 2010 1:21 AM  |

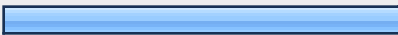

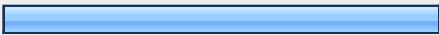
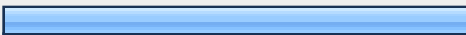

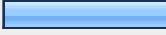
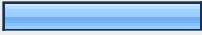
| Response Text |  |                       |
|---------------|--|-----------------------|
| 29            | <p>1. The "VOX POP" concept, while interesting, totally ignore the fact that large-scale shopping centres and sports centres draw on a far wider catchment area than the areas affected by the proposals. If the opinion of citizens living in the east end of Ottawa was irrelevant in determining that any west-end option should be dropped, the same should hold true of the opinions of those who are not affected.</p> <p>2. A true stakeholder analysis is required, and it is absolutely essential that the transportation industry in Western Quebec and the land developers in Quebec with significant holdings east of the Gatineau River put their cards very clearly and very publicly on the table. This whole issue is about them and their interests: they are the ones who benefit; it is everyone else who must pay -- in larger or less amounts, depending on the location and the ultimate decision. Why should the major beneficiaries of this project never have to defend their interests and their plans?</p> <p>3. The "do-it-yourself" toolkits are too facile, and will allow the organizers of the process to marginalize the input since it is not "professionally" done.</p> <p>4. You do not explain what a "Design Charette" is in any sort of detail, or provide any sort of notion as to how open (or closed) this sort of process is.</p> <p>5. "World Cafés" are a touchy-feely process that are totally irrelevant to this discussion -- and your description verges on socio-babble. The lack of structure or of reporting outcomes make them useless for the problem at hand. At worse, they are a process of brainwashing people into accepting proposals that, if they had the opportunity to reflect carefully, they never would agree to.</p> <p>6. Finally, all of the consultation process comes down to "smoke and mirrors" if there is no way that those who are involved are allowed to see how (if all all) the community input has been adapted. It is VERY clear to any observer that you would not have considered three crossing options had you not been instructed to by the political structures involved with this project. Had those directions not been given to you, then this whole exercise would never be happening</p> | Apr 15, 2010 3:46 AM  |
| 30            | <p>Transparency and honesty should be the founding values of this program. Credibility suffered when in phase 1 the Roche/NCE consultants denied that the truck route in corridor 5 would have no impact on the quality of air and gave this factor insignificant weight. An honest approach would have recognized existing data (eg the state of California identified 41 gazes and polluting particules and other studies go in the same direction). Denying common knowledge does little to build trust in the outcome of a study.</p> <p>The consultations meetings with the community should be allotted sufficient time for group reflection and discussion - not a "lip service quick and packed" exercise.</p>   | Apr 15, 2010 5:16 AM  |
| 31            | It's what you do with the information derived from the consultation that is important.   | Apr 15, 2010 12:44 PM |
| 32            | The consultation sessions must be advertised widely so that the community is aware and is able to make the time for participation.   | Apr 15, 2010 5:36 PM  |
| 33            | As a resident living adjacent to the Aviation Parkway, it is much appreciated.   | Apr 15, 2010 6:38 PM  |
| 34            | Remember who's going to be footing the bill for this - consultation needs to take place in ALL wards of the city so that all taxpayers are aware of what's being proposed and may have their say in which plan moves forward.  | Apr 15, 2010 7:05 PM  |
| 35            | If it is like this survey, I won't have time for it!!  | Apr 15, 2010 8:00 PM  |
| 36            | <p>The consultation opportunities have NOT been widely publicized. The affected communities are not aware of the meetings. Speciacally communités of east Orleans, Cumberland and Rockland are not aware of the consultations.</p> <p>Need to reach a broader range of citizens - eg high school students, retirement home residents.</p>  | Apr 15, 2010 9:07 PM  |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 37            | Will be workable to Ontario residents ONLY if they paid attention to. So far NONE of the committee work has shown this.<br>The NCC seems to have ALREADY made up its mind and has only listened to Ottawa West concerns !!!!!  | Apr 15, 2010 9:35 PM  |
| 38            | How will we know that our input is given serious consideration? Can I get direct feedback on my suggestion that the "AS IS" status quo must be the baseline for comparing the three proposed corridors? The analysis must assure that everyone in the community has the same perspective on the problem we are trying to solve and how the proposed solution represents a vast improvement on the status quo.  | Apr 15, 2010 10:08 PM |
| 39            | 1) I receive email notifications and in general the system works well, but given the opportunity I would like a bit more notice to be provided (the last consultation meeting was emailed 3 days before the session, as was this survey).<br><br>2) conduct 'vox pop' activities in sensible locations when residents (not tourists or mall visitors) are able to provide comments.  | Apr 16, 2010 1:02 AM  |
| 40            | The consultation process is out of sync with public views on the need for a bridge. The consultation process looks like a fast track exercise aimed at justifying a need that is unproven.   | Apr 16, 2010 12:24 PM |
| 41            | I only learned last evening about the current consultation program, so my obvious comment is that any consultation program should be better publicised in the next phases...   | Apr 16, 2010 12:37 PM |
| 42            | The planning looks good, but the "Devil is in the details".<br>The locations of meetings is essential to success. Residents cannot be expected to travel downtown in the evening to attend these meetings. It is essential that community consultations be held at sites within the communities affected.<br>It is also essential to publicize these meetings much better than was done during Phase 1. The Citizen provided no coverage of this. You must use ads in local papers, and give interviews, maps and information to local reporters. Radio and TV interviews should also be arranged. A passive approach does not work. | Apr 16, 2010 3:04 PM  |
| 43            | Consultation is great. But I'm skeptical as to how much this consultation will impact the final decision. Need to be assured that public opinion matters.  | Apr 16, 2010 3:29 PM  |
| 44            | Not enough consultation at venues that are easy to get to (eg. Local school auditoriums in affected neighbourhoods). Lots of people don't attend because there is no parking etc.  | Apr 16, 2010 4:14 PM  |
| 45            | Good luck!   | Apr 16, 2010 4:35 PM  |
| 46            | So far, I appreciated the format of the public consultations proposed by AECOM Delcan but I would suggest that bureaucrats from the MOE and MEQ also attend the consultations as provincial environmental laws will have to apply in this process. Officials from health departments may also be invited to offer views on the potential impact of truck traffic on health.  | Apr 16, 2010 6:21 PM  |
| 47            | It will need to include the downtown communities in Ottawa so that the King Edward Avenue traffic load is properly addressed.  | Apr 16, 2010 6:21 PM  |
| 48            | The consultation program for phase one was not adequate. The open houses did not provide opportunity for actual questions about the process or the results, but did seem to encourage showboating. The details here do not assist with informing me with what will constitute adequate consultation throughout the work plan.  | Apr 16, 2010 7:17 PM  |
| 49            | There is no place in the consultation framework where the results of relevant studies (goods movement, inter-provincial transit, more recent measured traffic data, etc) and their relevance to the current study are presented to the public along with opportunity for the public to discuss and provide their views/interpretation of the relevance of this data for the undertaking. This needs to be added, at or before the currently proposed step 1.<br><br>Also, I would like to see information made available from the TAC meetings. Some form of meeting report or minutes should be made available to the public.       | Apr 16, 2010 7:19 PM  |



| Response Text |   |                       |
|---------------|---|-----------------------|
| 50            | I was disappointed at the lack of interest on the Quebec side. I attended both sessions and saw very few people from Quebec at them.  | Apr 16, 2010 7:54 PM  |
| 51            | again yes --- pls see previous comments on the major omissions in this assessment.  | Apr 16, 2010 8:10 PM  |
| 52            | None  | Apr 16, 2010 8:40 PM  |
| 53            | The weight of the opinions or concerns of the stakeholders needs to be better indicated. It is not clear how much weight the opinions or concerns of the public or stakeholders will have in the decision process.  | Apr 17, 2010 3:37 AM  |
| 54            | <p>The public give of their time for these consultations. Communities can be overwhelmed by the energy that it takes to be involved in these processes. In addition, these communities have considerable expertise and knowledge that is valuable to the decision-making process. Thus, resources should be provided to the communities through which the proposed corridors are aligned as well as to the environmental organizations such as the Riverkeeper and Ecology Ottawa - which advocate for better environmental decisions. This would enable the communities and organizations to better contribute to the decision-making for a crossing. It would enable them to hire staff to help them organize, obtain the information that they require and undertake the required analysis. There should be intervenor funding similar to that provided under the CEAA.</p> <p>It is important that the assumptions and weights given to the various factors are transparent so that the public can understand how the analysis that informed the assessment.</p> <p>It is crucial that the the consultations gather responses from the public about their concerns and recommendations on the assumptions and weighting that went in to the analysis.</p> <p>It is crucial that the public input shapes and informs the decision about the crossing in a transparent and accountable fashion...and that the decision is not made in the back-room by politicians or is decided on the basis of costs.</p> | Apr 17, 2010 12:26 PM |
| 55            | Only that you make sure not to forget the communities along existing corridors as opposed to proposed corridors. The Lowertown and Sandy Hill communities will be considerably affected by any new bridge, and not including their story will only emphasize the negative impressions about the bridge options.   | Apr 17, 2010 11:37 PM |
| 56            | PLEASE SEE PREVIOUS COMMENTS. ARE YOU WAITING FOR UNANIMITY? IT WILL NEVER COME.SOMEONE, SOMETIME, HAS TO HAVE THE BALLS TO DECIDE.   | Apr 18, 2010 4:45 PM  |
| 57            | To date, the kind of consultation that has been held in Phase 2 has not been very satisfactory. Display boards, people standing there to answer questions but not taking notes is a complete disregard for the true meaning of consultation. There needs to be occasions when the consultants listen to the people, answer their questions and someone takes notes about what is being said.  | Apr 18, 2010 8:35 PM  |
| 58            | <p>I think that there will be great deal of interest in Round 1 because that process will determine which corridor is ultimately chosen.</p> <p>I doubt that you will get much useful input on designing mitigated alternative proposals, as this implies that communities will want to talk about how something they absolutely don't want to be built. This would appear to be coopting their position, and doesn't seem realistic. The Community Value Plans continue to be mystical concept, and it is difficult to understand exactly how they might be used.</p> <p>Once the corridors are ranked, all hell will break loose. There will be no interest in cooperation. It will be all out war.</p>   | Apr 19, 2010 3:21 AM  |

## Question 8

| What types of public consultation activities do you consider to be most effective and that should be considered as a part of the Phase 2B Public Engagement Plan? (Pick all that apply)  |   |                  |                |
|--|---|------------------|----------------|
|  |   | Response Percent | Response Count |
| Public open houses   |    | 60.6%            | 66             |
| Small group workshops  |    | 43.1%            | 47             |
| Technical presentations followed by a question and answer session (with mics)  |    | 67.0%            | 73             |
| <b>Web consultation such as online surveys</b>   |   | <b>71.6%</b>     | <b>78</b>      |
| 'Do-it-yourself' toolkits that allow users to conduct their own consultation sessions for a small group (such as for members of a community association)   |    | 27.5%            | 30             |
| World Cafés (The World Café is a simple methodology for hosting conversations about questions that matter. These conversations link and build on each other as people move between groups, cross-pollinate ideas, and discover new insights into the questions or issues that are most important in their life, work, or community). |  | 24.8%            | 27             |
| Design Charrette (In urban planning, the charrette has become a technique for consulting with all stakeholders. This type of charrette typically involves intense and possibly multi-day meetings, involving municipal officials, developers).   |  | 30.3%            | 33             |
|  | Others? (please specify)  |                  | 30             |
|  | <b>answered question</b>  |                  | <b>109</b>     |
|  | <b>skipped question</b>   |                  | <b>36</b>      |

| Others? (please specify) |  |                       |
|--------------------------|--|-----------------------|
| 1                        | Telephone polling.   | Apr 9, 2010 7:10 PM   |
| 2                        | Please be sure to include the areas affected by traffic flow into corridors 6 and 7 when creating consultation groups. Widening the study area to investigate the impact of these corridors is needed.   | Apr 9, 2010 8:33 PM   |
| 3                        | None of these are effective because I believe they are being held just to fulfill the requirement for "Public consultation" My experience is that public consultation is that politics trump any public consultation process. How many times has this been "studied"? You keep studying it until you get the answer politicians want to hear. That's how it's been so far.   | Apr 9, 2010 9:05 PM   |
| 4                        | Consider a referendum. These are big enough dollars and has enough negative impact to the communities involved. We should have a say in this. Try doing a survey of the neighbourhoods impacted. Try LISTENING to what the communities are saying.   | Apr 11, 2010 7:38 PM  |
| 5                        | The Canada Lands Company may be a good source of ideas for Public engagement.<br>The difficulty with this is the administration, along with the depth and breadth of the documentation. The public really needs to see the answers to their concerns. This would mean a searchable FAQ. I am told that there were 1000 questions from the public in Phase 1.<br><br>Sadly, I have not seen this finite list, but what is more troublesome, is that I have not seen any answers to these questions from the public.   | Apr 12, 2010 3:28 PM  |
| 6                        | There are many community associations who are very engaged with this issue - the Do it yourself toolkit approach could be an effective way to poll communities. I like small group workshops well designed and managed to achieve a specific objective   | Apr 13, 2010 3:24 AM  |
| 7                        | Open Houses combined with presentations and Q&A sessions.  | Apr 13, 2010 5:02 PM  |
| 8                        | Both City Halls should ensure an on-going advertisement campaign is created using local media and an on-line site that posts weekly on the state of the development. The development should be kept in the public eye at all times.  | Apr 13, 2010 6:17 PM  |
| 9                        | I would also suggest that you offer concerned citizens to interact with politicians who commissioned the study to allow them to air their grievances before the next phase goes. For example, how else can we voice our opposition to a study that ruled out a tunnel option before a proper EA could assess its potential to be a better option based on other considerations?<br><br>Invite planners from other cities to a forum where citizens can learn how things were done in their towns.<br><br>Identify key stakeholders and ask them to participate on a citizens board to review the process more closely. | Apr 13, 2010 11:07 PM |
| 10                       | Feedback and results of decisions from all sessions of whatever type should be easily accessible by all interested parties to ensure openness and transparency of process.<br><br>The Charrette definition above doesn't seem to include the public - so not so good for 'Public Engagement'.  | Apr 14, 2010 6:48 PM  |
| 11                       | I want Mauril Belanger, Madeleine Meilleur and Michel Bellemare intimately linked into the consultation process in an open and transparent manner.   | Apr 14, 2010 7:41 PM  |
| 12                       | preparation of a mailing list and discussion papers forwarded to participants  | Apr 14, 2010 7:55 PM  |
| 13                       | Facebook Group to keep people informed, get opinions...  | Apr 14, 2010 10:12 PM |
| 14                       | social networking media or twitter discussion groups   | Apr 15, 2010 1:21 AM  |

| Others? (please specify) |   |                       |
|--------------------------|---|-----------------------|
| 15                       | Instead of World Cafés which do not allow for indepth discussions and instead of Small workshops with predetermined questions that do not necessarily reflect what people really want to talk about in relations to the purpose of the meeting hold Open Space community meetings where people regroup as per their area of interest and have the freedom, when they are ready, to move to other groups who have other topics of interest to them. This process allows for more in-depth reflection and discussion instead of having everyone skim many topics. | Apr 15, 2010 5:16 AM  |
| 16                       | Be careful of consultation fatigue...must be meaningful with feedback re comments - two-way. Accountability of input obtained is necessary.<br><br>Intervenor funding for impacted/concerned community associations is critical in order to sustain egitimate and quality input.<br><br>Communications of key milestones for public input require intense outreach.<br><br>Seek input on draft postions ,not final positions. This was a failutre of Phase 1.   | Apr 15, 2010 12:44 PM |
| 17                       | Charette sounds like a bad idea... it selcts only those with a lot of available time.   | Apr 15, 2010 8:00 PM  |
| 18                       | It is important to avoid settings that degenerate into emotional events or events that favour the well funded lobby groups from higher income areas. The assessment should be as dispassionate as possible.   | Apr 15, 2010 8:47 PM  |
| 19                       | Public referendum.  | Apr 15, 2010 9:35 PM  |
| 20                       | Any public discussions must limit the number of people representing one point of view. The last time around the Stop the Bridge Lobby sent in several speakers and monopolized the majority of the time resulting in overly long sessions.  | Apr 15, 2010 10:08 PM |
| 21                       | Really, whatever it takes to get the information.   | Apr 15, 2010 11:19 PM |
| 22                       | As many as possible to foster as much public participation as possible. This is a major issue.  | Apr 16, 2010 12:37 PM |
| 23                       | It is also possible to migrate qualitative consultations (focus groups, round tables, etc.) to the Web. Email me for details: info@pbelisle.com   | Apr 16, 2010 2:22 PM  |
| 24                       | Panels and presentations hosted by community associations can be useful, as long as they are well facilitated and provide a structured format for questions and answers.  | Apr 16, 2010 4:35 PM  |
| 25                       | These lack interface with the decision makers and proponents.   | Apr 16, 2010 6:38 PM  |
| 26                       | I would highly recommend web forums and wikis, written comments.<br><br>Perhaps a youtube technical presentation with Q&As submitted afterwards (for about two weeks) with a follow up answer video or written response.<br><br>Many of these proposals would limit reponses from the public at large.<br><br>The open houses should have an independent facilitator who can encourage questions and views while discourage posturing.  | Apr 16, 2010 7:17 PM  |
| 27                       | Care should be taken to ensure the consultation process builds community and does not exhaust a community. Care should also be taken to reduce the pitting of communities against each other. Experts in conflict resolution and mediation should be part of the consultation design and implementation teams, so that a consensus building, effective, community building consultation process is achieved   | Apr 17, 2010 12:26 PM |
| 28                       | No opinion  | Apr 17, 2010 11:37 PM |
| 29                       | PLEASE SEE COMMENTS ABOVE.  | Apr 18, 2010 4:45 PM  |
| 30                       | I think we need a format where the PAC works intensively with the TAC to address the issues.<br>Results of those discussions could then be brought forward in a broader community discussion forum.   | Apr 19, 2010 3:21 AM  |

## Question 9

| Please feel free to add any closing comments or suggestions: |  |                |
|--|--|----------------|
|  |  | Response Count |
|  |  | 68             |
| <i>answered question</i>                                     |  | <b>68</b>      |
| <i>skipped question</i>                                      |  | <b>77</b>      |

| Response Text |   |                      |
|---------------|---|----------------------|
| 1             | A final urging to re-open the western corridor options, as per the original mandate of the study.<br>The region is going to completely come to a stand still, as evidenced already when even one bridge down town closes. It takes hours to clear the back log of vehicles. This is not just week day commuter traffic but all weekend too for shopping and touring traffic. PLEASE.<br>Thank you for an opportunity to comment | Apr 8, 2010 10:12 PM |
| 2             | Kettle Island is the right answer...  | Apr 9, 2010 12:28 AM |
| 3             | N/C   | Apr 9, 2010 7:11 PM  |
| 4             | Please widen the corridor 6 and 7 Study Areas to include the major traffic flow to these corridors. The map as presented is extremely misleading. It is difficult to ask people to be reasonable if the facts are not fairly presented.<br><br>Thank you for the opportunity to share these points with you.  | Apr 9, 2010 8:35 PM  |
| 5             | Despite your best efforts, it's impossible to come to a fair or logical conclusion when the process leading to this house of cards was itself so unfair and illogical.  | Apr 9, 2010 11:01 PM |
| 6             | Keep away from Orleans.   | Apr 10, 2010 1:45 PM |
| 7             | While I can understand and agree with your final 3 choices for the corridor, I would like to stress the need for a corridor in the growing West end.  | Apr 10, 2010 1:57 PM |
| 8             | Should suspend this process until the tunnel option is included as a possible alternative   | Apr 10, 2010 9:36 PM |
| 9             | How will the EA Study incorporate the more rigorous information requirements of the provincial process? In the interest of transparency and accountability, we have a right to know how this will be done. Please provide me with a response to this question.  | Apr 11, 2010 5:18 PM |
| 10            | I would like some direct feedback if indeed the readers of this survey think my contributions are not appropriate.<br><br>It seems to me that the solution space has been defined too narrowly by simply stating that we need "a new bridge" . What other alternatives have been explored? Have these studies been published?<br>jevans0431@rogers.com  | Apr 11, 2010 7:06 PM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 11            | <p>Thank you for the opportunity to provide detailed comments.</p> <p>One factor not covered in the questionnaire is the applicability of EA legislation. The MOE has stated that its legislation does not apply. It is stated in the Study Design Report that MOE requirements will be applied "insofar as possible". Who decides what is possible? What avenues would be open to contest the decision?</p> <p>Federal legislation applies once a project has been identified. Therefore, until one corridor has been selected, citizens (except possibly in Quebec should Quebec decide to apply its legislation) have no recourse or protection under EA legislation. Despite the nomenclature, the study is not an EA until one corridor is selected.</p> | Apr 11, 2010 7:11 PM  |
| 12            | We are opposed to corridor number 5.  | Apr 11, 2010 7:39 PM  |
| 13            | The perception is that this process is opening up again because the community group at Kettle Island wants it restudied with new criteria that place additional emphasis on community issues. While recognizing this, the fact remains that this needs to be a business decision, not a social decision.  | Apr 11, 2010 7:51 PM  |
| 14            | I am glad to see the involvement of the public throughout this process and especially the outreach with this type of survey. But for the resident who has not been following the issue from the beginning of Phase I, these types of questions are difficult to respond to.   | Apr 11, 2010 8:32 PM  |
| 15            | I note that the Strategic Goods Movement Study is due to begin only late in 2010. It makes no sense to consider a possible interprovincial corridor in the absence of information that will be provided by this study as it may suggest that none of these corridors are appropriate.   | Apr 11, 2010 10:34 PM |
| 16            | <p>Transparency is key: the lack of this this was a clear flaw in phase 1. The new schema is very welcome. It would be useful if the results of a survey such as this could be collated and mounted on the website.</p> <p>It would also be useful if you actually directly mailed this survey and other pieces of info to those who have input before. Our emails are on file. We have received replies, yet we do not get this survey except by circuitous routes. You can do better.</p>   | Apr 12, 2010 1:32 AM  |
| 17            | This project was considered decided at one point - the original choice if location 5 should have been upheld. This current plan seems doomed to failure or create such a prolonged process that gridlock will occur before a solution can be found.   | Apr 12, 2010 1:56 PM  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 18            | <p>The one problem I find with this project is that there is no PROBLEM STATEMENT.<br/>           What is the problem that is being solved? Usually that is the genesis of a public project.<br/>           Generally projects for profit or economic gain are done by the private sector.<br/>           Projects to solve public problems are done by the public sector.</p> <p>The biggest failure of this process is the lack of a clear description of the problem and identification of the relevant sub factors for analysis. I have assumed that the problem to be solved is the truck traffic along King Edward Avenue and the hazard it creates for the public. Very few of the factors for option analysis relate to this problem, yet, a bridge solution has somehow materialized. From what I have read in the traffic studies, only 30% of the truck traffic will be eliminated from King Edward Avenue.</p> <p>As a Manager of a Project Team, who has been given a proposed solution that only fixes 30% of the problem, I would be shocked. I would ask them why they didn't suggest options that would fix the stated problem.</p> <p>a. Would banning trucks from King Edward Avenue solve 100% of the problem?<br/>           b. Would sending trucks to other areas solve 50% of the problem?<br/>           c. Would using a tunnel eliminate 80% of the problem?<br/>           d. Would a ring road around the downtown core solve 30% of the problem?</p> <p>I would want to see a system solution that solved at least 80% of the factors that described the problem.</p> <p>Here are a few quotes to think about:</p> <p>When the number of factors coming into play is too large, scientific method in most cases fails us.<br/>           - Albert Einstein (1879-1955)</p> <p>When the facts change, I change my mind. What do you do, sir?<br/>           - John Maynard Keynes (1883-1946)</p> <p>Faced with the choice between changing one's mind and proving that there is no need to do so, almost everyone gets busy on the proof.<br/>           - John Kenneth Galbraith (1908-2006)</p> | Apr 12, 2010 3:47 PM |
| 19            | <p>I am absolutely opposed to the second phase taking up to four years to complete. There is no reason for this no matter how you attempt to justify it; as a great deal of the raw data was already collected in Phase 1. We finally have all three levels of governments agreed at once to move forward on a single matter. In four years, there will be newly elected officials who's agendas may differ and who may not provide the same support. Funding is available now...will it be in four plus years, if and when shovels actually hit the dirt.</p> <p>Although this may not be the forum for the following opinion, however there is only one viable corridor, being Kettle Island. It is the most geographically sound, environmentally feasible and there is no reason it cannot be the most economical option available. Stop trying to please everyone and start using a little logic rather than emotion and you can shave off a good 24 months off this EA.</p>   | Apr 12, 2010 3:52 PM |
| 20            | JUST BE PROFESIONAL AND HONEST IN YOUR ANALYSIS.  | Apr 12, 2010 5:14 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 21            | Stand at the corner of King Edward and Rideau at noon on a mid-week day. Ask yourself a simple question "how many cities in North America in the 21st century allow their downtown area to be clogged up and made completely pedestrian unfriendly by routing thousands of interprovincial trucks through them every week?" The interprovincial bridge in the east end should have been built decades ago. We're the capital city of this country and the downtown Rideau area is not only unsafe and unhealthy, it is a national embarrassment. Stop yapping and build the bridge.  | Apr 12, 2010 7:33 PM  |
| 22            | I am not convinced that a new bridge is needed. It would be a waste of money, materials and energy. None of the proposed crossing sites are environmentally acceptable. Why aren't other cheaper and faster alternatives being considered? i.e., regulating hours for truck traffic on key channels, and/or the size of trucks, and/or rehabilitating the train bridge for piggybacking trucks and containers on scheduled crossings.<br><br>No new bridge.  | Apr 12, 2010 7:58 PM  |
| 23            | I am hopeful that, in the end, we do not make the same mistakes we have made in the past in planning transportation routes in this city.<br><br>We are a city without an adequate ring road, and with a primary highway in its core that has no possibility for expansion. Regrettably, our transportation planning foresight in Ottawa has been a complete disaster. As our city grows, and it will, these issues will become more problematic.<br><br>The consideration of a new interprovincial crossing presents us - as a city and a region - with an opportunity to not only alleviate regretful transportation issues, but to properly plan for future growth and transportation.<br><br>Done properly, a new interprovincial crossing in the east end of Ottawa will adequately serve generations to come, as well as the expanding communities they live in. Done poorly it will serve only this generation, and inevitably result in the requirement for yet another crossing in the not too distant future. | Apr 12, 2010 8:53 PM  |
| 24            | The last study was seriously flawed as it did not begin with the premise that there should be no through truck traffic on King Edward. This seriously skewed the results. I would assume that this mistake will be rectified in this work.   | Apr 13, 2010 1:58 AM  |
| 25            | Keep the dialogue going in as many different venues as you can - people really care about this issue and it can become political very quickly with no possibility of moving forward.<br>Make the Roche NCE report available - I have been searching for it without any luck. What happened to the link to the report?  | Apr 13, 2010 3:26 AM  |
| 26            | After a badly flawed initial start to the project the present development programme appears to be well organized and reasonable.   | Apr 13, 2010 6:20 PM  |
| 27            | The world is changing. Old solutions need to be rethought. How will freight move between Montreal, Toronto, Winnipeg and Ottawa. A world in which warehousing is done on trucks for just in time delivery will soon end because of fuel costs and greenhouse gas burdens. Get out of the box and think bold thoughts. This is the nations BLOODY CAPITOL!  | Apr 13, 2010 7:04 PM  |
| 28            | Corridor 7 passing close to water treatment plants with special lanes for trucks on 174 and a lot of riverains input on both sides could be acceptable...but I would have like to see the begining of a circular to fix the East-West traffic problems...  | Apr 13, 2010 10:14 PM |



| Response Text |   |                       |
|---------------|---|-----------------------|
| 29            | <p>Our city has to set an example for the rest of the nation on how to properly protect its urban greenspaces and aboriginal lands. We have a great opportunity to showcase Canadian transportation infrastructure design that is based on our community values. While financial costs are always a consideration, we have to put these aside and look at the other social and environmental costs. This means we need to study a tunnel option. It is important to those politicians in the future to be aware of all options available to them and not to tie their hands with a mediocre solution that nobody wants. Not studying tunnel option is a disservice to our community and a waste of time. Instead, it looks like a bridge solution was manipulated from the beginning. Rather than being cheap on the study, let's instead be informed of all possible solutions, including tunnels. Otherwise, this is just another political sham.</p> <p>Also, direct mail notices should be sent out to all residents within 3 kms of either crossing to properly inform all citizens.</p> | Apr 13, 2010 11:15 PM |
| 30            | <p>Are Ottawa and the NCC looking at other cities experiences with this type of road construction. Having lived in Europe, I can't imagine any cities there taking an issue with truck traffic in the centre of the city and moving it a few miles elsewhere in the city (eg kettle island). They would and have moved truck traffic AROUND the city (corridors 6 and, especially, 7).</p> <p>Many thanks for the opportunity to comment.</p>   | Apr 14, 2010 1:18 PM  |
| 31            | <p>Justification for this project is flawed because it does not take into consideration elements outside the control of the parties involved which will reduce the amount of traffic in the future. Issues such as a more environmentally conscious public, higher energy and gas costs, Peak Oil, economic turmoil and aging population. Alternatives that are less costly (the low hanging fruit) need to be addressed first: InterProvincial Rail public transit and freight movement; more efficient public transit under one governing body; better use of existing bridges; better urban planning and placement of economic centres across the region to reduce commuting distances; use of purpose-built bi-modal hubs for movement of goods into and through the region.</p>  | Apr 14, 2010 3:45 PM  |
| 32            | <p>There is a real feeling that there is a hidden agenda to choosing a bridge location - that there are powerful people who want a particular location and have the ability to manipulate the process of choosing the route. If this is not the case, it is very important that the process is open and transparent, with no behind closed doors sessions where important decisions are made.</p> <p>The process needs to place the wellbeing of people ahead of trucking interests and at least as highly as the wellbeing of trees and fish. In addition, the process needs to be able to assess the intrinsic value of green space - some green space is more valuable than others and a sensible evaluation method is required to carry out meaningful assessments.</p>   | Apr 14, 2010 6:54 PM  |
| 33            | <p>Part of the planning process should include one on one meetings with Construction professionals and project proponents to discuss ways and means of procuring and delivering the project - these discussions would focus on construction/constructability and project procurement issues and further refine the selection of a final option</p>  | Apr 14, 2010 8:00 PM  |
| 34            | <p>People and the environment first - cars and trucks last.</p>   | Apr 14, 2010 10:30 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 35            | <p>Thank you for the opportunity to provide input - it is appreciated.</p> <p>The only other comment is that the document/proposal is quite detailed, lengthy and appears quite technical.</p> <p>it may have been useful to have a more user-friendly or lay person's overview of what the key issues, factors, considerations, options were.</p> <p>has there been any feasibility study or research done on a more westerly corridor beyond Island Park Drive?</p> <p>thanks</p>  | Apr 15, 2010 1:23 AM  |
| 36            | <p>The downtown core of Ottawa is suffering because it has been adversely affected by the traffic of heavy trucks and thousands of vehicles that cut through the city core. Do not simply move the suffering to another area of the city and create similar problems.</p>  | Apr 15, 2010 2:28 AM  |
| 37            | <p>There has never been an adequate problem statement -- what is the Interprovincial Crossing supposed to achieve, and for whom? Without this basic statement, the abandonment of crossing options in the west end of Ottawa make no sense whatsoever, and lead one to believe that this whole exercise is a massive circus intended to obscure the fact that somewhere, somehow, some time, the outcome will be the result of a political decision that has no connection with any of the input that you are requesting from the community.</p> <p>Secondly, the role of the National Capital Commission in all of this is at the very best questionable and at worst, an amoral engagement devoid of responsibility and accountability. The NCC has held in trust for ALL of the citizens of Canada -- not just Quebec truckers or Quebec land developers -- the land that would be devoured by Corridor Five. The NCC's seeming willingness to give away property held in public trust is shocking, morally indefensible and possibly illegal. Certainly their past assertions that the Aviation Parkway would never be a truck route suggest that such clear commitments have been overturned by some reprehensible backroom deals or worse.</p> <p>Finally, why this process continues to consider Corridor Five is a continuing mystery that can best be explained by the behind-the-scenes influence of land developers in east Gatineau. The added distance (possibly as much as ten kilometres, if Corridor Seven were selected) is a mere drop in the bucket compared with the distances these trucks presumably travel. But then again, you have never been clear as to where the trucks are coming from and where they are going to, and what they are carrying, and who their customers are, and so on. Which goes back to the first sentence in this comment -- what problem are you trying to solve?</p> <p>Finally, I specifically request that you provide these comments (un-redacted) directly to the following individuals: Mauril Bélanger; Madeleine Meilleur, Jacques Legendre, Larry O'Brien. Please inform me that you have done this. I can be contacted at withany@sympatico.ca</p> <p>Evan Browne<br/>613-749-9088</p> | Apr 15, 2010 3:50 AM  |
| 38            | <p>People before trucks</p> <p>Public transit before cars</p> <p>Ontario Environmental Assessment, a must for equitable and appropriate treatment of citizens.</p>   | Apr 15, 2010 5:18 AM  |
| 39            | <p>be transparent and honest</p>   | Apr 15, 2010 12:45 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 40            | <p>The following is a summation of my main concerns:</p> <p>I am pleased that Phase 2A of the Interprovincial Crossings Study has invited the public to comment and to express their concerns regarding the subsequent phases of the study. My concerns relate to the effect on community safety and the need to tightly integrate the new interprovincial crossing with the public transportation systems on both sides of the Ottawa River.</p> <p><b>Community Safety and Traffic Volumes</b><br/> In Phase 1, it was estimated that, at peak traffic times, approximately 3500+ cars would cross an interprovincial bridge at Kettle Island and that area roads would be able to handle the increased traffic volume. It is incumbent upon the next phase of the study to examine the effect of heavy traffic on neighbourhoods and the people living in there, because it will be the residents who will be affected the most rather than ~ and not the commuters who travel through.</p> <p><b>Tight Integration with Public Transit</b><br/> One of the biggest deterrents to people using the public transit system between Gatineau and Ottawa is the poor interconnection of the two systems. By tightly integrating the new interprovincial crossing with the Gatineau and Ottawa public transit system in terms of good access to primary transit hubs and routes, accessible (ie, minimal transfers, direct routes downtown), many commuters will opt for public transportation rather than increasing the commuter traffic flow.</p> <p>If public transportation is easily accessible it would be the easiest, most cost-effective and most environmentally friendly method to reduce car traffic (ie, commuter traffic) thus reducing the impact on communities.</p> <p>Please note that when I say 'tightly integrate', I do not mean the addition of an HOV or bus-only lanes on the bridge that eventually merge with local traffic on local roads. I mean, for example, lanes on the bridge that would take buses directly to and from the Transit Way in Ottawa. HOV or bus-only lanes will add lines of buses to city streets, increasing congestion and commuter frustration.</p> <p>Thank you again for the opportunity to express my concerns and I hope that they will be seriously considered.</p> | Apr 15, 2010 5:38 PM  |
| 41            | <p>In terms of transportation, I suggested adding cycling to the list. You might also consider walking as well. The more traffic that is on, for example, the Aviation Parkway, the more difficult it is for both cyclists and walkers to cross it. Of course, walkers also use the over 2km of NCC pathway that runs along the Aviation Parkway.</p>  | Apr 15, 2010 6:42 PM  |
| 42            | <p>I believe very strongly that the main transportation problem that needs to be addressed in the National Capital Region by the Interprovincial Crossings Study is the movement of goods through the downtown of Ottawa. The solutions being proposed to date do not resolve this problem. If the consultant from Phase 1 is to be believed, the number of heavy trucks going through downtown in 2031 will be the same as the number going through the core today. This is totally unacceptable.</p> <p>It is highly undesirable to promote the increase in the use of private automobiles in the core of Ottawa -the roadways are already saturated. A new bridge providing reserve capacity of close to 2,000 vehicles per hour will only aggravate an already intolerable condition.</p> <p>A transportation solution needs to be found that promotes the use of public transit, removes the trucks from the core of the City and places them away from built communities.</p>  | Apr 15, 2010 10:03 PM |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 43            | I welcome the opportunity of providing comments, as the previous phase did not sufficiently include the populations opinions and suggestions. Please continue this process.   | Apr 15, 2010 10:09 PM |
| 44            | My views were sent to Marie Lemay in a letter dated 10 April 2010. If you need another copy please let me know. I feel that it is critical that the outcome of all this effort is a selected crossing site and a decision to build the bridge. If you do not quantify and compare the downtown core status quo with the proposed corridors I fear that the powerful lobby groups will be able to stop any new bridge solution.<br>William M. Campbell<br>2304-160 George St.<br>Ottawa ON K1N 9M2<br>billrnc@sympatico.ca<br>613-241-2459   | Apr 15, 2010 10:16 PM |
| 45            | You have to start somewhere, so any new structure or remodeling of city buildings and other city-funded projects ie bridges should be required to achieve standards. Transportation must be sensibly priced, with extensive bus and light rail and bicycle paths maintained in winter too. The citizens of Ottawa have been moving back downtown for years thanks to new condo developments (but the city needs to keep an eye on them to make sure they remain sustainable), therefore they are local in the sense of food, restaurants, events, work and bars. Ottawa recycles and wants to be a great city but our leaders do not listen to what the people say just the developers and corporations who make cities unsustainable. We need to be consistent not consistently inconsistent.  | Apr 15, 2010 11:40 PM |
| 46            | I find the publicity about public participation on the web has not been broadcasted very efficiently. Otherwise, with the addition of firm deadlines, I think the process is on the right track.<br><br>My pick: Corridor 5   | Apr 16, 2010 1:31 PM  |
| 47            | My page one assessment covers all of the aspects without losing the forest for the trees. All that is required at this point is the firm application of simple common sense, which seems to have been in short supply in the process to date.   | Apr 16, 2010 1:57 PM  |
| 48            | A tunnel built within corridor #5 would eliminate most of the concerns in Chapter 4 (Section 4.2). The NCC bike pathways on the Ontario side should be connected as soon as it reaches land as this would tie in with the system from Orleans to the western parkway. The tunnel should exit south of Montreal Road and connecting to the 417 south and west. This Tunnel should be a toll road as this would help recover some if not most of the costs. The tunnel option I know would be a much more expensive option, but it's impact on the surrounding communities would be reduced greatly.  | Apr 16, 2010 2:12 PM  |
| 49            | Good luck!  | Apr 16, 2010 2:22 PM  |
| 50            | I'm not convinced we need a bridge at all. I don't think the existing roads have capacity, and a bridge would not solve entirely the problem of trucks on King Edward. It would only serve to spread the problem around to other communities. And 30 years from now, based on the Phase 1 analysis, the truck problem on King Edward will be just as bad as it is today!<br><br>Why not consider something a bit more original that gets to the heart of the issue: perhaps a downtown tunnel under Dalhousie as a designated truck route - and no new bridges?<br><br>I feel it is imperative to make sure that we are identifying and solving the problem with the right vision for the future, and that all related activities and studies are considered collectively and not in isolation. | Apr 16, 2010 3:33 PM  |

| Response Text |   |                      |
|---------------|---|----------------------|
| 51            | <p>Three neighbourhoods are now at odds with each other and accusing each of NIMBY-ism. Noone wants to live with air brakes, diesel fumes, high speed 18 wheelers, dangerous intersections, interference with pastoral and recreational pursuits.</p> <p>Corridors 5 and 6 are suffering from lack of city support because we share a councillor. It's a nightmare for him too! However, he (and others) have come up with the best and most logical solution - a ring road around both cities. Less damage to the environment, neighbourhoods, people etc etc etc. So simple, and probably more cost effective in the long run.</p>  | Apr 16, 2010 4:21 PM |
| 52            | I have already made my point. Thank you.  | Apr 16, 2010 4:32 PM |
| 53            | As a resident of Sandy Hill, I can only hope that this process does not drag on any longer than necessary. We need to rehabilitate the King Edward/Waller/Nicholas corridor, and that can only seriously start once most of the truck traffic is removed from the MacDonald-Cartier bridge and routed more appropriately. Ottawa must be the only national capital of a G-8 country that still has a major truck route going through the centre of the city. It is well past time for this situation to end.  | Apr 16, 2010 4:39 PM |
| 54            | Option 6 and 7 are NOT acceptable options. Kettle Creek is really the preferred option!   | Apr 16, 2010 6:26 PM |
| 55            | It would be important to let the consultants do their work and ensure that the process is a politically impartial one. I see partiality in the current process as the NCC has been wed to the idea of a bridge on Kettle Island for decades and as officials from provincial transportation departments (who have strong views about the recommendations that were made during Phase 1) are the only provincial officials involved. That was a mistake in Phase 1 and yet the same format seems to apply, with the same bureaucrats in charge. Not a single bureaucratic institution is in to defend the the views of the communities that would be affected by the selection of these corridors (particularly those in corridor 5) thereby leading these communities to turn to their politicians to support their cause. I am afraid that this will contribute to derail the process again and will once again lead to the worst possible outcome.  | Apr 16, 2010 6:28 PM |
| 56            | There needs to be clear standards to assess the value of any project. They are lacking here.  | Apr 16, 2010 7:18 PM |
| 57            | <p>The need for a new east end bridge has been driven by the dual requirements to remove heavy commercial vehicles from downtown streets and to meet some level of future anticipated demand for cars during peak hours. It has been assumed to this point that one of the bridge options at crossing locations 5, 6, or 7 would adequately address these needs.</p> <p>In reality the bridge that is proposed would deliver far more capacity for private automobiles than what is needed even in 2031 while doing comparatively little to alleviate the pressing issue of close to 2590 commercial vehicles per day (larger than 6 wheels) traveling along the Waller/Rideau/King Edward corridor.</p> <p>Assumptions have been made by the study proponents that this car-biased solution is the right solution for the national capital region. There has been no public debate or consultation on this topic. The attitude of the study proponents is one of "We know what is best for you". Worse still there is a lack of transparency on dealing with this crucial topic head on. The public is being misled that a new bridge at options 5,6,or 7 will solve both of these problems but in fact the proposed bridge will not achieve this stated goal of solving both of these problems. This must be addressed either before Phase2B starts or at the very least in the beginning stages of Phase 2B. Failure to do so carries a high risk of complete failure of the undertaking and could be a major mistake in execution on the part of the project proponents.</p> <p>The Phase 2B study design report as it stands now does not address this very important issue.</p> | Apr 16, 2010 7:36 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 58            | Although I am not significantly adversely affected by the Option #5, I am totally opposed to it.<br>It seems insane to be giving it serious consideration in view of all the neagtives.  | Apr 16, 2010 7:55 PM  |
| 59            | again pls note the concern about the absence of specific focus on the impacts on physical and mental health for populations in close proximity to the corridors.   | Apr 16, 2010 8:12 PM  |
| 60            | As we move forward on this project, I think it is necessary to provide information and feedback on how various decisions were taken. It's good to consult, but once all the information has been gathered and processed, it's important that people be provided with the rationale for the decisions taken.<br>For example, I'm still not sure why the results of the previous two studies were ignored. There may be a reason, but I do not know what it is. With the amount of work that is going into this study, if the results are also going to be ignored, I will want to know why.   | Apr 16, 2010 9:15 PM  |
| 61            | The meetings for the bridge and the study information needs to be better advertised to get more community involvement.   | Apr 17, 2010 3:39 AM  |
| 62            | Please, please, please, build a bridge before I die of old age!  | Apr 17, 2010 9:19 PM  |
| 63            | I think that whatever corridor is chosen, the NCC should consider the idea of creating a grand urban boulevard and main street along the corridor connecting to it. I think this would be a very progressive way of building a new bridge instead of the old-fashioned highway-style corridor.   | Apr 17, 2010 11:39 PM |
| 64            | Please let me know if/when there is ever a decision to put a shovel in the ground!   | Apr 18, 2010 4:48 PM  |
| 65            | I feel that the project is useless at this time. I strongly believe that there should be serious consideration of bulding a bridge in the West end of the city. Due to an increase of housing projects in the Aylmer section of Gatineau and there only being one bridge (Champlane) in the area with out going into Hull or Gatineau, a bridge in that area would be a better investment.   | Apr 18, 2010 8:04 PM  |
| 66            | I am concerned that the voices of the people of Orleans and their vocal councillors are drowning out the voices of the people of Gatineau and the people in corridors 5 and 6.   | Apr 18, 2010 8:36 PM  |
| 67            | If the NCC really wants to preserve and enhance the beauty of the National Capital, they should ignore the disfunctional Ottawa city councillors and either choose corridors 6 or 7, or no new bridge at all. Pretty well all the beauty in Ottawa is due to the NCC. The rest of Ottawa is an ugly mess of mixed industrial, commercial, and residential. Do not let the people at Ottawa City Hall and their petty squabbles destroy yet another part of the city and the work of the NCC.   | Apr 19, 2010 2:28 AM  |
| 68            | In the end these consulations are doomed because there is solid opposition to all options being proposed. Justification for the project has not been established, and because of that there in little possibility of moving ahaead with any of the options. For that reason, all affected parties will keep returning to that theme, regardless of how the process is managed.<br><br>There needs to be a politiacal win-win. Everyone including the NCC loses on this one. A terrible waste of community energy which could be harnessed to good use.<br><br>Leadership from NCC as a dominant force in creating a National Capital vision is sadly lacking. The longer this goes on, the greater will be the damage to NCC's reputation. | Apr 19, 2010 3:31 AM  |



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## **F3 French Responses**





## Question 1A

| Oui, j'ai des commentaires concernant le corridor 5 : |  |                |
|---|--|----------------|
|   |  | Response Count |
|   |  | 12             |
| <i>answered question</i>                              |  | 12             |
| <i>skipped question</i>                               |  | 2              |

| Response Text |  |                      |
|---------------|--|----------------------|
| 1             | Le corridor 5 est celui qui servirait le mieux le transport en commun interprovincial.   | Apr 9, 2010 1:11 AM  |
| 2             | Le corridor 5 a été choisi durant la phase 1 avec un système de pondération qui ne tient aucun compte ni de la population, ni de la pollution. C'est un choix rétrograde et politique qui ne prend nullement en compte la précédente étude de 1999 le considérant comme le pire des choix. De plus, pourquoi s'arrêter à ce corridor alors que le conseil municipal de Gatineau a été clair à son sujet en janvier 2009, pas de camions sur Montée Paiement.   | Apr 9, 2010 1:26 PM  |
| 3             | Je trouve dommage que « du boulevard Maloney à la rive nord de la rivière, la construction nécessitera l'acquisition de nouveau[x] droit[s] de passage », car je crains que cela signifie que des résidents seront éventuellement expropriés entre autres en raison du « déménagement éventuel de l'intersection de la rue Jacques Cartier avec la rue Saint-Louis », mais je suis très satisfait de lire que du côté ontarien de la rivière des Outaouais, « de la rive sud à l'autoroute 417, la construction sera généralement dans le corridor appartenant à la CCN ». Je trouve donc qu'il s'agit là du corridor le plus pertinent en raison du fait qu'il est prévu qu'il permette le raccordement des autoroutes 50 et 417 le plus direct et ayant à mon avis le moins de répercussions sur les milieux de vie urbains. | Apr 9, 2010 5:06 PM  |
| 4             | Du côté ontarien, des centaines de maisons sont situées à moins de 75 mètres du corridor, incluant un hôpital.   | Apr 10, 2010 1:47 AM |
| 5             | Absolument contre - ridicule proposition;<br>Circulation accrue au centre ville d'Ottawa qui est déjà bouché et congestionné;<br>Circulation accrue sur une route promenade (promenade de l'aviation), musée de l'aviation, zone urbaine déjà établie et développée;<br>Augmentation de la pollution, par le bruit, la circulation de véhicules lourds en plein centre ville, coûts élevés pour construire des raccordements de routes etc;<br>Option peu 'environnementale' responsable   | Apr 10, 2010 7:34 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 6             | <p>Le bruit des camions, des avions survolant le secteur, les émanations, les vibrations sur les fondations, les gens le long de la montée Paiement comment sortir des entrées sans risques. Les dangers pour la santé, le stress etc. Les principaux artères à traverser, la pente de la montée Paiement et les risques d'accidents et de déversements possibles (24 heures par jour). L'utilisation du frein moteur utilisé même si c'est interdit. C'est diviser le secteur en deux.</p> <p>Projet qui date des années 1940. Population grandissante et développement du côté de Aylmer et vers l'Est du côté Masson-Angers, Buckingham. Pourquoi faire descendre les voitures et camions jusqu'à la montée Paiement quand ça bloque déjà le matin à la hauteur de Labrosse. Du côté Ontarien on n'en veut pas à partir de Kanata jusqu'à Orléans. C'est entendu que du côté Québécois on en veut un n'importe où mais on en veut un. J'ai demandé à plusieurs personnes et si ils ne sont pas touchés directement, ils ne s'impliquent pas.</p> <p>Nous demeurons aussi sur la rue de Fontenelle depuis 2 ans avec notre cour arrière donnant directement sur la piste cyclable (route verte) et le golf Tecumseh. Si c'est vraiment le tracé pourquoi la ville de Gatineau n'a pas émis un arrêt de la construction sur de Fontenelle jusqu'à ce qu'une décision finale soit prise ?? Est-ce que pour la ville, les constructeurs c'est l'argent qui passe avant tout autre chose. Quelle sera alors la valeur de nos propriétés ?? Dévaluée de combien ?? ils s'en fout, ils ont les taxes et le contracteur a eu son argent, le problème c'est nous qui serons pris avec.</p> | Apr 13, 2010 12:12 AM |
| 7             | <p>La circulation sur la Montée Paiement est déjà problématique aux heures de pointe alors qu'en sera-t-il avec encore plus de circulation</p> <p>Le bruit des camions (et moto) est infernal et polluant et même si on le dit pas, il faudra en toute réalité exproprier certaines maisons</p> <p>Veut-on créer un autre King-Edward avec des habitations qui deviendront des "piqueries" avec le temps car inhabitable autrement</p>   | Apr 13, 2010 9:27 PM  |
| 8             | <p>Le corridor 5 me semble la plus mauvaise décision ! Comment la ville a-t-elle pu vendre des terrains à Dubarry construction et autoriser de construire des maisons sur ces terrains, en sachant qu'elle prévoyait y faire passer un pont, directement dans la cour des habitants ? Que dire des émanations des camions et véhicules que nous respirerons, nous les habitants de la rue De Fontenelle ???</p>  | Apr 13, 2010 10:48 PM |
| 9             | D'après moi, le corridor 5 semble le meilleur.   | Apr 14, 2010 7:33 PM  |

**Response Text**

|           |   |                              |
|-----------|---|------------------------------|
| <p>10</p> | <p>Ce corridor est celui des trois qui passe dans une zone habitée et affectera négativement plus de gens que les corridors 6 et 7. De plus les risques d'accidents avec des véhicules lourds seront augmentés de manière substantielle considérant que les intersections Oglivie et Chemin Montréal seront à niveau avec feux de circulation. Je suis résident d'Orléans et les gens sont préoccupés par les risques au coin du Boul. Jeanne d'Arc sud avec le Boul. St-Joseph ce qui n'est rien comparé à ce que deviendront les deux intersections du corridor 5 ci-haut mentionnées.</p> <p>In addition, il faut considérer l'impact du corridor 5 sur l'Hôpital Monfort tant au cours de la phase de construction que le passage régulier de camions lourds près de cette institution suite aux investissements majeurs effectués récemment. Les patients ont besoin de tranquillité et les équipements sophistiqués nouvellement acquis sont très sensibles aux vibrations. J'appui l'opposition des autorités de l'Hôpital à cet égard.</p> <p>Ce corridor aurait aussi un impact négatifs sur les espaces vert près et aux alentours du Musée de l'Aviation, de l'aéroport Rockcliffe et des installation de la GRC (Carroussel musical) qui sont des attraits touristiques important. Cette zone verte est fréquentée par un grand nombre d'adeptes de plein air et est la partie la plus importante de la promenade Rockcliffe.. Il faut aussi tenir compte de l'impact sur l'opération de l'aéroport.</p> <p>Je veux aussi mentionner qu'à mon avis ce corridor est trop près du pont McDonald Cartier. Il me semble que l'on devrait un corridor plus à l'est si l'on veut décongestionné le centre de la ville.</p> <p>Une question, l'utilisation de la promenda Vanier pour enlever les camions du centre ville et de la rue King Edwards n'était pas acceptable alors pourquoi la promenade de l'Aviation devrait-ell être sacrifiée? Les résidents le long de ce corridor et ceux de Manor Park en particulier peuvent être incommodés alors que ceux de Vanier et New Edinborough ne peuvent pas l'être. Expliquez moi cela alors qu'il y l'option du corridor 6?</p> | <p>Apr 15, 2010 8:44 PM</p>  |
| <p>11</p> | <p>Je suis concerné par le fait qu'un pont passe sur la Montée Paiement. Voici quelques points :</p> <ul style="list-style-type: none"> <li>• L'augmentation du bruit déjà infernal causé par les voitures et les camions qui montent et descendent (accélération et compression). Pollution par le bruit.</li> <li>• La pollution de l'air pour les propriétaires riverains.</li> <li>• L'augmentation de la circulation va cingler les résidents de chaque coté de la Montée Paiement divisant ainsi la vie du quartier.</li> <li>• L'augmentation des camions lourds dans un secteur ou la population est dense m'inquiète au plus au point.</li> <li>• La valeur de nos propriétés sera en chute libre.</li> <li>• Nos enfants qui se rendent dans les trois écoles du secteur seront encore plus en danger dû à l'augmentation de la circulation.</li> <li>• Je ne crois pas que de déplacer la circulation d'un quartier résidentiel à un autre soit la meilleure solution. (King Edward vs Montée Paiement)</li> </ul>   | <p>Apr 16, 2010 12:03 AM</p> |

Response Text

|    |  |                      |
|----|--|----------------------|
| 12 | <p>le corridor 5 n'est rien d'autre qu'une reminiscence d'un rapport vieux de plus de 60 ans qui prenaient en compte l'etat de la region a l'epoque. Mr Greber voulait un corridor en dehors de la ville. Aujourd'hui, 60 ans plus tard, le corridor est a l'interieur de la ville.</p> <p>Les differents conseils municipaux qui se sont relayes depuis cette epoque n'ont absolument pas tenu compte de ce rapport et ont construit, construit, et encore construit sur ce corridor.</p> <p>De plus, 4000 camions par jour sur la montee Paiement en pleine hiver, avec la cote a gravir ou a descendre, c'est accepter un accident majeur de retournement d'un poids lourds avec des hydrocarbures, du gaz, ou d'autres matieres dangereuses. C'est aussi hypotheque la sante de plusieurs milliers de riverains qui respireront des fines particules crees par les moteurs diesel, c'est la nuisance sonore jour et nuit pour ces milliers de residents.</p> <p>Le quartier de Tecumseh qui est sur le corridor continue de s'aggrandir. Une soixantaine de maisons sont en prevision encore aujourd'hui. La mairie de Gatineau a signe les permis de construction. Est ce cela ce qu'on appelle la preservation du corridor ?</p> | Apr 16, 2010 5:48 PM |
|----|--|----------------------|

## Question 1B

| Oui, j'ai des commentaires concernant le corridor 6 : |                          | Response Count |
|---|--------------------------|----------------|
|   |                          | 10             |
|   | <i>answered question</i> | 10             |
|   | <i>skipped question</i>  | 4              |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | Ce corridor empruntant le bvd Lorrain, puis passant sur une eglise et un cimetierre sort d'on ne sait ou, peut etre pour forcer la main aux citoyens et leur dire que la Montee Paiement est un moindre mal du point de vue population.  | Apr 9, 2010 1:26 PM   |
| 2             | Je suis pour le moins craintif en lisant que « de l'autoroute 50 au boulevard Maloney, la zone d'étude du site portera notamment sur le boulevard Lorrain et les propriétés adjacentes » (mon soulignement). J'y pressens de nombreuses répercussions négatives sur les milieux de vie de part et d'autre de la rivière, surtout si un élargissement du boulevard Lorrain est prévu – au profit de nombreuses expropriations, il va sans dire... Je trouve donc qu'il s'agit là d'un corridor que nous devrions immédiatement cesser d'étudier et de considérer puisque je crains que l'aménagement d'un pont (auto)routier à cet endroit n'endommage irrémédiablement l'écosystème unique de la baie McLaurin.  | Apr 9, 2010 5:06 PM   |
| 3             | Du cote ontarien, AUCUNE maison n'est situee a moins de 75 metres du corridor et aucun autre edifice publique.   | Apr 10, 2010 1:47 AM  |
| 4             | Contre - encore trop près du centre ville;<br>Le volume de trafic qui cherche à rejoindre la rive ontarienne, provient de l'est de Gatineau;<br>Dommages considerable à l'environnement (ile kettle, promenade aviation (parc, musée) etc;   | Apr 10, 2010 7:34 PM  |
| 5             | lui non plus n'est pas un bon choix, trop de propriétés le long de ce boulevard.<br>Ce n'est vraiment pas le bon choix   | Apr 13, 2010 12:12 AM |
| 6             | Par exemple, les institutions ne sont pas clairement indiquées i.e. Eglise Ste-Rose-de-Lima et son cimetiere adjacent; Eglise anglicane et son cimetiere; résidence pour personnes âgées Ste-Marie; Ecole des Belles-Rives; Parc Louis-Philion; Centre Récréatif de Templeton; Bibliotheque Jean-Lorrain; Parc de stationnement incitatif; parc fluvial Riviere-Blanche et sa piste cyclable; future station Lorrain du Rapibus; parc de la Baie McLaren<br>Beaucoup de personnes agees habitent dans leur maison sur Lorrain depuis toujours et les déménager auraient un incident négatif sur leur vie.<br>Detruire le vieux quartier de Ste-Rose-de-Lima/Templeton serait stupide avec des conséquences irréparables pour les générations futures<br>Le bruit et la pollution necessiteront beaucoup plus d'expropriations que les 79 mentionnes<br>Veut-on creer un autre King-Edward avec des habitations qui deviendront des "piqueries" avec le temps car inhabitable<br>De tous les corridors a l'etude, Lorrain est celui qui est le plus etroit<br>Je suis outre que le corridor Lorrain soit considere compte tenu de l'impact directe sur un grand nombre de citoyens. C'est une folie furieuse! | Apr 13, 2010 9:27 PM  |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 7             | Ce n'est pas mauvais comme parcours , mais ce n'est pas le meilleur trajet. Il y aurait trop de gens à exproprier.  | Apr 13, 2010 10:48 PM |
| 8             | Des trois corridors présentement étudiés, ce corridor est celui qui aura l'impact le moins négatifs sur les résidents car il longera le parc industriel Canotek. Ce dernier offre un tampon pour les résidents de Beacon Hills et à l'est, la ceinture verte offre un tampon pour les résidents de Convent Glen à Orléans. L'impact sur la partie est dela promenade Rockcliffe est moindre qu'aux alentours du Musée de l'Aviation car cette zone est moins fréquentée et n'a pas la même valeur touristique.<br><br>De plus du point de vue de la sécurité routière, la jonction avec la 174 se fera avec des voies élevées qui permettra une plus grande fluidité. | Apr 15, 2010 8:44 PM  |
| 9             | L'expropriation de tant de résidents serait ridicule!!!   | Apr 16, 2010 12:03 AM |
| 10            | Le bvd Lorrain ne peut pas en l'etat recevoir 4000 camions par jour ou alors il faudrait exproprier la plupart des proprietes, bouger deux eglises, un cimetiere.   | Apr 16, 2010 5:48 PM  |

## Question 1C

| Oui, j'ai des commentaires concernant le corridor 7 : |  |                |
|---|--|----------------|
|   |  | Response Count |
|   |  | 10             |
| <i>answered question</i>                              |  | <b>10</b>      |
| <i>skipped question</i>                               |  | <b>4</b>       |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | Certainement celui qui se rapprocherait le plus de la logique environnemental actuelle.  | Apr 9, 2010 1:26 PM   |
| 2             | Que le tracé pressenti pour ce corridor « traverse les zones humides de la baie McLaurin-Murphy » de cette manière et sur une aussi grande distance m'apparaît tout simplement invraisemblable et purement inacceptable. Je m'oppose systématiquement à ce que l'on cherche à « permettre le développement des tracés au sein de ces espaces naturels ». Je m'oppose tout aussi véhément à ce qu'un de ces éventuels tracés traverse « la limite est de la ceinture de verdure » et entraîne un élargissement de la route 174. Pour ces raisons, des trois corridors à l'étude, il s'agit là, à mon avis, de celui qui se révèle le plus ridicule, contre-productif, rétrograde et dangereux pour l'environnement immédiat et de la région en général. Les autorités mandatées devraient cesser de le considérer dès que possible afin de préserver leur crédibilité et d'éviter à tout prix qu'il soit retenu au final. | Apr 9, 2010 5:06 PM   |
| 3             | Du cote ontarien, AUCUNE maison n'est situee a moins de 75 metres du corridor et aucun autre edifice publique.   | Apr 10, 2010 1:47 AM  |
| 4             | D'accord avec cette option qui me semble la moins desctructive à l'environnement naturel et urbain;<br>Cette option semble accomoder le mieux le volume de trafic qui provient de Gatineau et cherche à rejoindre la rive Ontarienne.  | Apr 10, 2010 7:34 PM  |
| 5             | Ce serait à mon avis le meilleur choix, il y a aussi la suggestion de modification sur la 148 qui ne serait pas à mettre de côté. La carrière de Templeton qui doit fermer à l'été. Beaucoup moins peuplé.<br>Même si les coûts sont plus élevés pensons à long terme.   | Apr 13, 2010 12:12 AM |



| Response Text |  |                       |
|---------------|--|-----------------------|
| 6             | <p>Il y aura des impacts c'est certain mais il faut éloigner la circulation des poids-lourds le plus loin possible des zones habitées</p> <p>L'environnement ne peut pas être ignoré mais il faut mettre l'importance sur les humains avant tout</p> <p>Ce corridor pourrait devenir l'esquisse d'un éventuel "périmétrique" comme on peut en voir en Europe</p> <p>Il faut mieux contrôler la grosseur des poids-lourds et le bruit et la pollution qu'ils génèrent (par ex. dans beaucoup de pays d'Europe les poids-lourds ne peuvent pas circuler en fin de semaine et beaucoup s'arrêtent pour la nuit)</p> <p>La ville de Gatineau s'agrandit déjà vers le secteur Masson-Angers et Buckingham, les villages de la Petite-Nation sont de plus en plus peuplés et deviendront encore plus avec le prolongement de l'autoroute 50 qui sera complétée bientôt donc avec un pont à l'est, ces personnes n'auraient pas à transiter via la ville de Gatineau</p> <p>La popularité du traversier à Masson (et maintenant Thurso) démontre certainement le besoin d'un pont à l'est de Gatineau</p> <p>Il faudra toutefois régler le problème de la circulation sur la 174 du côté ontarien</p> | Apr 13, 2010 9:27 PM  |
| 7             | Voici le meilleur emplacement pour le futur pont ! Pas d'expropriation, on déplace la circulation et on écoeure pas le peuple...   | Apr 13, 2010 10:48 PM |
| 8             | Ce corridor n'est pas désirable car il amènerait la circulation lourde trop près de la zone habitée de Convent Glen. Moins de résidents seraient touchés que par le corridor 5 mais il devrait être évité compte tenu de l'option du corridor 6. De plus ce corridor aurait un impact négatif sur la ceinture verte.   | Apr 15, 2010 8:44 PM  |
| 9             | Choix idéal car près de l'autoroute 50, de l'aéroport et dans un parc industriel favorisant ainsi un développement économique dû à l'augmentation de l'affluence près des commerces.   | Apr 16, 2010 12:03 AM |
| 10            | le corridor est certainement celui qui touche le moins la population. Et il ne faut pas oublier que le nouveau corridor est avant tout pour le transport lourd.  | Apr 16, 2010 5:48 PM  |

## Question 1D

| Oui, j'ai des commentaires concernant tous les corridors : |  |                |
|--|--|----------------|
|  |  | Response Count |
|  |  | 6              |
| <i>answered question</i>                                   |  | 6              |
| <i>skipped question</i>                                    |  | 8              |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | Une proposition est train d'emergere, qui est un melange du corridor 6 et du corridor 7. Ce que je ne comprends pas, c'est pourquoi la firme d'ingenieur conseil Roche n'a jamais voulu en entendre parler. Peut etre parce que ce corridor genait les plans de certains de ses clients.   | Apr 9, 2010 1:26 PM   |
| 2             | À proprement parler, je ne suis vraiment d'accord avec aucun de ces trois corridors et je trouve que les institutions de la RCN auraient infiniment mieux à faire, dans le domaine des transports et dans une perspective durable, que de s'attarder à planifier aujourd'hui l'aménagement une nouvelle infrastructure de transport (auto)routier visant à résoudre dans une trentaine d'années une petite partie des nombreux problèmes de circulation et de pollution actuels. Je suis entièrement d'accord avec le fait d'œuvrer tous ensemble à la recherche d'une alternative au camionnage dans le centre-ville d'Ottawa par le biais des rues Waller et Rideau ainsi que de l'avenue King Edward, mais je pressens que le fait de dévier les camions par la promenade de l'Aviation et la Montée Paiement (voire pire, soit par les boulevards Lorrain ou de l'Aéroport, par exemple), se solde à terme par le simple déménagement d'une situation problématique d'un endroit vers un autre. Idem pour les problèmes de congestion des autoroutes 5 et 50 débouchant à Ottawa par le biais des ponts du Portage et Cartier-Macdonald : l'objectif derrière l'exercice actuel devrait bien plus être de faire diminuer la part modale de l'automobile dans la région que de trouver le meilleur endroit pour faire circuler toujours plus de véhicules à moyen et à long termes! Afin de véritablement résoudre ces problèmes majeurs avec lesquels notre agglomération est aux prises, il faut s'attaquer à leurs causes profondes, et c'est précisément ce que la planification de l'aménagement d'un tel nouveau pont se garde totalement de faire. Je vous enjoins donc, à la lumière de ces considérations, à prendre mes commentaires positifs sur le corridor 5 pour ce qu'ils sont : une invitation à choisir l'option la moins néfaste, la moins ridicule parmi les trois, si vous considérez devoir absolument en choisir une – ce qui serait une grossière et impardonnable erreur. | Apr 9, 2010 5:06 PM   |
| 3             | Dans tous les cas, il faut mieux controler, surveiller, encadrer les poids-lourds car certains chauffeurs sont des dangers publics (roulent beaucoup trop vite, aucune consideration pour le bruit (frein Jacob et laissent echapper la pression d'air); boites mal arrimees; conduisant avec le cellulaire a la main et j'en passe. J'habite pres d'une route "transit" alors j'ai l'occasion de bien observer ce qui se passe et de vivre l'experience des camions   | Apr 13, 2010 9:27 PM  |
| 4             | Il aurait fallu être conséquent, avant d'autoriser des nouvelles constructions dans un secteur comme le village Tégumseh. On a misé sur la beauté des lieux, sur un environnement sain et naturel pour en arriver à considérer détruire la faune et la flore. Des décideurs qui n'ont ni tête, ni coeur ...  | Apr 13, 2010 10:48 PM |

| Response Text |  |                      |
|---------------|--|----------------------|
| 5             | <p>Il y a une historique derière le désir de réduire au maximun le nombre de camions qui passent par le centre ville pour traverser à Gatineau et vice versa. Ce n'est pas nouveau ce débat et l'historique des echecs passés pour adresser ce problème a été absent des débats et présentations de l'exercice présent. C'est un élément qui manque et qui devra faire partie du rapport à la fin de la phase deux.</p> <p>Si l'objectif premier demeure de détourner le plus grand nombre possible de camions en provenance de l'est (Montréal/ Est de l'Ontatio) ayant comme destination Gatineau et vice versa, aucun des corridors étudiés sont idéals. un corridor à l'est des limites de la ville d'Ottawa serait préférable. Il faudrait aussi tenir compte que dans deux ans l'autoroute 50 du côté nord (Québec) de l'Outaouais sera terminé et offrira le potentiel d'encourager les camions en provenance de Montréal nord d'utiliser cette route. Avec une signalisation améliorés et bien ciblée d'autres pourraient être inciter à traverser à Hawkesbury/Grenville.</p> | Apr 15, 2010 8:44 PM |
| 6             | <p>Il y aurait possibilite d'amenagement d'un corridor entre le 6 et le 7. Mais la solution la plus logique, et respectant l'esprit de Mr Greber serait de faire ce corridor de transport lourd vers Masson, et pourquoi pas a un endroit ou il y a du traffic, comme le traversier. Mais il est vrai que les proprietaires de ce traversier perdrait une belle rente. Doit on priviligier une famille d'actionnaires ou la population en entier ?</p>   | Apr 16, 2010 5:48 PM |

## Question 2A

| Circulation, transport   |  |                |
|--------------------------|--|----------------|
|                          |  | Response Count |
|                          |  | 7              |
| <i>answered question</i> |  | 7              |
| <i>skipped question</i>  |  | 7              |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | Il est important que le prochain lien interprovincial servent la population qui habite la région autant que l'industrie du camionnage. Ce nouveau lien doit inclure les transports en commun interprovincial.  | Apr 9, 2010 1:17 AM   |
| 2             | Ajoutez-y « longueur et temps de déplacements » et « part modale des modes de transport individuels, collectifs et actifs ».   | Apr 9, 2010 5:29 PM   |
| 3             | pente de la Montée Paiement  | Apr 13, 2010 12:24 AM |
| 4             | Gatineau investit des millions dans le projet Rapibus et Ottawa dans le O-Train. Il est possible d'en faire davantage avec le transport en public par la mise en place par exemple d'un train de banlieu (il y a des rails encore en place des deux cotes de la Riviere). Il y a des routes alternatives a la 50 qui sont pratiquement vide le matin. Ca me prend moins de temps pour me rendre a mon travail maintenant qu'il y a 5 ans !! Avant d'investir des millions de dollars, laissons donc le temps au Rapibus et l'O-Train de se prouver. Ceci ne regle pas cependant la circulation des poids-lourds sur King Edward alors pourquoi pas en detourne davantage sur le Pont des Chaudieres et pourquoi pas via le pont du Portage qui communique directement avec la 50 via Maisonneuve? Pourquoi pas essayer de limiter la grosseur/type de camions sur King Edward? | Apr 13, 2010 10:28 PM |
| 5             | Si le pont était situé au corridor 7, on enlèverait de la circulation du centre ville de Gatineau.   | Apr 14, 2010 12:56 AM |
| 6             | Utilisable pour l'ouest de l'Outaouais et l'accès à la 417 vers Mtl.   | Apr 14, 2010 7:36 PM  |
| 7             | La circulation, déjà infernal aux heures de pointes sur le parcours du corridor 5 sera encore pire. Contrairement a ce que pense beaucoup de Gatinois, le nouveau corridor n'est pas fait pour le trafic des travailleurs interprovinciaux ou meme du transport en commun. Rien n'est fait pour ces deux aspects.  | Apr 16, 2010 5:58 PM  |

## Question 2B

| Naturel |                          | Response Count |
|---------|--------------------------|----------------|
|         |                          | 6              |
|         | <i>answered question</i> | 6              |
|         | <i>skipped question</i>  | 8              |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | Ajoutez-y « qualité de l'air ».   | Apr 9, 2010 5:29 PM   |
| 2             | sur le golf cet hiver il y avait des chevreuils, au printemps: des bernaches, canards, Hérons, dindos sauvages,   | Apr 13, 2010 12:24 AM |
| 3             | Les poissons sont a la grandeur de la Riviere de Outaouais alors il y aura impacte sur cette faune ou que soit localise le pont<br>Il y a deja beaucoup de milieux humides particulierement du cote quebecois de la Riviere des Outaouais alors je ne crois pas qu'en utilise une partie aura un impact global sur l'ensemble<br>Les gros bateaux a moteur qui circulent sur la Riviere des Outaouais polluent deja l'environnement de par leur bruit (et leur vitesse). J'ai essaye de faire du kayak sur la l'Outaouais mais c'est dangereux avec ces fous de la vitesse et pas agreable du tout avec le bruit et les vagues generees. D'ailleurs, ce meme bruit affecte aussi la quietude des cyclistes (et j'en suis un) qui empruntent la piste logeant l'Outaouais du cote ontarien<br>Il faut avant tout pense a l'etre humain | Apr 13, 2010 10:28 PM |
| 4             | Votre projet détruira la ceinture de verdure. Nous avons la chance d'avoir plusieurs espèces d'animaux qui fréquentent le golf Técumseh. Ils crèveront tout comme nous, des suites de votre pollution !!!   | Apr 14, 2010 12:56 AM |
| 5             | Je crois que la préservation de la nature actuelle de la region d'Ottawa-Gatineau doit être notre cheval de bataille. Nous voulons que notre région soit reconnue comme une région là où il fait bon vivre.   | Apr 16, 2010 12:03 AM |
| 6             | La sante de la population avant tout. Pas de particules fines proche des habitations. Prenons l'exemple d'ailleurs dans le monde, ou tout est fait pour sortir les camions des villes.  | Apr 16, 2010 5:58 PM  |

## Question 2C

| Culturel                 |  |                |
|--------------------------|--|----------------|
|                          |  | Response Count |
|                          |  | 7              |
| <i>answered question</i> |  | 7              |
| <i>skipped question</i>  |  | 7              |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | Ajoutez-y « qualité des espaces publics et autres lieux de rassemblement social ».   | Apr 9, 2010 5:29 PM   |
| 2             | le club de Golf Tecumseh   | Apr 13, 2010 12:24 AM |
| 3             | Il y a des maisons sur Lorrain qui ne sont peut-etre pas officiellement classees "historiques" mais qui ont quand meme une valeur pour la communaute i.e. Couvent Ste-Marie, maison des Williams (coin Lorrain et Hamel); maison du Dr. Lorrain (transformer en Spa/soin de beaute sur Lorrain); maison des soeurs Madore sur Lorrain; ect.. ect... Une richesse pour la communaute locale qui comme je l'ai mentionne auparavant consiste en beaucoup de personnes agees qui connaissent l'histoire de leur village | Apr 13, 2010 10:28 PM |
| 4             | Les Premières Nations revendiquent l'île Kettle. Qui sommes-nous pour leur retirer leur avoir ?  | Apr 14, 2010 12:56 AM |
| 5             | Aucun  | Apr 14, 2010 7:36 PM  |
| 6             | Il faut s'assurer que les différences culturelles entre les deux rives soient respectées et écoutées.  | Apr 16, 2010 12:03 AM |
| 7             | Comment avoir des activites culturelles sur les corridors 5 et 6 avec le bruit de 4000 camions par jour.   | Apr 16, 2010 5:58 PM  |

## Question 2D

| Social |                          |                |
|--------|--------------------------|----------------|
|        |                          | Response Count |
|        |                          | 6              |
|        | <i>answered question</i> | 6              |
|        | <i>skipped question</i>  | 8              |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | Je m'inquiète de la circulation accrue de camions lourd et de matières toxiques à proximité de l'Hôpital Montfort.   | Apr 9, 2010 1:17 AM   |
| 2             | Remplacez « bruits » et « esthétiques » par « qualité de l'environnement visuel et sonore ».   | Apr 9, 2010 5:29 PM   |
| 3             | division du secteur en deux  | Apr 13, 2010 12:24 AM |
| 4             | Le bruit et la pollution engendrés par les gros camions auront à coup sûr un impact sur la santé des habitants. Des études ont été menées dans d'autres régions et démontrent hors de tout doute que la santé des gens s'en trouve affectée. | Apr 14, 2010 12:56 AM |
| 5             | Minimal cal les deux cotés ont des artères à haut débit  | Apr 14, 2010 7:36 PM  |
| 6             | Avec le bruit genere par 4000 camions par jour sur les corridors 5 et 6 ?  | Apr 16, 2010 5:58 PM  |

## Question 2E

| Utilisation et ressources en eau |                          |                |
|----------------------------------|--------------------------|----------------|
|                                  |                          | Response Count |
|                                  |                          | 3              |
|                                  | <i>answered question</i> | 3              |
|                                  | <i>skipped question</i>  | 11             |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | Ajoutez-y « qualité des eaux potables et de baignade ».   | Apr 9, 2010 5:29 PM   |
| 2             | Beaucoup d'efforts ont été déployés pour créer le parc fluvial de la Rivière-Blanche; le bruit déjà généré par la circulation intense sur Lorrain et en particulier par les poids-lourds (et les motos) vient déjà "polluer" la quiétude du parc. Qu'en sera-t-il avec encore plus de circulation et de poids-lourds? À remarquer que la même situation s'applique déjà au Parc du Lac Beauchamp situé dans le quadrilatère St-René, Lorrain, Maloney et Labrosse où la circulation est déjà trop intense | Apr 13, 2010 10:28 PM |
| 3             | Possible dans tous les cas.   | Apr 14, 2010 7:36 PM  |



## Question 2F

| Économique |                          | Response Count |
|------------|--------------------------|----------------|
|            |                          | 5              |
|            | <i>answered question</i> | 5              |
|            | <i>skipped question</i>  | 9              |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | Remplacez « développement économique » par « développement économique socialement et environnementalement durable et soutenable ».   | Apr 9, 2010 5:29 PM   |
| 2             | Les gens qui se plaignent du temps perdu dans la circulation ne savent pas de quoi ils parlent. Qu'ils aillent voir à Montréal, Toronto et autres grandes capitales mondiales et ils constateront rapidement que nous sommes déjà gâtés en Ontario.<br>Le problème à régler du côté ontarien n'est pas de nature économique mais de nature qualité de vie (enlever les camions de King Edward). À noter que la CCN a déjà arrêté la circulation lourde sur le Pont Champlain suite aux pressions des riches riverains de Island Park Drive.....) | Apr 13, 2010 10:28 PM |
| 3             | La santé des gens a aussi des retombées économiques...<br>Les dommages à la faune et la flore également...   | Apr 14, 2010 12:56 AM |
| 4             | Le développement économique via une nouvelle infrastructure est toujours une bonne nouvelle mais il faut prévoir un zonage commercial adéquat.   | Apr 16, 2010 12:03 AM |
| 5             | Seul le corridor 7 pourrait développer l'économie en rapprochant la zone industrielle de l'aéroport de Gatineau et Canotek. Le passage de 4000 camions (transit) par jour sur la Montée Paiement ou le Bvd n'apportera rien aux commerces déjà présents.   | Apr 16, 2010 5:58 PM  |

## Question 2G

| Utilisation des terres et propriété |  |                |
|-------------------------------------|--|----------------|
|                                     |  | Response Count |
|                                     |  | 6              |
| <i>answered question</i>            |  | 6              |
| <i>skipped question</i>             |  | 8              |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | Ajoutez-y « qualité et abondance des terres agricoles et forestières ».  | Apr 9, 2010 5:29 PM   |
| 2             | Musée des Archives, Petro Canada, Metro, Home Dépôt, Shell, Walmart,   | Apr 13, 2010 12:24 AM |
| 3             | La CCN appartient beaucoup plus de territoire du cote d'Ottawa que du cote de Gatineau et Gatineau a deja investit beaucoup d'argent avec Paiement et le Conseil de ville de Gatineau (et celui d'Ottawa d'ailleurs) a deja decide officiellement que le pont devait passer par Kettle alors on peut se poser la question quant a l'ajout de Lorrain ou des dizaines d'expropriations devront avoir lieu si cette option est reellement serieuse quant a l'utilisation judicieuse des terres!!!!!! | Apr 13, 2010 10:28 PM |
| 4             | Le bruit sera intolérable pour les malades de l'hôpital Montfort et pour les habitants du village Têcumseh. Il en est de même pour les gens de la Montée Paiment.  | Apr 14, 2010 12:56 AM |
| 5             | Cette catégorie regroupe plusieurs éléments quelques peu disparates, ce qui pourrait donner des incongruités dans la suite de l'évaluation.  | Apr 16, 2010 1:29 AM  |
| 6             | le corridor 5 empechera la jouissance des proprietes de plusieurs milliers de residents sur le parcours de ces 4000 camions. Le corridor 6 demande l'expropriation de plusieurs dizaines de residents.   | Apr 16, 2010 5:58 PM  |

## Question 2H

| Coûts                    |  |                |
|--------------------------|--|----------------|
|                          |  | Response Count |
|                          |  | 6              |
| <i>answered question</i> |  | 6              |
| <i>skipped question</i>  |  | 8              |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | Ajoutez-y « subsidiarité et part assumée par chaque palier de gouvernement ».   | Apr 9, 2010 5:29 PM   |
| 2             | ce n'est pas seulement une question de coûts mais du bien-être et de la santé de la population.   | Apr 13, 2010 12:24 AM |
| 3             | Ne devrait pas être une considération majeure quant il s'agit d'une décision à très long terme qui aura un impact très majeur sur la communauté (les personnes)<br>Il faut faire payer les usagers (achat d'une vignette annuelle comme cela se fait dans beaucoup de pays d'Europe pour les utilisations des autoroutes) | Apr 13, 2010 10:28 PM |
| 4             | Avez-vous considéré les coûts humains ? Les impacts sur la population ?<br>C'est plus qu'une question de camions et d'argent !!!  | Apr 14, 2010 12:56 AM |
| 5             | Le corridor 5 semble plus facile à construire   | Apr 14, 2010 7:36 PM  |
| 6             | ?? Nous avons entendu tout et n'importe quoi sur le coût. L'étude de phase I était biaisée et de toute façon effectuée par un cabinet d'ingénieurs conseil qui est sous enquête au Québec pour des malversations sur justement les coûts de la construction.  | Apr 16, 2010 5:58 PM  |

### Question 3

| Avez-vous des commentaires précis sur les huit catégories de facteurs? |  |                |
|--|--|----------------|
|  |  | Response Count |
|  |  | 4              |
| <i>answered question</i>   |  | 4              |
| <i>skipped question</i>  |  | 10             |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | Je suis désagréablement surpris de n'avoir vu aucune mention des générations futures, qui sont principalement celles qui utiliseront les infrastructures qui seront aménagées au terme de cette étude. Une neuvième catégorie appelée « Impacts à long terme » (ou de manière similaire) devrait être créée pour les prendre en compte véritablement. | Apr 9, 2010 5:29 PM   |
| 2             | Le facteur humain se doit d'etre pris en consideration avant toute chose  | Apr 13, 2010 10:28 PM |
| 3             | Il me semble que votre étude s'attarde très peu à l'aspect humain.<br>On se moque des citoyens, en autant que les camionneurs y trouvent leur compte...<br>On se moque de l'environnement ,qui est pourtant une préoccupation au goût du jour .   | Apr 14, 2010 12:56 AM |
| 4             | Il faut avant tout penser a la population car une simple reglementation permet de deplacer les camions d'un corridor a un autre. Il en est autre chose de la sante et du bien etre de la population.  | Apr 16, 2010 5:58 PM  |

## Question 4

| Y-a-t-il d'autres aspects environnementaux à ajouter à cette liste d'exemples? |                          |                |
|--|--------------------------|----------------|
|  |                          | Response Count |
|  |                          | 3              |
|  | <i>answered question</i> | 3              |
|  | <i>skipped question</i>  | 11             |

| Response Text |   |                       |
|---------------|---|-----------------------|
| 1             | Pas que je sache...   | Apr 9, 2010 5:29 PM   |
| 2             | Le club de golf Técumseh sera dévalué par ce pont qui sera trop près et contaminé par le bruit et la pollution. | Apr 14, 2010 12:56 AM |
| 3             | La population avant tout !!!  | Apr 16, 2010 5:58 PM  |

## Question 5

| Avez-vous des commentaires sur le Programme de travail proposé au chapitre 4 du Rapport préliminaire de conception de l'Étude? Avez-vous des commentaires particuliers concernant tout aspect de l'organigramme sur le cadre de travail de la phase 2B |  |                |
|--|--|----------------|
|  |  | Response Count |
|  |  | 7              |
| <i>answered question</i>   |  | 7              |
| <i>skipped question</i>  |  | 7              |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | Le programme de travail est clair et complet.  | Apr 9, 2010 1:19 AM   |
| 2             | Non; tout me semble très clair, démocratique et respectueux de l'opinion du public.  | Apr 9, 2010 5:33 PM   |
| 3             | <p>Les résidents doivent être consultés par le biais soit d'un référendum formel et aussi recevoir tous les détails techniques de l'analyse pas seulement le plan de travail et méthodologie utilisée. Les faits et résultats de la recherche doivent être partagés de façon ouverte, claire et transparente.</p> <p>Si je n'avais pas inscrit mon nom à votre site web je n'aurais pas su ou eu le présent questionnaire. L'impact négatif et destructeur créés par le corridor 5 entre autre sont terribles et je suis certaine que la population (payeurs de taxes) ne connaît pas tout les faits et info et surtout les impacts.</p> | Apr 10, 2010 7:38 PM  |
| 4             | <p>Je suis très peiné de constater qu'il n'y a pas le même engouement de tous pour faire valoir leurs droits. Le côté d'Ottawa est beaucoup mieux représenté mais aussi il semble y avoir le plus de contradictions entre les différents groupes</p> <p>Il faut mieux publiciser les rencontres (le web s'est pas assez); il y a beaucoup de vieilles personnes qui habitent Lorrain qui n'ont même pas Internet !!!</p>   | Apr 13, 2010 10:31 PM |
| 5             | Je pense qu'il serait important de soumettre vos résultats aux groupes de protection de l'environnement pour entendre leur point de vue. Des recherches sur le bruit et la pollution suite aux émanations des véhicules sont également à considérer ainsi que l'impact sur la santé de la population qui respire ces émanations. Je suis inquiète pour ma santé et ma qualité de vie.  | Apr 14, 2010 1:00 AM  |
| 6             | Pour l'analyse comparative des corridors, j'aimerais bien connaître les facteurs pertinents d'évaluation et le processus établi. Je présume qu'ils seront présentés ultérieurement? C'est toujours la partie névralgique d'une étude où tout risque de se jouer, selon les forces en présence...   | Apr 16, 2010 1:46 AM  |
| 7             | Il faudrait ouvrir à d'autres corridors cette étude. La phase I a été biaisée. On ne peut lancer une étude sur une précédente qui a été faite par un cabinet d'ingénieur conseil actuellement sous enquête au Québec pour malversation.  | Apr 16, 2010 6:00 PM  |

## Question 6

| Faites-nous part de vos commentaires sur la liste des facteurs que nous proposons dans le Rapport de conception de l'Étude. Doit-on ajouter ou améliorer un facteur? |                          |                |
|--|--------------------------|----------------|
|  |                          | Response Count |
|  |                          | 7              |
|  | <i>answered question</i> | 7              |
|  | <i>skipped question</i>  | 7              |

| Response Text |   |                     |
|---------------|---|---------------------|
| 1             | Circulation et transport devrait inclure le transport en commun interprovincial afin d'améliorer le transport des travailleurs, ainsi qu'un meilleur accès aux services scolaire, universitaire et de santé.  | Apr 9, 2010 1:37 AM |
| 2             | J'ai déjà formulé mes suggestions d'ajouts et de modifications à la question 3. Voici une suggestion supplémentaire quant au facteur « réduction du temps de déplacement », dans la section « Environnement économique » : transformez-le en « réduction du temps et limitation des distances de déplacement ». Je m'explique. Plus le futur pont sera placé loin à l'est, plus son effet induit sur l'étalement urbain vers Masson-Angers, Buckingham, Thurso, L'Ange-Gardien et Val-des-Monts sera important. Il faut concentrer les activités à l'intérieur du périmètre actuellement urbanisé et assurer que l'aménagement de nouvelles infrastructures n'entraînera pas d'exode vers les zones périurbaines et rurales afin d'y préserver les terres agricoles et forestières et de travailler d'arrache-pied à (re)donner à nos milieux de vie urbains (nos métropoles contemporaines) un caractère socialement attractif et économiquement compétitif. La limitation des distances, en cette ère où la fluctuation des prix du pétrole a une incidence directe sur les modes de vie et de déplacement des populations, serait un objectif des plus nobles à poursuivre et un indicateur (quanti) fiable du succès ou de l'insuccès de nos interventions urbanistiques. | Apr 9, 2010 7:38 PM |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 3             | <p>Environnement social</p> <p>La collectivité y compris le bruit et la vibration, la cohérence, les considérations esthétiques et hydrologiques; les loisirs y compris les activités de navigation, le cyclisme, les parcs, les sentiers, le carrousel de la GRC</p> <p>Utilisation des terres et propriété</p> <p>Plans officiels, développement, propriété nécessaire, musée, les pistes de l'aéroport Rockcliffe, déménagement des services publics, les zones résidentielles, agriculture et contamination</p> <p>Environnement économique</p> <p>Commercial, développement économique, réduction du temps de déplacement</p> <p>Circulation et transport</p> <p>Camionnage, mouvement de matières dangereuses, opérations de la circulation, opérations du transit, facteurs liés à la conception des routes</p> <p>Coûts</p> <p>Construction, immobilier, opérations, entretien</p> <p>Ces critères ci-haut en particulier doivent etres examinés par plusieurs analystes/analyses indépendantes compte tenu des impacts majeurs.</p> | Apr 10, 2010 7:40 PM  |
| 4             | <p>Le musee des Civilisations et le Musee des Beaux-Arts ont pourtant ete construits a proximite du Pont-Interprovincial ou il y a une circulation intense et beaucoup de poids-lourds (proximite de la "EB Eddy" dans un cas particulier</p> <p>Le 24 Sussex est bien situe dans un axe routier tres intense et bruyant</p> <p>L'Hopital de la Pieta est situe a proximite du Pont MacDonald-Cartier</p> <p>Le bruit genere par les petits avions de l'aeroport de Rockcliffe est deja existant (et derangeant)</p> <p>Le Musee des Sciences et de la Technologie est situe sur une artere tres passante</p> <p>J'ai donc du mal a comprendre pourquoi les impactes seraient plus grands sur le Carrousel de la GRC, le musee de l'Aviation et l'Hopital Monfort</p>  | Apr 13, 2010 10:39 PM |
| 5             | <p>Il sera important d'accorder beaucoup d'importance à la qualité de l'air, au bruit, aux émanations ainsi qu'aux vibrations qui proviendront de la circulation des camions et véhicules lourds.</p> <p>Tous les impacts environnementaux sont à prendre au sérieux , la diminution de la qualité de vie des citoyens et l'atteinte à leur santé .</p>  | Apr 14, 2010 1:06 AM  |
| 6             | <p>Ne pourrait-on pas améliorer le transport en commun au lieu d'implanter un nouveau pont?</p>  | Apr 16, 2010 1:26 PM  |
| 7             | <p>Le facteur le plus important est la population. Pourtant un seul point en tient compte dans cette enumeration de facteurs.</p>  | Apr 16, 2010 6:02 PM  |



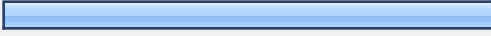

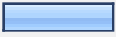
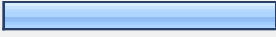
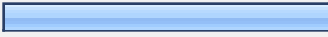


## Question 7

| Avez-vous des commentaires sur le programme de consultation proposé pour la Phase 2B? |  |                |
|---|--|----------------|
|   |  | Response Count |
|   |  | 8              |
| <i>answered question</i>  |  | 8              |
| <i>skipped question</i>   |  | 6              |

| Response Text |  |                       |
|---------------|--|-----------------------|
| 1             | J'apprécie être consulté, mais j'ai nettement l'impression que les décisions sont déjà prises depuis longtemps et que le processus de consultation n'est pas vraiment sérieux.   | Apr 9, 2010 1:41 AM   |
| 2             | Non; tout me semble très clair, démocratique et respectueux de l'opinion du public.  | Apr 9, 2010 7:43 PM   |
| 3             | Plus de consultation formelles et plus longtemps.  | Apr 10, 2010 7:42 PM  |
| 4             | Vous avez un gros manque dans la publicité des différentes rencontres. On croirait que c'est fait volontairement pour attirer le moins de monde possible surtout du côté Québécois.  | Apr 13, 2010 12:32 AM |
| 5             | Il n' y a jamais assez de consultations et d'ecoute active mais il faut que les populations comprennent bien l'enjeu et soit assure qu'ils ne parlent pas dans le vide et que les des ne sont pas pipes.   | Apr 13, 2010 10:44 PM |
| 6             | Il n'est pas rare que nous apprenions qu'une réunion a eu lieu. Il manque de publicité pour annoncer quand et où se tiennent les réunions au sujet du futur pont.Radio, télévision et journaux sont à votre disposition. Internet c'est bien mais les médias c'est encore mieux à cause de la diversité. | Apr 14, 2010 1:14 AM  |
| 7             | La publicité reliée à la phase 2b est insuffisante. Je me suis inscrit à votre site web et j'ai reçu le formulaire deux jours avant la fin de la consultation...   | Apr 16, 2010 12:04 AM |
| 8             | Une meilleure communication par les moyens de communications d'aujourd'hui. Comment se fait il qu'aucun lien (ou tres difficile a trouver) existe sur le site de la CCN, de la mairie de Gatineau, de la mairie d'Ottawa. C'est tout de meme l'avenir de la region qui est en jeux.                      | Apr 16, 2010 6:04 PM  |

## Question 8

| Quels types d'activités de consultations publiques sont, selon vous, les plus efficaces et doivent être considérés comme une partie intégrante du Programme d'implication du public de la Phase 2B? (Sélectionnez toutes les réponses qui s'appliquent.)  |   |                  |                |
|---|---|------------------|----------------|
|   |   | Response Percent | Response Count |
| foires d'information publiques;   |   | 75.0%            | 9              |
| ateliers en petits groupes;   |    | 25.0%            | 3              |
| présentations techniques suivies d'une période de questions et réponses (avec microphones);   |   | 75.0%            | 9              |
| consultations Web telles que des sondages en ligne;   |   | 75.0%            | 9              |
| boîtes à outils « Faites-le vous-même » qui permettent aux utilisateurs de mener leurs propres séances de consultation pour un petit groupe (tels que les membres d'une association communautaire);   |   | 16.7%            | 2              |
| cafés du monde : méthodologie simple consistant en des discussions sur des questions importantes. Ces discussions se relient et s'imbriquent à mesure que les individus se déplacent entre les différents groupes, rassemblent leurs idées et découvrent de nouveaux points de vue sur les questions ou les problèmes les plus importants dans leur vie, leur travail ou leur collectivité; |  | 41.7%            | 5              |
| charette: en urbanisme, la charette est devenue une technique de consultation de tous les intervenants d'un projet. Ce type de charette inclut traditionnellement des réunions intenses qui peuvent s'étaler sur plusieurs jours. Des aménagistes et décideurs municipaux sont en général impliqués;  |  | 50.0%            | 6              |

|  |                            |           |
|--|----------------------------|-----------|
|  | Autres (veuillez préciser) | 2         |
|  | <b>answered question</b>   | <b>12</b> |
|  | <b>skipped question</b>    | <b>2</b>  |

| <b>Autres (veuillez préciser)</b> |   |                       |
|-----------------------------------|---|-----------------------|
| 1                                 | referendum<br>sondages pblics<br>campagne de publicité majeure (pas seulement le web ou votre approche actuelle qui est limitée et plus ou moins transparente)<br>consultation plus formelle  | Apr 10, 2010 7:42 PM  |
| 2                                 | Du porte a porte comme le font les politiciens et particulierement pour ceux qui risquent d'etre expropries !!<br>Plus de publicite dans les journeaux et a la TV i.e. panel d'affaires publiques et pas seulement laisse aux politiciens | Apr 13, 2010 10:44 PM |

## Question 9

| N'hésitez pas à inclure des suggestions ou commentaires finaux : |  |                |
|--|--|----------------|
|  |  | Response Count |
|  |  | 4              |
| <i>answered question</i>   |  | 4              |
| <i>skipped question</i>  |  | 10             |

| Response Text |  |                      |
|---------------|--|----------------------|
| 1             | <p>Je crois que la Région de la capitale nationale n'a pas besoin d'un nouveau pont interprovincial. Il serait préférable d'améliorer l'infrastructure existante.</p> <p>Pourquoi les ponts Alexandra et Interprovincial ne sont-ils pas utilisés pour le transport en commun interprovincial rapide? Ces deux ponts pourraient sûrement mieux desservir la population de l'Outaouais avec un lien rapide de centres-villes à centre-villes.</p> | Apr 9, 2010 1:46 AM  |
| 2             | Pensez autrement : moins de voitures, moins de camions; plus d'autobus, de vélos et de piétons.  | Apr 9, 2010 7:45 PM  |
| 3             | Voir mes commentaires précédents sur tous les corridors étudiés.   | Apr 15, 2010 8:47 PM |
| 4             | Cette évaluation environnementale semble beaucoup mieux préparée que celle de la première phase. Un problème majeur persiste: le choix des trois corridors est basé sur des critères aberrants établis durant la première phase (55% du poids des critères alloué aux coûts (probablement incomplets) et au transport). Malheureusement, tout ce processus ne permettra qu'à déterminer le meilleur le tracé parmi 3 corridors "imposés".        | Apr 16, 2010 2:19 AM |

Response received by email on the questions from the online survey.

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Réponse reçue par courriel concernant les questions de la consultation sur le site web  
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**Subject: Re: Rappel: Phase 2A - Consultation en ligne sur la version préliminaire du Rapport de conception de l'Étude / Reminder: Phase 2A - Online Consultation on the Draft Study Design**

Bonjour,

Ce ne sont définitivement pas mes réponses. Mes réponses étaient un peu plus pertinentes quant au couloir Lower Duck/Lorrain. Toutefois, moi aussi je suis en faveur du corridor 7 (Lower Duck/Boul. de l'Aéroport). Au fait, le plus loin des résidences se situera un tel lien, le mieux ce sera pour la santé physique et psychologique de tous. En toute logique, je ne crois pas que les responsables souhaitent répéter soit de ce côté-ci de la rivière ou soit de l'autre, un autre King Edward avec des maisons qui finiront en piquerie!!

A ma souvenance, l'étude du couloir Lorrain ne semble pas prendre en compte tout les bâtiments qu'il faudra exproprier. Il y en a beaucoup plus que 79 si sérieusement on prend en ligne de compte la qualité de vie des citoyens.

Votre carte ne reflète pas non plus l'Eglise Ste-Rose-de-Lima et son cimetière qu'y risquent probablement de devoir être expropriés ni l'Ecole des Belle-Rives qui est à proximité de Lorrain. Couper l'ancien village de Ste-Rose-de-Lima en deux est ridicule et je ne sais pas comment une idée aussi saugrenue est même pu être pensée. Il aurait fallu être visionnaire au moment de créer la sortie Lorrain et au lieu de la faire avec le plus de simplicité et le moins cher possible en utilisant le lien existant, de construire une sortie ailleurs sur des terrains vierges quant il y en avait.

Mais non, on a choisi Lorrain qui est une route "transit" avec une circulation de plus en plus intense et de camions toujours plus volumineux et ainsi abaisser sérieusement notre qualité de vie. Alors, que ce soit le Ministère des Transports du Québec qui ait demandé d'ajouter Lorrain est scandaleux. L'autre facteur à considérer est que beaucoup de personnes âgées habitent la même maison sur Lorrain depuis toujours donc l'impacte de les exproprier risque de les faire mourir avant le temps et il faut tenir compte de la résidence Ste-Marie où loge beaucoup de vieilles personnes de la paroisse Ste-Rose-de-Lima. Et il y a aussi l'impacte qu'un tel lien aurait sur la Station Lorrain du Rapibus et sur le Parc fluvial Rivière-Blanche et sa piste cyclable qui se reliera à celle du Rapibus.

Les ontariens en face d'Aylmer (Kanata) ne veulent pas de pont chez eux.

Gatineau se développe maintenant vers l'est alors construisons donc le nouveau pont à l'est. Si ce besoin n'existait pas alors pourquoi les propriétaires du Traversier Bourbonnais ont-ils investi autant d'argent et pourquoi a-t-on remis en fonction le traversier à Thurso?? Le prolongement de la 50 vers l'est fera encore accroître la construction domiciliaire et le besoin de lien. Il faut aussi laisser une chance au Rapibus et considérer que le nombre d'emplois disponibles dans la

Fonction publique fédérale risquent de diminuer et que les babyboomers qui partent à la retraite ne demeureront pas tous dans la région.. Il est donc possible de constater éventuellement une baisse de la circulation automobile actuelle. Il ne me prend pas plus de temps maintenant pour me rendre à Ottawa le matin qu'il m'en prenait il y a 5-8 ans et pourtant la population a augmenté. Il faut noter que je n'emprunte pas la 50 le matin mais St-René, Paiement, de La Cité, Gréber et Fournier. J'emprunte la 50 pour revenir le soir et encore-là, à moins d'accidents, la circulation est lourde mais fluide. Je crois que les gens de l'outaouais ne savent pas ce que veut dire des délais dans la circulation. Il est vrai toutefois que de retarder la construction d'un autre lien interprovincial ne réglerait pas le nombre de camions sur King Edward mais le problème fondamental est que l'Ontario et le Québec essaie de corriger des problèmes bien différents. L'autre avantage d'un pont à l'est est que ce serait l'embryon d'une solution pour une ceinture de contournement de la région de la Capitale nationale. Nous avons la ceinture verte alors pour quand la ceinture bitumineuse? Je remarque aussi que la Montée Paiement est déjà pas mal saturée aux heures de pointe alors qu'en sera t il avec encore plus de poids lourds?

Je crois aussi qu'il faut mieux réglementer les poids-lourds. Comme je l'ai mentionné auparavant, j'ai le "loisir" de pouvoir observer beaucoup de camions car j'habite à proximité d'une route "transit" jamais construite d'ailleurs pour accueillir un tel flot de circulation. Beaucoup de camionneurs ne respectent pas la limite de vitesse et roulent trop vite.

Beaucoup utilisent leurs freins moteurs et d'autres laissent échapper de l'air (compression). Nombreux sont ceux qui brûlent les feux rouges. Des chauffeurs parlent aux cellulaires. pendant qu'ils roulent. D'autres ont leur chargement mal arrimé (surtout ceux transportant des conteneurs/boîtes à rebus). Dans un rien de temps la chaussée est défoncée et le bruit encore plus infernal. La route est jonchée de pierres et autres débris qui tombent des boîtes de camions. Et il y a les trop gros mastodontes qui transportent des matières dangereuses et qui n'ont aucune livraison dans le secteur mais utilisent Lorrain sans raison apparente. Il faut mieux encadrer cette industrie et exiger des constructeurs de fabriquer des véhicules plus performants, moins polluant et moins bruyant et que les amendes pour les fautifs soient en proportion du risque qu'ils causent. Il faudrait aussi mieux réglementer la grosseur des camions permis à l'intérieur des villes et les heures pendant lesquelles les camions peuvent rouler. Ca se fait déjà en Europe. Il y aura un prix à payer mais comme c'est toujours le consommateur/contribuable qui héritent alors où est la différence? C'est bien beau l'économie mais les impacts négatifs sur la qualité de vie ont aussi un prix à payer sur la santé et vous savez l'état désastreux du système de santé au Québec et encore davantage en Outaouais. Il faut empêcher maintenant les poids-lourds de circuler sur Lorrain, pas d'en ajouter!!

Je suis tout à fait d'accord avec la protection de l'environnement et de la faune mais il est beaucoup plus important de concentrer l'attention sur les humains. Ce ne sont pas les barbottes et les grenouilles qui payent les taxes!! Nous semblons mieux connaître la façon d'évaluer des impacts sur les poissons que les retombées des particules de mazout sur les humains. Je suis pas certain qu'il y a assez d'emphase dans les facteurs d'évaluation vis à vis les impacts sur la santé physique et psychologique des personnes qui devront subir l'expropriation ou devoir se résigner à vivre près du couloir ni sur la perte de valeur des propriétés ni sur la valeur patrimoniale de vouloir détruire un secteur. N'attons pas suffisamment appris avec la destruction du vieux Hull? et maintenant avec l'échangeur Turcot?

Quant à vos moyens de communications pour rejoindre la population je pense qu'il faut publiciser dans Le Droit et avec des interviews par la CCN et autres fonctionnaires/spécialistes aux nouvelles de 18:00 à TVA et RC.

Souvenez-vous que Lorrain est habité par beaucoup de personnes âgées qui n'ont pas Internet. Pourquoi aussi ne pas offrir des présentations à des groupes sociaux (ex.Chevaliers de Colomb, Age d'Or et autres groupes qui se servent de l'Eglise Ste-Rose-de-Lima). Ceci vous permettrait aussi de vous éduquer sur l'histoire de la paroisse (1833 si ma mémoire est fidèle) et d'entendre leurs versions.

Je suis aussi un peu surpris des impactes possibles soulevés sur le Musée de l'aviation et sur Montfort. Les musées de la Civilisation, de la Guerre et des Arts ont été construits en bordure du pont Alexandria et des Chaudières qui sont des artères très passant avec des poids-lourds et l'hôpital Pierre-Janet est situé à proximité de la sortie du Pont McDonald-Cartier. Ou est l'erreur?

Merci et bonne soirée