

INFORMATION SHEET - PROPOSED KETTLE ISLAND BRIDGE

THE REASONS WHY NOT

Your community associations have prepared the following info-sheet to help de-mystify the contradictory information about the proposed inter-provincial bridge. Its long and some reasons may be more or less important to you.

The NCC has quietly issued a public survey which you are encouraged to review, keeping in mind the facts and considerations below. We encourage comments rather than just filling out the form.

An old solution to a new problem

Is the 1950 Greber report thinking the right answer for 2025 and beyond? Why are we favouring car travel? **Instead:**

- Improve and synchronize public transit on both sides of the river and alleviate traffic those with no access to transit. This will in turn, decrease the number of vehicles on the road making those who have not public transit have better commutes.
- Move trucked goods into and through the two city cores using satellite redistribution centers for off-loading semis into smaller trucks that remain on the Ontario or Quebec sides.
- Build a tunnel downtown if the trucks must remain

Contradicts the NCC's Own Vision

The National Capital Commission (NCC) has invested millions to enhance public access to the Ottawa River, just to be ruined by a bridge crossing?

- **\$25M+** into the **NCC River House**, a hub for paddling and recreation
- The **\$44M rue Jacques-Cartier redevelopment**, a pedestrian-friendly waterfront
- Long-term NCC **riverfront planning** focused on public use and ecological protection
- Linear Park along the SGEC Parkway

Traffic Displacement is NOT a Solution

The Kettle Island Bridge would simply **shift SOME of the truck traffic** from King Edward Avenue to many new residential areas along the Aviation Parkway corridor

- The destination/origin studies have found that most of the trucks travelling in the downtown core are “local” so would unlikely cross at a different corridor.
- CAN trucks be banned from their current corridor? Who decides? That is a question for the MTO that are seeking answers from.
- A tunnel would be an elegant solution to take the trucks off the surface and clean the air before it is expelled in to our city centre.

What of the Limited capacity of the 174/417 highways?

- The MTO has said there is no more capacity on these roads for additional cars.
- With a new bridge, instead of being stuck on highway 50, QC residents will be stuck on these Ontario roads.
- Orleans residents would be stuck in even more gridlock with the added traffic

NCC has not made clear what and where bridge to roadway linkages would be

- Will more cars come off the corridor and clog up the Sir George Etienne Cartier Parkway?
- Will the additional cars spill on to Hemlock then Beechwood which are already at capacity
- Has the opening of Wateridge Village and the 6000 housing units there been considered from a traffic perspective?
- The MTO has said that its very complicated and expensive to build a west going on-off ramp at Aviation Parkway. This is NOT being factored into the bridge costing
- Will the “easier” plan then be to have traffic turn right on Ogilvie, left on to St Laurent and then on to the on-ramp there: doesn’t that sound like the same problem occurring downtown?

Gatineau Impacts

- The corridor runs right through a residential community
- Violates recreational use planning for City of Gatineau
- Physically difficult for trucks going up and down the steep hill of Montee Paiement: think air brakes. A failure is not an “if” but a “when”
- Will the commute for eastern Gatineau residents REALLY be easier? Instead of being stuck on the 50 they’ll be stuck on the 174/417
- Depuis la dernière étude des condos continues d’être construit a l’angle de La Vérendrye et Montai Paiement.
- La jonction de la Montai Paiement et la 50 est déjà saturée a l’heure de pointe.
- Hundreds of existing homes with yards on Montai Paiement, 1 meter from the “reserved” corridor.

The River at Kettle Island

- Kettle Island and the neighbouring Ottawa River are a **vital recreational and ecological corridor** in the heart of the National Capital Region. It supports:
 - Swimming, paddling, rowing, sailing, and motorboating
 - A natural beach on its eastern point used by generations of boaters and bathers,
 - NCC River House swimming and paddling
 - ONEC paddling, rowing, sailing, and canoeing. RYC sailing, motorboat cruising
 - Wildlife habitat, Kettle Island is one of the most environmentally protected islands in the Ottawa River system, as secured by The Nature Conservancy of Canada that manages it. This prohibits public and private infrastructure to protect threatened and vulnerable species

Montfort Hospital and Vulnerable Residents

- Risk to imaging machinery and Ors
- Long term care homes along the corridor
- health risks to local residents with the increased noise and environmental pollution due to vehicular traffic
- There is significant pedestrian traffic at Montreal Rd and Aviation Parkway and Ogilvie Rd and Aviation Parkway. These communities, **vastly represented by low income families highly dependent on public transit**, would face increased risks due to added traffic complexity resulting from the road changes and the introduction of truck traffic including said double stacked logging trucks.
- Left turns are already challenging at these intersections and would there be an increase in
- Numerous Schools, public places and community social service hubs impacted along Hemlock and the aviation corridor

What about our Institutions:

- Rockcliffe Flying Club
- RCMP college and training facilities for the Musical Ride
- Aviation Museum