

**Highway 417 Carling Avenue East-East On-Ramp – Ministry of  
Transportation  
Class Environmental Assessment for Provincial Transportation  
Facilities**

Minister’s Review of Issues Raised by Requesters

Issues	Response
<b>Traffic</b>	
<p>Environmental studies completed have not taken into account potential negative impacts of increased traffic to residential streets, and have not adequately addressed the concerns of those residents of those streets (Coldrey Avenue, Leaside Avenue and Kirkwood Avenue).</p> <p>Concern that the Project did not take into account traffic patterns and volume resulting from the Highway 417 on-ramp closure.</p> <p>Concern that the Project will increase travel times to access Highway 417 east bound.</p>	<p>MTO, in response to the concerns raised from members of the public during the Public Information Centre 1 meeting, conducted an additional Traffic Analysis Summary Report in its Transportation Environmental Study Report. The report looked at the impacts on the arterial road network of having only one remaining eastbound on-ramp for Highway 417. The information from the Traffic Analysis Summary Report was presented at the Public Information Centre 2 meeting.</p> <p>As part of the Traffic Analysis Summary Report an origin destination survey was conducted to assess the traffic impacts resulting from only having one eastbound on-ramp. This survey identified that traffic currently approaching the Carling East-East on-ramp make up 19% of the morning peak traffic and 25% of the afternoon peak traffic.</p> <p>MTO also looked at detour route travel time with the proposed mitigation measures (additional lanes) for the closure of the on-ramp. The study showed that the shortest alternative route for the diverted traffic as a result of the proposed Project would be the Carling Avenue West-East on-ramp which would have an increased travel time of 1 minute and 37 seconds. This alternative route would maintain the diverted traffic within the Carling Avenue interchange.</p> <p>MTO also looked at the detour route through Coldrey Avenue to Kirkwood Avenue and determined that it would have nearly the same increase in time as the Carling Avenue interchange detour route and that it does have the potential for cut through traffic. The City of Ottawa requested that the MTO implement traffic calming measures in the form of speed humps with narrowing and gateway features along Coldrey Avenue as part of the mitigation plan.</p>

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	<p>MTO also looked at Leaside Avenue and determined that it does not have a direct connection to Kirkwood; therefore, cut through traffic would have to use Laperriere Avenue which already has traffic calming measures or Coldrey Avenue which will have traffic calming measures implemented as part of the proposed Project. Therefore, MTO does not anticipate that residential streets will be used in order to access Highway 417 eastbound.</p> <p>MTO did not include Kirkwood Avenue in the study as this route is not being altered or modified and because all of the existing movements of the intersection will continue to be available. In addition, any Westboro traffic heading south on Kirkwood Avenue was included in the volume data and used in the analysis of the overall study area.</p> <p>The Ministry is satisfied that MTO considered the impacts of the diverted traffic on alternative routes and residential areas.</p>
<p>Concern that Project did not consider future traffic requiring access to Highway 417 resulting from future development in the area.</p>	<p>MTO underwent traffic studies and analysis to assess the impacts of the proposed Project on the surrounding environment. The traffic studies and analysis are based on a transportation model maintained by the City of Ottawa, in partnership with the City of Gatineau, MTO and the Quebec Ministry of Transportation.</p> <p>The transportation model accounts for future development growth, as well as planned road/ transit infrastructure in order to forecast how people will travel in the City of Ottawa. Through this process, future travel demands for trips along Carling Avenue take into account any proposed developments within the area.</p> <p>The ministry is satisfied that MTO considered future developments in the area when forecasting future traffic requiring access to Highway 417.</p>
<p>Concern that the Project did not accurately capture the negative impacts to Kirkwood Avenue southbound.</p>	<p>The traffic data and analysis conducted by MTO considered traffic from all approaching directions for the intersections of Kirkwood Avenue/ Carling Avenue for both eastbound and westbound directions.</p> <p>The intersections of Kirkwood Avenue/Carling Avenue for</p>

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	<p>both eastbound and westbound directions are currently operating at a low level of service during peak hours under the existing conditions. The Carling Avenue East-West off-ramp traffic will be redirected to the Saigon Court loop to create capacity for the redirected traffic resulting from the proposed Project. The Carling Avenue East-West off-ramp traffic that currently turns left to travel south on Kirkwood Avenue or east on Carling Avenue will be required to use the Saigon Court loop before being able to circle back to either Kirkwood Avenue southbound or Carling Avenue eastbound. This will alleviate the traffic coming from the off-ramp and make it available for the redirected traffic from the Project to turn left onto Kirkwood Avenue and access the Highway 417 West-East on-ramp.</p> <p>The ministry is satisfied that the traffic data and analysis considered the impacts to Kirkwood Avenue as a result of the proposed Project.</p>
<b>Consultation</b>	
<p>Concern that members of the public were not properly consulted.</p> <p>Concern that the issues raised by residents in the community were not addressed or considered.</p> <p>Concern that Project did not consider another solution presented by a requester that exists outside the 7 alternatives MTO presented.</p>	<p>In accordance with the Class Environmental Assessment requirements MTO provided several opportunities for public consultation throughout the Class Environmental Assessment process. The proponent provided the following opportunities for public input and awareness:</p> <ul style="list-style-type: none"> <li>• Project Website;</li> <li>• Notification letters;</li> <li>• Newspaper notices;</li> <li>• Brochure notices to residents and business within the area;</li> <li>• Two public information centres;</li> <li>• Notice of Commencement; and</li> <li>• Notice of Completion.</li> </ul> <p>Section 2.0 of the Transportation Environmental Study Report contains a detailed discussion on MTO's consultation process. It also contains all comments and concerns received during the preparation of the Class Environmental Assessment, as well as MTO's response to all comments and concerns.</p> <p>In response to public concerns expressed at the Public</p>

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	<p>Information Centre 1, MTO undertook additional traffic data gathering and analysis (Appendix E of the Transportation Environmental Study Report) to identify the impacts on arterial road as a result of the proposed Project. MTO also proposed improvements to the arterial road network. This additional information was then presented to the public at the Public Information Centre 2.</p> <p>The Ministry is satisfied that MTO followed the consultation requirements outlined in the Class Environmental Assessment for Provincial Transportation Facilities.</p>
<b>Alternative</b>	
<p>Concern that the preferred alternative has too many obstacles that require a number of mitigation measures.</p>	<p>MTO evaluated seven different design alternatives using the following evaluation criteria natural environment, socio-economic environment, highway operations, safety, side road impacts and constructability. The preferred alternative to close Highway 417 Carling East-East On-Ramp was chosen because it would :</p> <ul style="list-style-type: none"> <li>• Result in minimal impacts to existing vegetation;</li> <li>• Require no property acquisition;</li> <li>• Provides safe merging conditions; and</li> <li>• Would not require a separate construction project as it can be combined with the widening of Highway 417.</li> </ul> <p>Throughout the course of the Class Environmental Assessment for the proposed Project, MTO received a number of concerns related to safety issues with traffic weaving through three lanes and increased traffic through residential areas. The preferred alternative includes mitigation measures to mitigate the impacts of the redirected ramp traffic such as additional lanes, traffic signals or modifications to signal timing. MTO, at the request of the City of Ottawa, also added a number of additional mitigation measures including a new median separating the two new dedicated left turn lanes to mitigate the impacts to safety as a result of the proposed Project.</p> <p>The ministry is satisfied that MTO properly evaluated alternative solutions in accordance with the Class Environmental Assessment.</p>

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<p>Requester indicates that another solution exists outside the seven that MTO presented.</p>	<p>A requester identified in a number of letters to MTO that an alternative solution to the Project exists outside the seven that MTO considered. The requester did not disclose the alternative solution to MTO but provided terms for MTO to purchase the solution in a letter in December 2016. MTO did not purchase the alternative solution from the requester. MTO provided several opportunities to discuss the alternative options with the requester during the public information centre meetings and MTO made two attempts to hold discussions which were declined.</p> <p>The ministry is satisfied that MTO has followed the appropriate Class Environmental Assessment in identification and consideration of alternatives.</p>
<b>Environment</b>	
<p>Concern that the Project will create additional greenhouse gas emissions.</p>	<p>MTO completed an air quality assessment for the Highway 417 widening Class Environmental Assessment. The air quality assessment determined that concentrations levels of contaminants would be below air quality guidelines and that the modifications would have an unnoticeable and insignificant impact on smog pollution.</p> <p>The widening of Highway 417 will help to minimize the congestion and idling of the high volume of vehicles using Highway 417. Therefore, any increase of greenhouse gas emissions from the redirected traffic as a result of the proposed Project will be offset by the reduction of idling/emissions on Highway 417.</p> <p>The ministry is satisfied that this concern has been addressed.</p>