

Atlantic Gateway Proposal

Submission Feedback – as of Nov. 30 2011

Churchill

Overview: 366 comments – 12 positive, 354 negative

Positive Response

1. Make the change – 10 comments

Overview of Comments:

- Very good design; change is needed no matter the cost; caution to use as little of park as possible; number of accidents will decrease which is more important than opposition to project; opportunities to add to the park and create an easy-on, easy-off rest area for cars; have to use money when it's made available or may have problems negotiating a fair deal in a new infrastructure agreement; opportunity to expand park in other areas; huge opportunity for the province to take advantage of federal dollars to make the proposed highway improvements; burning diesel while travelling up the hills is bad environmentally; truckers have had close calls

Negative Response (in order of popularity)

1. Don't go through the park (173 comments)

Overview of Comments:

- construction will detract from beauty of park; park is regularly used and benefits the province; this is a make-work project only being done because money is available; only provincial park close to Charlottetown; safety considerations are because of drivers not the road; don't impact the homestead; birds, butterflies, lichen, American beech trees are all located in the park; investments shouldn't be made to accommodate more cars; park is important to physical and mental health of Islanders; park is home to some of the oldest forest; province should invest in parks for ecotourism purposes; province should create more park space

2. NAPA (58 comments)

Overview of Comments:

- getting to places faster should not be reason to destroy a protected area; less than 3% of PEI is protected; setting bad precedence is deregulate land; should be enhancing protected areas not destroying them; government is responsible to protect land; disrespect and arrogance of government; a "red herring" proposal to make it look like Islanders had a choice – no reasonable globally aware 21st century steward would suggest fragmenting a protected natural area; PEI is tiny and already has far too many roads and far too much asphalt now – new sections through 1010 forests is the last thing we need; suggestions reveals disconnect between the values of the people of PEI and the current administration

3. Ecological considerations (42 comments)

Overview of Comments:

- Could affect watershed; ruin habitat of species in the park; destroy the ecosystem; additional noise alone will disrupt habitat; displacement of species; unethical, irresponsible, and unprincipled; destroying home of Pileated Woodpecker; argument that proposal will cut down CO₂ is not valid as the thousands of trees in the park are already absorbing the CO₂ much better; destroying home of butterflies and other animals/plants; should protect all of PEI's ecologically important lands

4. Robert Cotton Trust (28 comments)

Overview of Comments:

- Park was donated to the people of PEI and should be left intact; people will not continue to donate land to the province if they know there is the chance it will be destroyed; insult to the memory of Cotton; sets a bad precedence; consultants would have given numerous options for improvements, appalled that this one is being considered

5. Safety Considerations (27 comments)

Overview of Comments:

- Very little improvement to safety; straighter roads will lead to more accidents as speed is the real issue; not satisfied with argument that curves are the reason for accidents; changes will increase speed on downhill portion of the road which will be more dangerous; issue is speed – just raised to 80 km/h in Bonshaw

6. Poor use of money (28 comments)

Overview of Comments:

- Only doing this because there is a need to use up this money; this is a make work project; wasteful spending; other projects need to be considered rather than Churchill; grade is no worse than those found in other provinces; infrastructure in Canada has been identified as a growing problem and monies would be better used in making repairs and maintenance; say no to fed money and use this 8 million to pay down our debt; none of these projects provide any meaningful way to enhance Atlantic Gateway; PEI shouldn't participate in Atlantic Gateway projects

Suggestions

- Have road go through more northern part of the park and create a service road for access to the park
- Pave and grade the existing highway and shoulder
- Divert traffic to use Rte 2 and build a few connector roads where required
- Start construction at Crosby Rd. and come into the TCH just above entrance to the park and on other side from the church down to Peters Rd. to the hollow
- Take bypass north of the present road, cut North of TCH in New Haven (by campground) and route road north and west to rejoin by Blue Goose in DeSable
- Add 70km speed zone at the top of the hill in Strathgartney and keep it in effect until you get to the bad area
- Fix bumpy spot in the middle of turn just past the church
- Add right turn lane at the bridge and left turn for St. Catherine's Rd. and Bonshaw Rd.
- Soften curves
- Put up more signage, better enforcement of laws, speed bumps, median, public awareness
- Correct alignment issues by using existing corridor – buy out homes along the roadway to permit flattening of curves, correct rates of super elevation and new pavement

- Going through park negates long term option of straightening the highway from the top of Strathgartney Hill to the right of the communications tower westward to join highway new Appin Rd. intersection – would appear to require less acquisition and less intrusion
- A true 4-lane highway with fixed median and concrete barriers
- If fuel conservation and safety are real issues, recommend doing the Cornwall bypass – reduces the number of stop lights where trucks sit idle; land already purchased for it
- Finish Charlottetown by-pass with money
- Construct new bridge over North River meeting at the end of Cornwall Road and continuing west to meet the TCH in Cornwall – longer it is avoided, the more expensive it will be
- Left turning lane on to Riverdale Road for traffic travelling east
- Use money for Maypoint plaza intersection
- Build new highway from Albany to Charlottetown with no accesses

Crapaud/Tryon

Overview: 61 comments – 25 positive, 36 negative

Positive Responses

1. There is a need for change (25 comments)

Overview of Comments:

- Good design; better reflects the Atlantic Gateway proposal; Crapaud makes most sense; removes a hard turn and bypasses school zone; businesses won't be affected in the long run; when traffic bypasses a community, it makes them safer; long overdue; best return on investment

Negative Responses

1. Affect on businesses and agriculture (20)

Overview of Comments:

- Will negatively affect the long-term viability of businesses and take away from village; implore government to support rural areas not bypass them; will take away large acres of Class 1 and Class 2 soil that we need for agriculture purposes – not promoting young people to get into farming if going to destroy land needed; will impact attendance at community events

2. Lack of need (9)

Overview of Comments:

- Still going to need to maintain old Crapaud/Highway road even if you bypass it; taking away land from agriculture; facts given in support of project can be countered easily using common sense; only one area of inherent danger – curve at Tryon but it would be alleviated with left-hand turn lane for west-bound traffic

3. Changes needed but current idea needs adjustment (7)

Overview of Comments:

- Repairs are needed but use money more wisely to fix existing roads and not to divide a community; efficiencies could be mitigated utilizing other measures that wouldn't cost taxpayers \$8 million dollars; land amalgamation or land transfers will not be effective and the existing land will not be utilized to the full productive capacity; could be done with much

less expenditure of funds than proposal requires; safety issues (speed, lack of seatbelt used and impaired drivers are the 3 major causes of accidents – none of these resolved with highway re-alignment)

Suggestions

- Should have a left turning lane onto HWY 10 as landscape obstruct view to east and there is a major blind spot at corner
- Fix up what is already existing: use modern technology and materials to widen, add lanes, re-angle and slope curves, divert/re-align the worst intersections with adjoining roads, add more street lights
- Add speed radar