

Bridge Update

MPCA AGM

June 5, 2012

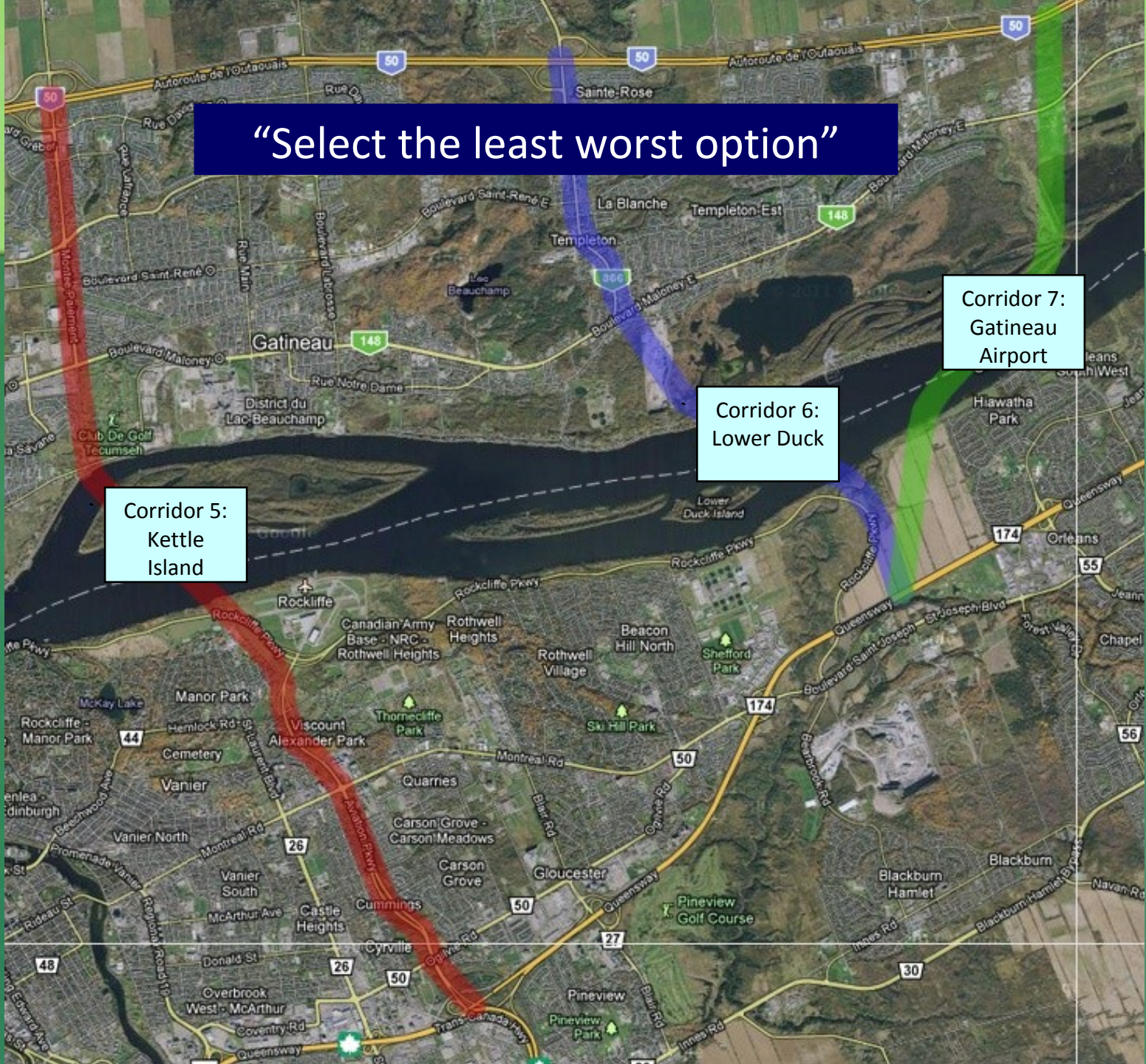
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Manor Park Bridge Committee
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“Select the least worst option”

Corridor 7:
Gatineau
Airport

Corridor 6:
Lower Duck

Corridor 5:
Kettle
Island



Project Background

- Phase 1: Justify the need and select location for a new bridge
 - Dec. 2006 to Jan. 2009, Roche-NCE
 - West end bridges eliminated (i.e no ring road)
 - Kettle Island recommended as the “technically preferred corridor”
 - Recommendation rejected by funding partners
 - Top three corridors carried forward with heightened emphasis on public transit, economic development, and communities

Project Background

- Phase 2A: Define the process for final selection
 - Oct 2009 to Jun 2010, Aecom-Delcan
 - Consultation plan and methodology to improve community involvement and transparency during Phase 2B
 - “How to pick a bridge”

Project Background

- Phase 2B: Pick the final corridor and complete the EA
 - Bids received from Roche-NCE and Aecom-Delcan
 - Wildly varying pricing
 - NCC recommendations presented to NCC Board in April

Wednesday morning, the board of the National Capital Commission rejected a proposed \$4.5-million contract to further study the next bridge between Ottawa and Gatineau.

After lunch, the board voted to reconsider the motion, then agreed to award the contract to consultants Roche-NCE Joint Venture, as was originally proposed, only hours earlier.

So Mister Screwy was in the building. This is how taxpayer millions are handled?

Kelly Egan, Ottawa Citizen

Project Background

- Phase 2B (continued)
 - Being run by the Phase 1 consultants
 - Now Roche-Genivar, different Project Manager, but the essence is the same
 - Began in June 2011
 - Fast-tracked Round 1 public consultations to gauge “community values” with minimal notice

What's next

- Final consultations before selection underway now
 - Corridor alignments, feedback on weightings, feedback on technical reports

QUEBEC – Gatineau
Tuesday, June 5, 2012
Maison du Citoyen
25 rue Laurier
Gatineau, QC
Open House
3:00 p.m. to 9:00 p.m.

ONTARIO – Ottawa
Tuesday, June 12, 2012
Shenkman Arts Centre –
Lower Lobby
245 Centrum Boulevard
Orleans, ON
Open House
3:00 p.m. to 9:00 p.m.

**The Technically Preferred
Corridor will be announced
This Fall**

Objections

- A bridge at any of the three corridors:
 - Will not solve the truck problem on King Edward
 - Will deteriorate communities and green space
 - Will not integrate well with public transit
 - Will encourage urban sprawl
 - Will encourage more car commuting, and will increase traffic problems
- Fundamental lack of vision, imagination, or forward thinking integrated transportation and urban planning framework

Objections

- Reject the Kettle Island corridor because
 - Most densely populated
 - Most significant negative health, safety, and community impacts on the largest number of residents
 - Shifting the truck problem from one heavily populated corridor to another is unacceptable
 - Trucks and communities do not mix

Objections

- Legislative protection is lacking
 - Ontario did not invoke its Environmental Assessment Act for this project
 - Bill C-38 will eliminate all Federal EA Screening Studies (including this project)
 - Ontario portion of this project would therefore be subject to no legally binding environmental assessment
- No legally binding processes, framework, or accountability for any of the work undertaken to date

What can you do?

- Sign up for email updates on www.stopthebridge.org
- Participate in the June 12th consultations
- Send your feedback (form letter)
- Talk to your neighbours
- Keep the pressure on

Watch for Fall announcement!

Feedback letter

(posted on stopthebridge.org)

To: info.crossings@genivar.comCc: mmeilleur.mpp.co@liberal.ola.org;
belanm@parl.gc.ca

Subject: Interprovincial Crossings – Feedback on Round 2 Public Consultations

As a concerned citizen and taxpayer, I object to the National Capital Region Interprovincial Crossing project on the basis that none of the three proposed alignments would adequately solve the trucking problems on King Edward Avenue corridor, and none of the proposed alignments would, in the absence of an integrated transportation plan and supporting data, effectively position the National Capital Region for long-term, sustainable growth.

I further object to a commercial truck and commuter route along the Kettle Island corridor on the basis that it is the most densely populated, and would result in the most significant negative health, safety, and community impacts on the largest number of residents. Shifting the truck problem from one heavily populated corridor to another is unacceptable; trucks and communities simply do not mix. Therefore, within the evaluation process, all factors related to health, safety, and preservation of community must be assigned the highest priority.

Regards,

[Your Name]

[Your Address]

Closing Remarks

- The NCC is relentlessly pushing this project forward
- Final selection will be made Fall 2012
- If this bridge goes ahead as planned, it could blemish the National Capital Region for generations to come

Get involved!

Thank you

www.stopthebridge.org

www.pourunmeilleurpont.org

www.ssd-ottawa.ca

www.ncrcrossings.ca