



Survey of the Residents of the Village des Tanneries

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Environmental Impact Assessment

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EXECUTIVE SUMMARY

Built in the 1960s, the Turcot Interchange is a main transportation node that accommodates more than a quarter of a million people daily. Recently, the structure began to crumble due to age and wear, prompting action from municipal and provincial officials. Upon announcement of the reconstruction of the Turcot Interchange by the *Ministère des Transports du Québec* (MTQ), many questions arose about the implications this would impose on the City of Montreal and more specifically, on the local residents of the Village des Tanneries (VdT), a close-knit community that is bordered by the Ville-Marie Autoroute. Impacts of the proposed reconstruction on the residents range from large disruption, to long-term, drastic change to everyday life, and even possibly expropriation. These implications prompted an independent research study proposed by Concordia University to investigate the views of those residents who would be directly affected by the proposed project for potential consideration in the decision-making process and in the BAPE hearings.

The main research objectives were to: a) establish an understanding of the local demographics, b) investigate how often the residents use the highway structure, c) measure awareness of the residents regarding the anticipated reconstruction proposal by the MTQ and possible alternative by architect Pierre Brisset, d) establish views of the residents concerning fundamental concepts regarding these proposals, and e) investigate the level of approval among the residents in regards to both proposals.

The main tool used to collect information was a questionnaire that was designed for door-to-door interviews and mail-in surveys. The survey team targeted all residences within the entire VdT study area. In total, 98 interviews were completed and 40 mail-in surveys were received. The surveys were subject to rigorous scrutiny throughout the entire process from administration to data entry, with statistical and human error being taken into account. Statistical analysis of frequencies and correlations, as well as Geographic Information Systems (GIS) analysis were utilized in order to examine trends and investigate links between research questions and data collected.

Results show that views on the MTQ proposal were generally negative, and there was a trend to disagree with fundamental concepts applied by the MTQ proposal. While many residents were not aware of the proposal by Pierre Brisset, the majority of respondents that were informed about it agreed with his proposal. In addition, the opinions of the residents greatly varied, and while most residents agreed that in general, expropriation due to road reconstruction is unacceptable, there was still a significant portion that agreed that it may be necessary. While there were not many correlations immediately apparent in the data, segmenting the data into subsets uncovered trends that met initial expectations. And while the MTQ did fulfill legislated public consultation requirements, the data collected demonstrate that a large percentage of the public is unaware of the impending plans by provincial authorities, and even more troubling is that a significant portion of those people unaware of these plans are the ones to be most affected by the proposed plans.

By and large, the survey provided an opportunity to draw interesting inferences concerning the study population, and based on conclusions drawn in this report, it is clear that there is a need for further study in order obtain a more comprehensive and representative, long-term evaluation of the views of the residents of the VdT area.

1. INTRODUCTION

Built in the 1960s, the Turcot Interchange is a main transportation node that accommodates more than a quarter of a million people daily. In July of 2007, the *Ministère des Transports du Québec* (MTQ) announced officially that the Interchange would have to undergo reconstruction due to the poor condition of the infrastructure and increasing costs of maintenance. While it is a major transportation node for the Island of Montreal, very few of those who inhabit the local area surrounding the structure regularly utilize it (see our results below). The purpose of this study was to assess both health and socio-economic impacts on the residents of the area that will undergo substantive disruption with the reconstruction of this major highway interchange. They are and will be experiencing over the course of 5 years or more, drastic changes in their everyday lives in numerous ways.

The mandate of this study is to gather information for the purpose of producing answers to the questions being asked. This data collection was done in the form of a survey.

The reason for using a survey is that in absence of more direct measures, it will be an indirect measure for the variables investigated. The survey attempted to quantify and qualify these impacts, which could then be presented to a Bureau d'Audience Publique Environmentale (BAPE) hearing in spring 2009. The BAPE is a forum where these impacts can be viewed, listened to and considered with respect to the scope of the Turcot Interchange reconstruction project.

The BAPE will aid in determining if the project proposal is feasible and acceptable as it is presented and what, if any, mitigation or compensation strategies must be put forth to alleviate the negative impacts of the project on the residents most affected as well as the population as a whole. Once impacts are quantified, these measures can be more successfully derived.

The questions contained in this survey include quantitative and qualitative data. When necessary, questions are phrased in such a way as to carefully elicit

the true feelings, using Likert scales, that the residents are experiencing presently and anticipated in future.

1.1 Background

1.1.1 Geographic area

Figure 1: Aerial map of the island of Montreal indicating the Village des Tanneries study area (Source: Google Earth satellite image)



The Village des Tanneries is as a small, self-contained, neighbourhood in the district of St. Henri (Figure 2) in the City of Montreal borough of Sud-ouest/St-Henri. The Village des Tanneries is bounded to the north by the highway 720, which is the westbound leg of the Turcot Interchange, and to the south by the CN train tracks (Figure 3). De Courcelle street marks the east limits of this neighbourhood while Carignan street marks the west limits. Just east of De Courcelle in close proximity are the St. Remi lofts, 110 units which are included in the study area. This entire neighborhood and the St. Remi lofts lie in the shadow of the massive highway 720 elevated highway structure, which is part of the Turcot Interchange (Figure 4).

Figure 2: Sud-Ouest/St-Henri (Source: Montreal Master Plan 2008)

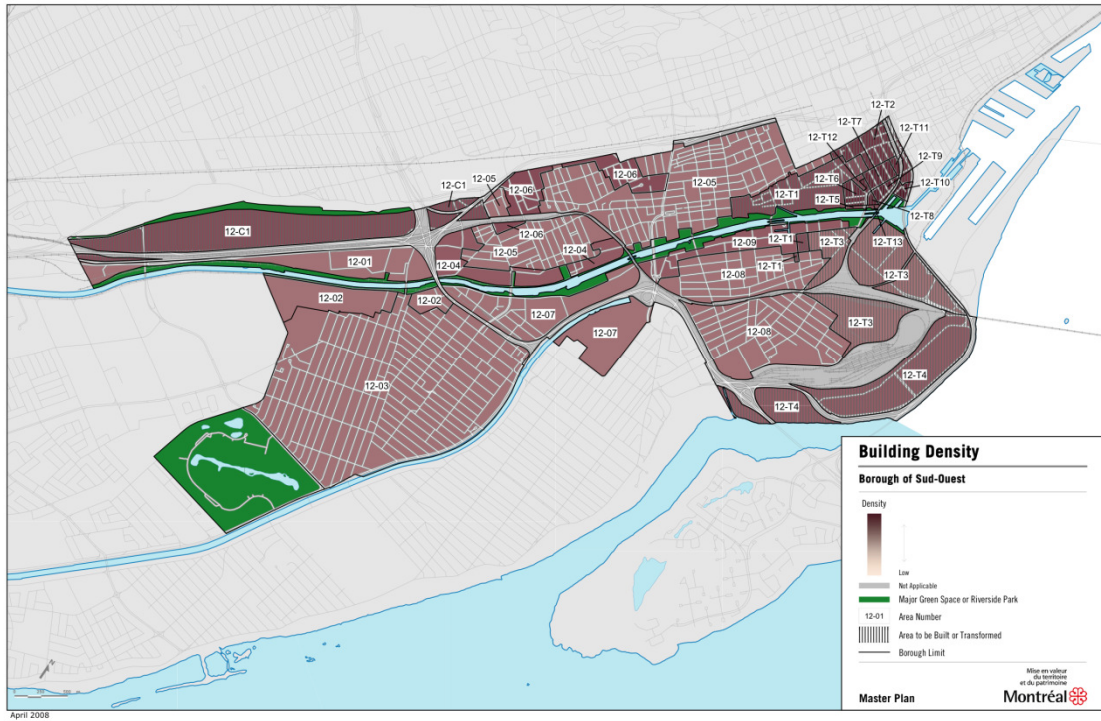


Figure 3: An aerial view of the Village des Tanneries study area including the St-Remi Lofts (Source: Blanchet et al. 2009, Google Satellite Images)

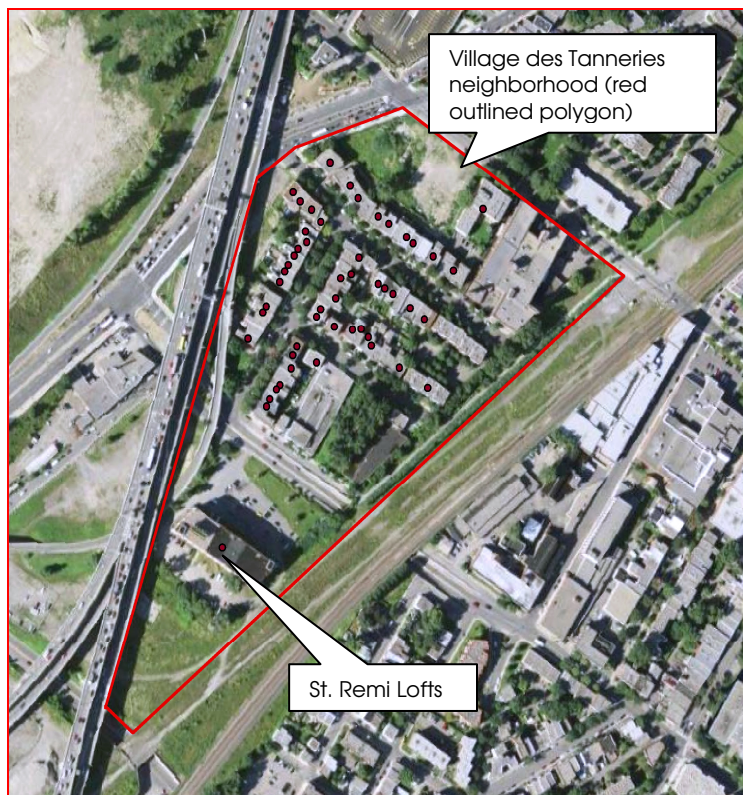


Figure 4: Overhead view of the Turcot Interchange (Source: Brisset 2008)



1.1.2 Brief history of the Village des Tanneries neighborhood

“The Saint-Henri district was the centre of Montreal's leather trade during the first half of the nineteenth century. The tanneries essential to this trade were operated by artisans and were mainly owned and run by families. The tanners' shops were usually situated adjacent to their homes. In 1825, the population of Saint-Henri was 466 and 63% of the declared occupations were associated in one way or another with the leather trade. In about 1813, the "Tanneries" were given the official name of Saint-Henri-des-Tanneries, in honour of the Sulpician Superior Henri-Auguste Roux (1760-1831). On February 25, 1875, the village became a city and on October 30, 1905 it was annexed to Montreal.” (McCord 2009).

This excerpt from the McCord Museum in Montreal describes the vitality of the area whereby almost 2/3 of the population relied on the thriving leather industry. Figure 5 presents an image of the Village des Tanneries area during its heyday of commercial activity (McCord 2009).

Figure 5: Village des Tanneries circa 1859 (Source: McCord Museum 2009)



With the loss of such industries over the course of the first half of the 20th century, and no replacement industries, this neighborhood suffered and lost its commercial edge.

During its more recent history in the early 1960's, when the Turcot Interchange was constructed, its residents underwent expropriations to accommodate the new highway structure. There are residents still residing presently in the area who experienced these events. In less than 50 years the neighborhood has undergone one set of expropriations and there is the potential for yet another in the near future if the final project set forth to rebuild the aging structure proceeds as planned by the MTQ.

1.1.3 Demographics

In 2006, the Statistics Canada census reported that the population of the Village des Tanneries was 848 people inhabiting approximately 436 dwellings in this geographic area. The 110 dwellings of the St. Remi Lofts that are included in the study area allow for a survey of approximately 550 dwellings in total (Blanchet et al. 2009). This population was found to be predominantly non-student, employed renters who have been living in this area for less than 2 years (Appendix A, Figure 40 & 43). The largest age cohort was found to be less than

35 years of age. Interestingly, in contrast to this large cohort group, there was another one that included cumulative numbers of residents that have lived there for more than 20, 30 40 or even 50 years (Appendix A, Figure 41). This implies that the numbers are smaller for people who have lived there longer than 2 years and less than twenty years. The surveys were completed in French and English of which 43% were in English and 57% in French.

1.1.4 Highway reconstruction needed

The crumbling and potentially dangerous highway structure must be replaced, redesigned, or repaired (MTQ 2007a). The initial phase of looking at the fate of the Turcot Interchange began in 2004 when the MTQ put forth a plan (MTQ 2007b). This plan essentially suggests to build the same structure closer to the ground further isolating the Village des Tanneries area and imposing various other impacts. This MTQ plan anticipated and promoted growth in traffic into the future. The MTQ 2005-2008 Strategic Plan is more concerned with improving the quality of the highway network in Quebec and its user safety (MTQ 2009). The plans that were developed were originally presented in a Journée d'étude technique, a format where the preliminary plans could be viewed and comments made, and there were 41 persons who attended this session.

However, the City of Montreal Transport Plan 2008 (Montreal 2008) calls for a reduction in vehicles and for increased public transportation. An alternative put forth by architect Pierre Brisset follows along these lines and contrasts with the MTQ plan (Brisset 2008, Brisset and Moorman 2009).

1.1.5 MTQ plan

Alternative scenarios looked at by the MTQ revolved around the idea of refurbishing or repairing the existing structure versus rebuilding it. The approach decided on was to rebuild the structure (MTQ 2009, p.16). The new highway will be built beside the existing structure and the existing structure demolished once the new one will be built. This will allow the continued use of the Turcot Interchange through construction. The fact that this requires a widening of the construction area necessitates the need for expropriations where the widened

areas occurs. This would entail approximately 20 potential expropriations on Cazalais street (MTQ 2009b)(Figure 6).

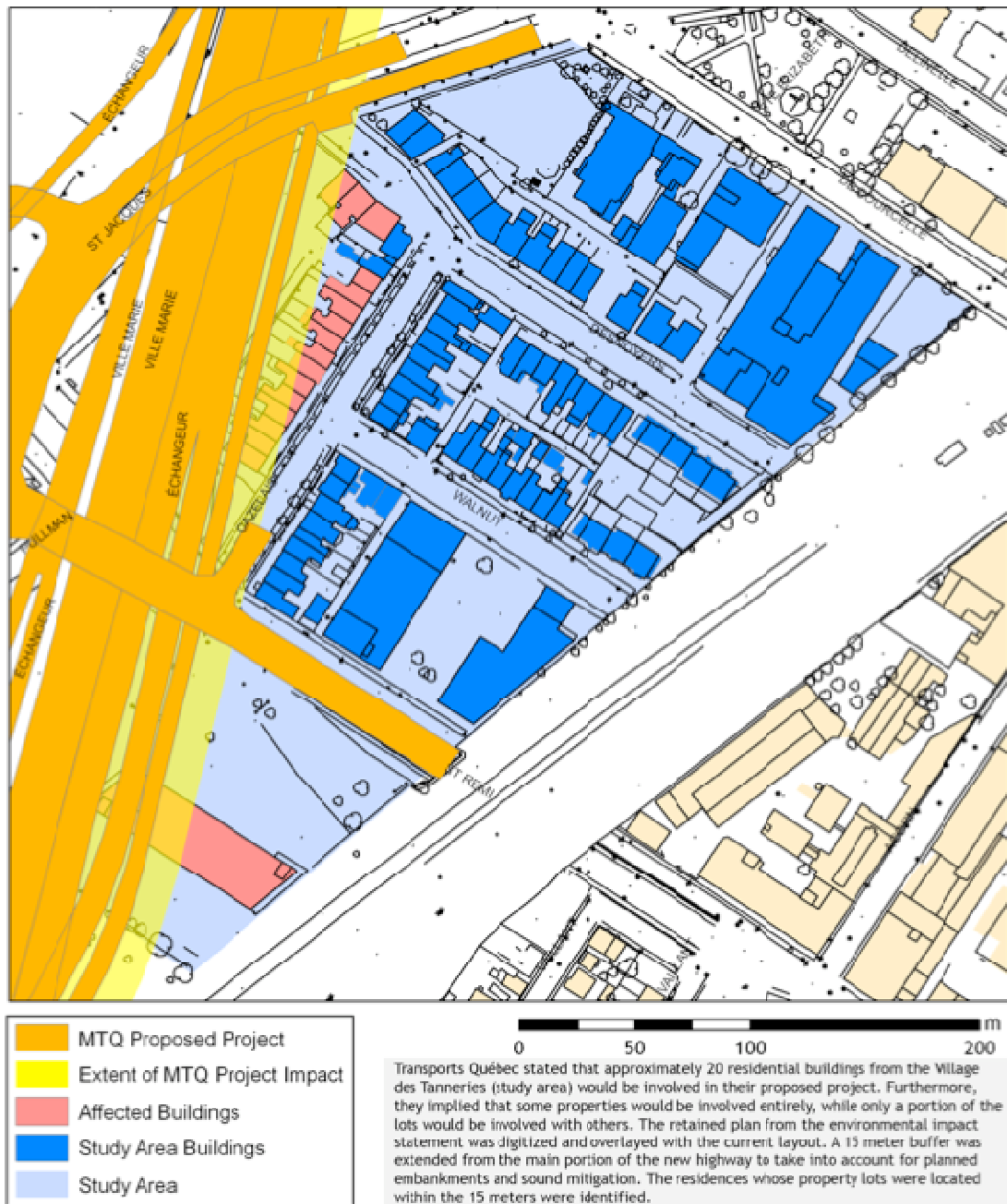
There is a historical note of interest on Montreal highway expropriations. Almost 50 years ago just before the Turcot was originally built, the building of the Decarie Expressway invoked expropriations. Despite the extensive nature of the demolitions, there was little public protest, with property owners preparing for eviction and acquiring compensation quickly. The realization some years later was that the highway had been built with automobiles in mind, not people (Wolfe 1992). Therefore, one often-asked question at present is 'Will history be repeated with the Turcot Interchange reconstruction project?'

The non-expropriated population will experience various impacts including predominantly reduced air quality due to increased air pollution, and noise both during the construction and operation phases. Mitigation and compensation measures will be needed as well as monitoring and follow up programs. As this MTQ scenario unfolds one of the many questions to be asked is 'How will the residents perceive these impacts?' This leads to the mandate of the survey group.

1.2 EIA Implications

According to Noble (2006), public participation should start as early as possible in the EIA process as this can aid in identifying socially acceptable solutions. Although formal definitions of public participation imply that there will be a highly participative approach, experience has shown this has not always been the case. The process usually has focused on the 'consulting' and the 'informing' and provide limited options for actual involvement. This experience was also observed in the EIA public participation process of the MTQ with regards to their Turcot reconstruction project. Although they met the objectives required in the Canadian Environmental Assessment (CEA) Act and the Quebec Environmental Quality Act and the public was consulted in a timely manner, this so far has been a case of limited involvement.

Figure 6: Residential buildings directly affected by the MTQ proposal (Source: Lopez 2009)



Source: Dept. of Geography, Planning and Environment; Concordia University; BAPE
Map produced by K. Lopez - April 2009

Numerous consultations with interested parties, community groups, transport groups, as well as environmental and public health groups, took place starting in 2006 (MTQ 2009b). The MTQ awarded a contract to a consulting group

Centre de consultation et de concertation (CCC) to carry out this interaction process with the community. The MTQ met with many municipalities, boroughs, concerned parties and with municipal representatives as well as CN, Parks Canada, public utilities, STM, AMT, Aéroports de Mtl, Les Ponts Jacques Cartier and Champlain. They discussed urban integration, circulation and integration of local roads (MTQ 2009b). Of the 70 organizations that were invited, 60 attended and were involved in a multi-sectoral round table format. Topics of discussion included security, circulation, quality of life, development projects and sectors with intervention (i.e. other connecting road projects and the MUHC super-hospital project).

In the autumn of 2007, after the Turcot Reconstruction Project was announced officially (MTQ 2007b), a *Demarche d'interaction* was planned which included information meetings for involved organizations and concerned citizens. There were three meetings set up over three dates where more than 400 citizens attended and put forth their concerns. These occurred on September 25-27, 2007 at the CRCS community center in St. Zotique, on October 3, 2007 in Lasalle at the CEGEP Andre Laurendeau and on November 19, 2007 in NDG. The results of these information meetings were put out in a report by Dessau and CCC (MTQ 2009b).

Among the highlights of the public consultation process results were concerns brought forth by citizens (MTQ 2009b) including uncertainty issues about expropriations, issues about future potential buyers in this neighborhood and the isolation of their neighborhood (MTQ 2009b). In debating this, citizens suggested a committee dedicated to addressing this overriding issue to which the MTQ responded that appropriate compensation measures were being studied and would be applied. The MTQ went on to say that the expropriations were not definitive, fixed or precise (MTQ 2009b). Appropriate measures would be taken by the MTQ, for both owners of expropriated properties and renters according to the law of Quebec, although stating this was not their mandate (MTQ 2009b).

1.3 Media and Access to Information

There has been substantive media coverage including newspapers, TV reports and editorials throughout the period just prior to the anticipated release of the EIS by the MTQ and until the present. The sources included coverage of reasonable alternatives, security issues and the urgency of the project to move forward due to these pressing issues. Overshadowing all of these security issues was the harsh reality of the collapse of the Concord Bridge in Laval in 2006 that killed five people (CBC 2006). In this case, warnings of falling concrete had been dismissed until the day the overpass actually collapsed.

There was much debate in this time period about possible alternatives to the project that had been limited in the original MTQ proposal. For the most part these alternatives were concerned with reducing overall vehicle use and possibilities for increased public transportation (Marsden 2007, Harrold 2008). The focus and debate on this particular aspect of the project, the search for better alternatives, has been prominent in the media coverage right up to the present moment (for example see Gauthier et al 2009).

The delay in the release of the EIS for the Turcot project was almost 4 months and despite an attempt from the authors of this survey to obtain the report through the Access to Information Act in January of 2009 the report remained closed off from the public (Appendix B). Reasons stated in the denial of the request for the EIS related to industrial secrets, financial influences and economic issues that proved to be non-relevant and the reasons cited did not actually present themselves in the EIS report once it was released on March 24, 2009 (MTQ 2009b).

Finally, on March 24, 2009 with the release of the EIS by the MTQ, it was possible to view the documentation supporting what had transpired in the information and consultation sessions with both the public and the interested parties that were done in late 2007. The next step in the process, the BAPE hearings would provide the opportunity for all interested parties to put forth their views and critique on the proposed project.

There were numerous community groups that have been involved from the start of the process going back to 2004 when the MTQ presented its original plan to rebuild the structure. These groups ranged from very local groups representing potentially affected populations to more regional urban planning groups concerned with the direction the provincial ministry of transport was headed in. *Mobilisation Turcot* was one of the community groups that held monthly meetings and supported a website to aid in the dissemination of any information that was available for its residents (Mobilisation Turcot 2009). A petition was organized by this group to rally its citizens against the impacts of expropriations and decreased quality of life as a result of the new highway project (CCVT 2008). Questions in the Village des Tanneries survey address community services – if interrupted, will this be a loss to the community as a whole and/or to individuals of the community? In addition, the survey addresses community groups – are residents involved in these groups that provide support for a community in need? Other related questions revolve around enjoyment of the neighborhood – do residents feel a sense of community: what will be the impact of losing this (if it exists)?

1.4 Survey Group Mandate

The overall mandate of the study was to create a questionnaire survey of the residents of the Village des Tanneries and adjacent St. Remi lofts for the purpose of assessing their perceptions of the anticipated impacts of the reconstruction of the Turcot Interchange. Included in the survey are those people most affected by the impacts of this reconstruction project. Additionally, the effectiveness of the public consultation by MTQ was studied.

More specifically, the main objectives of the survey were the following:

1. Establish an understanding of the local demographics
2. Find out how much the local residents use the Turcot
3. Measure the awareness of local residents of the MTQ proposal and an alternative proposal by architect Pierre Brisset

4. Establish the views of the residents concerning the concepts of the proposal and of the alternative
5. Investigate the levels of approval of the two proposals presented by the MTQ and by Pierre Brisset

To establish an understanding of the local demographics, the survey questions included age, gender, years in the neighborhood, owner/renter, rent/mortgage paid, employment status, and student status. It was also important to find out how often the local residents use the Turcot and what their main modes of transportation are.

The next three objectives revolve around the plan of the MTQ and possible alternatives. The first objective was to measure awareness of local residents of the MTQ and an alternative proposal by architect Pierre Brisset. How well did the MTQ do their job with regards to the EIA requirement to consult with the public in a timely manner? The next goal was to establish the views of the residents concerning the concepts of the MTQ proposal and the alternative. This involved independently investigating transportation concepts (i.e., do residents support these concepts, irrespective of their knowledge of alternative plans or the MTQ plan itself?). Finally, the survey investigated the levels of approval of the two proposals. Knowing about the proposals, do residents really understand the implications for their lives? It was important to know if the residents were informed and if they were informed, was it in a way so as to understand the project and/or alternatives. Do they have a preference of the two proposals that have different philosophies?

1.4.1 Revelations of a Survey

The mandate of the project was to create and administer the survey and then to assess and interpret the results. What conclusions can be drawn from the survey data? Further, what purposes can these results contribute to? An input to the BAPE process, which will commence on April 21 & 22, 2009, would be a promising start.

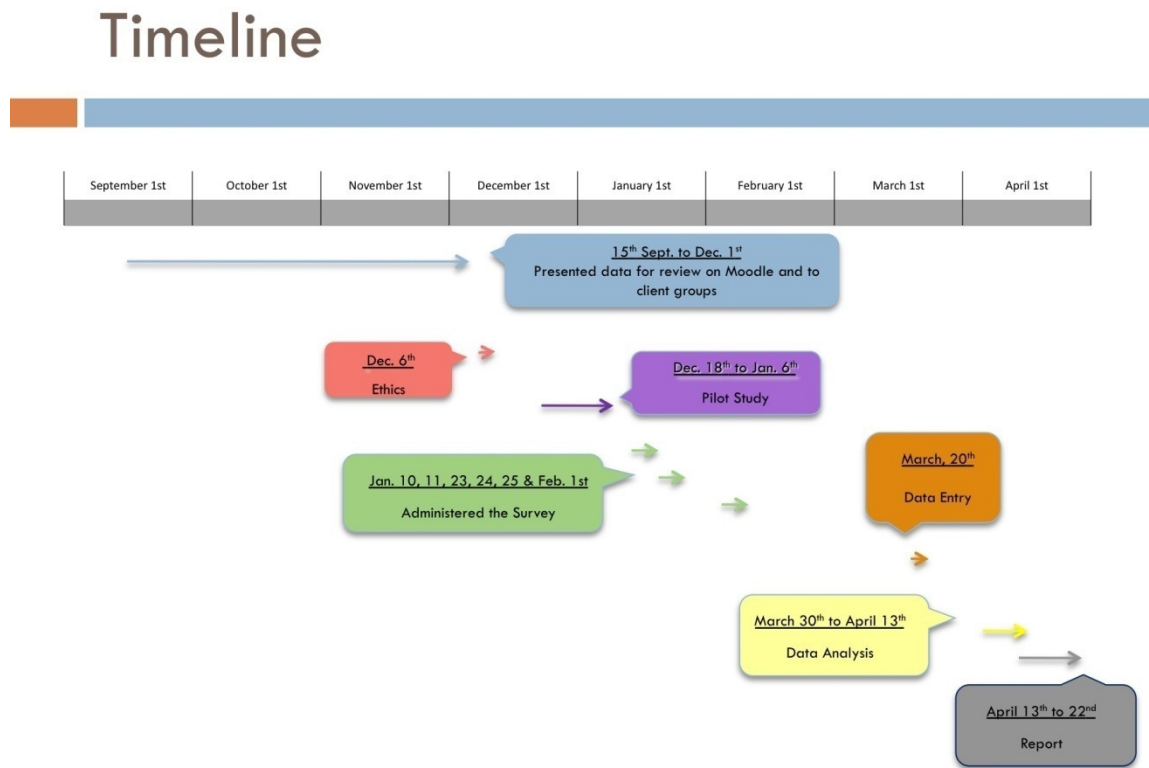
2. METHODS

The following section describes in detail all the procedures and processes that accommodate the survey. A description of the survey construction and content, from its initial conception to its final draft, along with the creation of its supplementary documents is provided. The lengthy administration process is outlined concluding with the data management and analysis methodology.

2.1 Survey construction

The construction of the survey was a detailed and lengthy process that took over three months to complete (Figure 7). The process was initiated by meeting with our so-called "*client group*" comprising Jody Negley, Mark Poddubiuk and Jason Prince. The purpose of this group was to discuss and exchange relevant ideas on the topics that should be covered by the survey. There was a list of suggested questions that the "*client group*" presented us that was then re-iterated by Professor Jaeger. We decided to use these questions as a base-line for our survey and then built up from these fundamental questions. All questions were close-ended to allow for ease of coding further on in the process. We opted for a final comment question at the end of the survey. We discussed who would partake in the survey and which residents were to be surveyed. We came to a consensus that allowed for the survey to be useful to the residents of the area, while still being manageable as a term project of a university course. Similarly, concern regarding potential bias due to the involvement of community group members during the interview process were resolved by having exclusively Concordia students conduct the survey interviews.

Figure 1: Survey Timeline



2.2 Survey content

The survey itself is composed of a mixture of questions using nominal, ordinal and interval variables. Many questions used a Likert scale. Likert-scale questions typically applied a 5 point scale measuring the attitude of respondents towards a statement. Other questions varied in their scales of frequency, such as “always” to “never”, while even others applied different scales of quality, such as “very good” to “very poor”. All questions were accompanied by a rationale to remind the survey group of their reasoning and the information that was to be obtained by asking that question. The survey was reviewed multiple times with the aid of Professor Jaeger before the final draft was constructed. On December 1st the final survey was sent to our “*client group*” and it was posted on the interactive message board of Concordia University (referred to as Moodle) of the ENVS 562 class to obtain peer review. All necessary corrections

were made and the process of passing the survey through the Concordia's Department of Geography and Environmental Sciences ethics committee. To complete the ethics approval process, detailed description of the methods regarding the survey administration and procedures were provided along with consent forms for the participants. During this process survey instructions were created for the participating Concordia students. The Concordia students were directed to always ask for verbal consent preceding the interviews from the residents of the Villages des Tanneries. The ethics committee approved these documents on December 6th.

The following step was a pilot study of the survey on the residents within the study area. A non-probability convenience sample was used. Only members of the survey team administered the survey. The pilot study was conducted on two separate occasions (Figure 7) where eight surveys were conducted in total. The pilot study indicated three main findings:

- 1) The survey was too long,
- 2) Participants were unaware of their expropriation status,
- 3) Survey had an awkward flow.

The primary goal was to shorten the survey and reduce redundant questions. The major challenge and surprise to the survey team was the fact that participants in the expropriation zone were unaware of the project and whether or not they were to be expropriated. This gave the survey group a new and interesting outlook on the project in terms of evaluating the level of awareness and knowledge of the proposals within the community. The survey could then be applied as an indicator of the effectiveness of the public participation process that is required as part of the EIS. The post-pilot changes were driven towards this new objective and also addressed the length and format of the survey. The minor alterations and removal of questions allowed for quicker and more effective use by the interviewers (Concordia students). Once a final version was acquired (Appendix F), the survey and related documents (information and mailed instructions) were all translated into French.

2.3 Survey Administration

The administration and organization of this process was a lengthy challenge in itself. Our priority was to ensure that the process was done efficiently and always respected the safety of all participants involved. Multiple internal documents facilitated tracking and allowed for greater ease during the survey process for its managers and its participants. The internal process was initiated with a sign-up sheet for the Concordia students who participated in the survey administration. Typically, students participated on two occasions where they completed 10 to 12 surveys. The participants were coupled into teams of both French and English speaking members, and members of the core survey team always accompanied teams. Survey interviews were conducted in the afternoon period and halted as soon as the sun went down for reasons of security and comfort. Participants were clearly instructed to enter homes only if invited and to stay within the entrance of the dwellings for security reasons. Since the interviewers had an uneven sex ratio, it was impossible to group teams into male and female partners at all times, therefore female teams were told to never complete a survey in an area that made them feel uncomfortable or unsafe.

The participants recorded all the homes that they approached and indicate whether the residents were home, refused to take the survey, or took the survey. After every survey session, a member of the survey team would enter all this information into a master "data log". This log was updated regularly to ensure that participants were not sent to the same home twice. This was essential to avoid survey duplications as well as to not readdress the residents that had already refused to participate in the survey process. The daily updated logs were presented to the Concordia students at the start of every new survey session and students were told to clearly target only the residents that had not been home in the preceding session. Every survey had an identification number and also tracked which student conducted which survey interview on what date. Therefore, there was a method to track who took the information in case there were questions or complications regarding the survey interviews.

2.4 Conducting the survey

The survey team proceeded with a systematic sample targeting the entire area of the Village des Tanneries. The survey interviews took place over three scheduled periods (Figure 7), excluding the respondents of the pilot study. The process typically started with a predetermined meeting point and time, where the survey team would hand out a survey kit containing data sheets, data log, surveys in French and English, information sheets and the survey instructions. The interviewer were told where to start their surveying for the day and to read and sign the instructions before starting an interview. The interviews were conducted systematically by knocking on every door, on average twice (on different days and times). If the residents were not reached during the interview process then a mailed version of the survey was left in their mailbox. The mailed surveys contained two copies of the survey (one in French the other in English) a pre-addressed stamped return envelope and the information sheets along with instructions (in both languages). We reached 88% of the population, the detailed outcomes are listed in Table 1.

Table 1: Distribution of outcomes of the survey process

Survey Outcome	Frequency	Dwellings
Taken (interview)	101	23%
Mailed		
(distributed)	169	39%
(returned)	40	9%
Total	209	50%
Vacant	10	2%
Refused	64	15%
Total	384	88%

2.5 Data Quality Control

2.5.1 Data entry and error control

Members of the survey team were responsible for data entry. To ensure that there was no error in the data, we performed a series of steps. All data was collected and classified, the variables were coded into numerical values resulting in 56 variables (x_i). The first step was to visually scan all the data entered to make sure that the parameters entered matched with the possible replies. That is, if the question was about income and there was a letter value (example m or f) that we could identify that as an error. We scanned all entries and found 25 potential errors. We then revisited the survey to correct the data entered. After this we wanted to see if there was any error entered within potential parameters. That is, if the possible replies are numbers from 1-5 and the number recorded is a 3 when it should be a 4. To test this we selected surveys randomly and revisited every entry to ensure that it was entered correctly. We tested 10% of our surveys (138 total surveys therefore we tested 14). To obtain random numbers we used the Excel function to obtain numbers between 1 and 138 ($=\text{RAND}() * 138$). After verification of all the entries we calculated 1.24% error in our data. This percentage was deemed sufficiently low enough to be insignificant; therefore we can assume that the data was entered correctly.

In order to manage and effectively target the outlined objectives, the questions were ranked on a scale of one to five where one represented questions of low concern and five questions of high importance. These questions of high importance are from now on referred to as the “five star questions”; the ranking of the questions is outlined in Appendix C. Without explicitly referring to a specific proposal, the five star questions included different elements from both proposals, in order to assess indirectly how respondents felt about key concepts that surround these proposals. These questions were also used to evaluate the respondents’ understanding of the MTQ proposal.

2.5.2 Statistical significance testing

Given that the sampling was conducted in two different ways, face-to-face surveying and mailed-in surveys, it was necessary to assess if both methods were comparable and that no sampling bias was introduced. We hypothesised that the mailed-in surveys could introduce a bias as respondents who are more aware of the project or potentially directly affected by the reconstruction would be more willing to answer and send the survey back. Therefore, the presence of statistically significant differences between the two types of sampling methods were tested with multiple Z-tests where every variable of the survey was tested to see if there was a significant difference between the face-to-face surveys and the mailed-in responses.

For every variable (x_i) the following hypothesis was tested:

H₀: There is no significant difference between the face-to-face answers and the mailed-in answers for variable x_i .

H₁: There is a significant difference between the face-to-face answers and the mailed-in answers for variable x_i .

The Z-score was calculated for each of the variables (Scherrer 1984) and compared with a two-tailed Z-score using a critical value of $\alpha = 0.05$. From the 56 numerical variables, 52 of the variables were tested for significant difference and all cases the H₀ hypothesis was not rejected. The four remaining variables had to be removed since they had insufficient data in the mailed-in survey. Therefore, all the variables demonstrated no significant differences between the face-to-face and the mailed-in surveys. In regard to these results, we decided to use the face-to-face and the mailed-in surveys in combination for our following analysis.

2.6 Influence matrix

During the construction of the survey questionnaire and their associated rationales, we assumed that some of the questions would have some influence on one another. To close in on the predominant variables, an influence matrix (“paper computer”) was performed (Vester 2007). The perceived influence of each of the 36 questions on another was evaluated, ranging from 1 to 5, where 1 defined a very weak influence and 5 represented a very strong influence. The resulting matrix is shown in Appendix D.

The influence matrix permits to identify the questions that would were likely to have the greatest and the lowest influence on each other. The *active element* (highest value of Q), defined as the element that influences the other variables the most but is influenced by the others the least, was the question: *“Have you heard any details about the proposal by the Minister of Transport Quebec regarding the reconstruction of the Turcot Interchange?”* The *critical element* (highest value of P), defined as the question that influences all the other elements the most and is influenced by them the most, was the question: *“How strongly do you agree or disagree with the MTQ proposal?”* The active and critical elements therefore define the questions of highest importance and on whom our efforts should be concentrated in the following analysis along with other questions obtaining high P and Q scores. Attention was also given to questions that obtain high scores without having ranked first and therefore the highest scoring three of both active and critical elements where included in the analysis (Table 2).

Table 2: Variables considered for the correlation analysis

Main active elements	Main critical elements
Monthly rent	Have you heard any details about the proposal by the Minister of Transport Quebec (MTQ) regarding the reconstruction of the Turcot Interchange?
How strongly do you agree or disagree with the Pierre Brisset proposal?	If you were to be expropriated because of the reconstruction of the Turcot Interchange, would you have to change: school, work, daycare, community center, place of worship?
How strongly do you agree or disagree with the MTQ proposal?	How strongly do you agree or disagree with the following statement: "I very much enjoy the neighborhood"?

On the other hand, the questions identified as having the lowest influence were: *"It is acceptable that a neighborhood is physically isolated by barriers, or divided as a result of the reconstruction of the Turcot Interchange"* as the *passive element* (lowest Q) and *buffering element* (lowest P) . The passive element is the element that influences all other elements the least but is influenced by them the most, whereas the buffering element is the element that influences all other elements the least and is also influenced by them the least. These low influence questions were attributed lower importance in the following correlation analysis.

2.7 Correlations

Having identified the most relevant questions (5-star) of the surveys and the questions that have the most influence (Table 2), correlation analysis was conducted to investigate the relationships between these variables. Correlation analysis was also conducted by including to these variables the distance between the residents and the Turcot Interchange. Our hypothesis was that the residents living closer to the Turcot Interchange would have a higher awareness of the project since they are the residents most likely to be relocated.

We anticipated that there would be many trends in the responses obtained through the survey. We expected that overall the residents of the Village des Tanneries living closer to the highway would be more likely to be opposed to expropriations and to be more aware of the MTQ proposal. Moreover, they would also know more about, and agree with, the Pierre Brisset proposal. It was also expected that people living in low cost apartments would not be in favor of the MTQ proposal as it includes many expropriation zones, and that one common fear within the residents of the neighborhood would be the difficulty to find affordable housing in the event of an expropriation. Since the survey questions included the different elements of the proposals without explicitly referring to them it was expected that people, in accordance with the proposal by Pierre Brisset, would not agree either with expropriations, nor isolation of the neighborhood by barriers and instead favor the reduction of traffic lanes and the implementation of new public transit options. On the other hand, it was expected that there would be a correlation between the residents who approved of the MTQ proposal and their agreement to expropriations and to replacing the existing Turcot Interchange structure on the ground.

In contrast to our expectations, there were initially no correlations between any of the variables, either between the 5-star variables and the variables judged to have higher importance nor between any of these and distance to the highway. Therefore, further exploration of the data set was necessary in order to extract and separate the subsets of data that would show significant results.

2.8 Separating Non-Students and Established Residents

Concern was raised as to the possibly biased attitudes of students due to the prospect of financial compensation from the MTQ for expropriation. Similar concerns were mentioned concerning the biases of non-established residents as well as owners and renters. Established residents were assumed to be more stable and to be more concerned about the future of their neighborhood. The entire data set was sorted into two subsets to separate 1) non-students, and 2) residents who have lived within the Village des Tanneries for at least 4 years. Due to the fact that only 9 respondents (7% of the surveyed population) are owners, this low proportion was assumed to be too small to create subsets of owners and renters. Changes to frequencies were investigated (Appendix E) and Pearson correlations were applied to the 5-star questions (Appendix C) in order to examine whether significant correlations were present.

2.9 GIS Analysis

In order to assess whether there were any correlations with regard to distance from the highway, the data were georeferenced and processed using GIS (ArcGIS software by ESRI). Geographic coordinates for each data point were located in a file of georeferenced addresses from the South-West area of Montreal obtained from the Concordia University Urban Planning database which had coordinates in the NAD 83 projection (Table 3). Geographic coordinates were applied to the data points.

CAD files from the Concordia GIS database were utilized to create a base map. Similarly, building footprints obtained from the Concordia Urban Planning database were added. Due to the fact that many of the survey points overlapped, it was difficult to visually represent the data. To address this issue, the data points were aggregated per building, using ArcGIS to take the mean value for all attributes of the survey data. In order to analyze what type of impact the MTQ project would cause, the proposed project was digitized using an image file from the project EIS.

Table 3: Data used in the GIS analysis of survey data

Data Set	Source	Comments
Raw Survey Data	The shapefile was created through ArcCatalog by creating a feature from the Excel file of data, and using the georeferenced coordinates as the X and Y fields.	This file contains the survey data. The data was compiled manually and entered into an excel file, and the NAD 83 coordinate data was appended by address from files taken from the Urban Planning department of Concordia University.
Ville St-Henri CAD file	This file was taken from the Concordia University GIS database, and was projected to NAD 83.	This file contains the CAD data converted to a polyline shapefile. It was utilized as the base for almost all maps produced, in order to provide a shape as well as locate particular features. It was also used to digitize the current segment of the Autoroute Ville-Marie (720) that passes by the Village des Tanneries.
Georeferenced Addresses	This file was taken from the Concordia University Urban Planning database, and was projected to NAD 83.	This file contains the georeferenced addresses that were used to georeference the survey points.
Building Footprints	This file was taken from the Concordia University Urban Planning database, and was projected to NAD 83.	This file contains the building footprint shape files used provide polygon features for the survey area, so that manually digitizing the building footprints was avoided.
Property Lots	This file was taken from the Concordia University Urban Planning database, and was projected to NAD 83.	This file contains the property lots for the study area. While not used in visible representation, it was useful in analysis.
MTQ Proposal	MTQ EIS.	This image was taken from the Environmental Impact Statement (EIS) released from Transport Quebec. It had to be digitized using the CAD file as a guide, and it was used to digitize the segment of the proposed Turcot Interchange near the study area.

The respondents in the neighborhood of the Village des Tanneries are located between 30 and 200 meters away from the current Autoroute 720-Ville Marie (Figure 8).

Figure 2: Georeferenced survey points



Source: Dept. of Geography, Planning and Environment; Concordia University; BAPE
Map produced by K. Lopez - April 2009

3. RESULTS & DISCUSSION

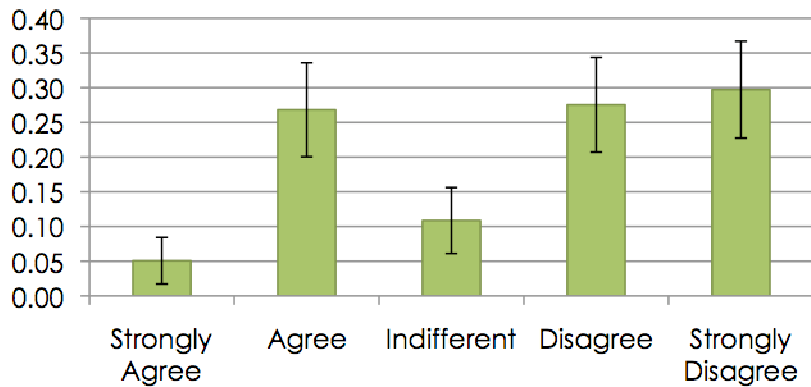
The following section is a presentation of key results. All histograms are presented in Appendix A, along with their associated frequencies and tables. Not all survey questions required the creation of histograms, and therefore are not represented in the Appendix. This section incorporates the analysis of the proposal concepts, resident's awareness of proposals, their approval of proposals as well as other general outcomes.

3.1 Proposal Concepts

The survey included a series of questions about the concepts extracted from both the MTQ and the Pierre Brisset proposals that were based on a Likert scale. Regarding the MTQ proposal, questions were asked about attitudes towards expropriation for road reconstruction, isolation caused by road construction and placing the Turcot Interchange highway structure on the ground. Pierre Brisset's proposal was represented by questions about reduction of traffic and the implementation of new public transit lanes.

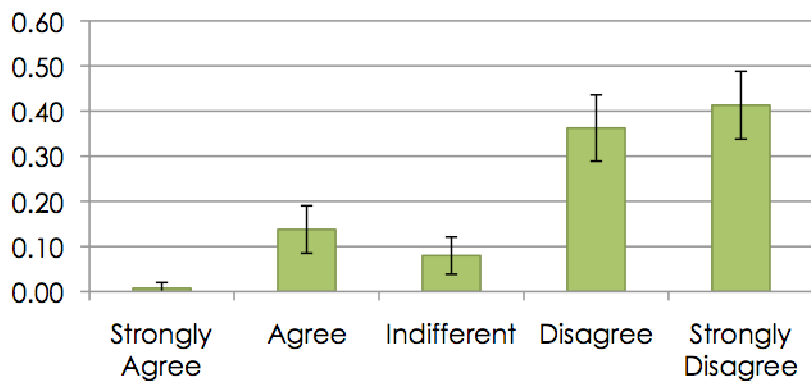
It has been explicitly stated that the MTQ proposal for the reconstruction of the Turcot Interchange may affect some residential properties and in some cases, require expropriation (MTQ 2009b). Respondents were asked about how strongly they agree or disagree with the statement, "*It is acceptable that there are expropriations for road reconstruction in Montreal.*" The result showed that while a significant portion (32%) of the respondents agreed that expropriation is acceptable, the majority (57%) disagreed (Figure 9). This met our original expectations that expropriation was generally viewed as negative, however, it was unexpected that there would be a considerable proportion of the respondents that would have a positive view.

Figure 1: Attitudes about the question if expropriation for road reconstruction is acceptable (error bars indicate 95% confidence intervals, CI)



Brisset (2008) argued that the MTQ proposal would cause further isolation of the Village des Tanneries neighborhood by creating less permeable barriers for residents, effectively cutting it off from the rest of St-Henri. Respondents were asked about how strongly they agree or disagree with the statement, *“It is acceptable that a neighborhood is physically isolated by barriers, or divided as a result of the reconstruction of the Turcot Interchange.”* The result demonstrated that a large majority (78%) of the respondents disagreed that this impact was acceptable (Figure 10). This result met our initial expectations.

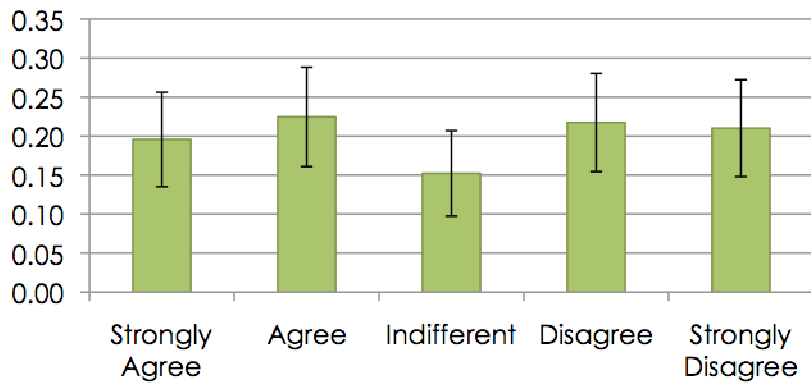
Figure 2: Attitudes about the question if isolation/division of neighborhood due to construction is acceptable (error bars = 95% CIs)



The proposal by Brisset and Moorman (2009) suggest that the reconstruction be used as an opportunity to reduce traffic by removing lanes as opposed to the MTQ objective of increasing the capacity of the Turcot Interchange by widening the

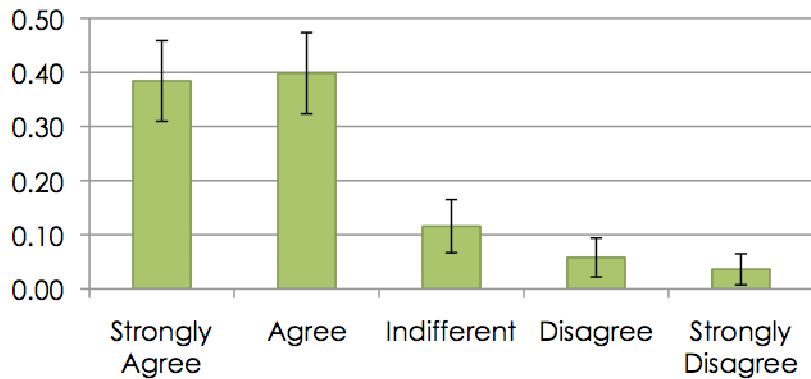
highway. Respondents were asked about how strongly they agree or disagree with the statement, *“The reconstruction of the Turcot Interchange should promote a significant reduction of traffic.”* The result exhibited a wide distribution of answers that showed no specific trend (Figure 11). The result probably reflects of the confusion respondents had felt about the ambiguity of the statement. While we had expected respondents to agree with the statement, the results were inconclusive.

Figure 3: Attitudes about the question if the Turcot Interchange reconstruction should reduce traffic (error bars = 95% CIs)



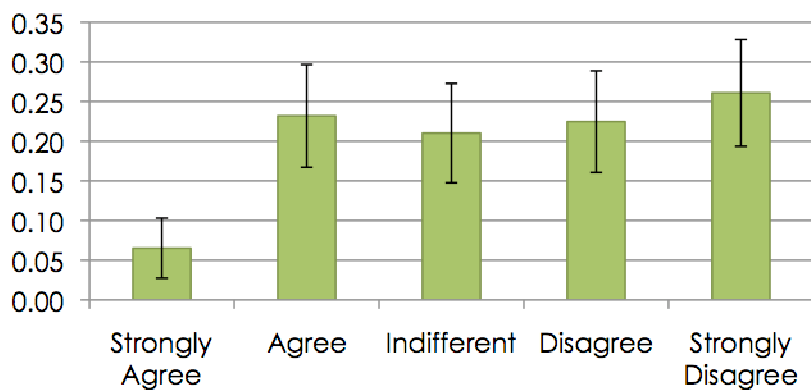
Another concept included in the proposal by Brisset and Moorman (2009) outlines the need to integrate public transit lanes. Respondents were asked about how strongly they agree or disagree with the statement, *“The reconstruction of the Turcot Interchange should be used as an opportunity to implement new public transit lanes.”* The result, as expected, demonstrated that a significant majority (78%) of respondents agreed, indicating the respondents view public transit positively (Figure 12).

Figure 4: Attitudes about the question if Turcot Interchange reconstruction should be used to implement new public transit lanes (error bars = 95% CIs)



A major element of the MTQ proposal involves reconstructing the Turcot Interchange at ground level in order to increase safety and decrease maintenance costs (MTQ 2009b). Respondents were asked about how strongly they agree or disagree with the statement, *“Placing most existing elevated highway of the Turcot Interchange on the ground is desirable.”* While there were more respondents who disagreed than agreed (Figure 13), a significant portion (30%) still agreed with the concept. This may indicate that part of the public is unaware, uninformed, or ignorant of the impacts that reconstruction actions such as the MTQ proposal may cause.

Figure 5: Attitudes about the question if placing the Turcot Interchange structure on the ground is desirable (error bars = 95% CIs)



3.2 Awareness of proposal details

One of the major objectives of this study was to examine how effectively the MTQ had informed the public of the details of its proposal, as they had stated within the released EIS (MTQ 2009b). Respondents were asked if they had heard about details of the project proposals from the MTQ or Pierre Brisset. The results show that a majority of the respondents (58%) are unaware of the details of the MTQ proposal (Figure 14). And in terms of the proposal put forward by Pierre Brisset, only 13% of the respondents were aware of the proposal (Figure 15).

Figure 6: Attitudes about the question if Informed about MTQ proposal details (error bars = 95% CIs)

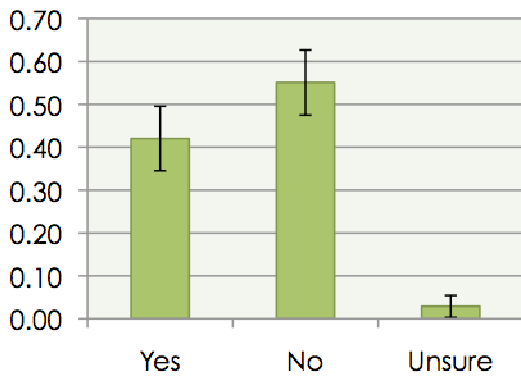
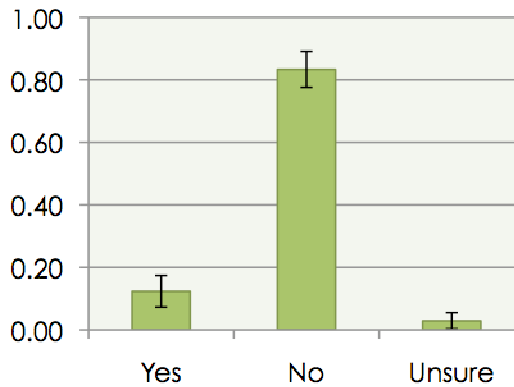


Figure 7: Attitudes about the question if Informed about Brisset proposal details (error bars = 95% CIs)



While the results indicated that the population is knowledgeable about the MTQ proposal, less than 4% of those respondents who said they had some knowledge had received the information directly from the MTQ (Appendix A, Table 32). Furthermore, within the residents that are directly affected by the proposal, (within 70 meters from the highway) there is a troublingly large portion (55%) that is unaware of the details of the MTQ proposal.

When distance is added, Figure 16 shows that of the 54 residents who live closest, within 70 meters of the highway, 59% were not aware of the MTQ proposal. Additional analysis shows that of the residents who live close and have knowledge of the MTQ proposal, 64% disagree with the proposal (Table 3 b).

Figure 16: Relationship between knowledge of the MTQ proposal (yes or no) of 121 Villages des Tanneries residents in January 2009 and their distance (close, far, very far -meters) from the Turcot Interchange

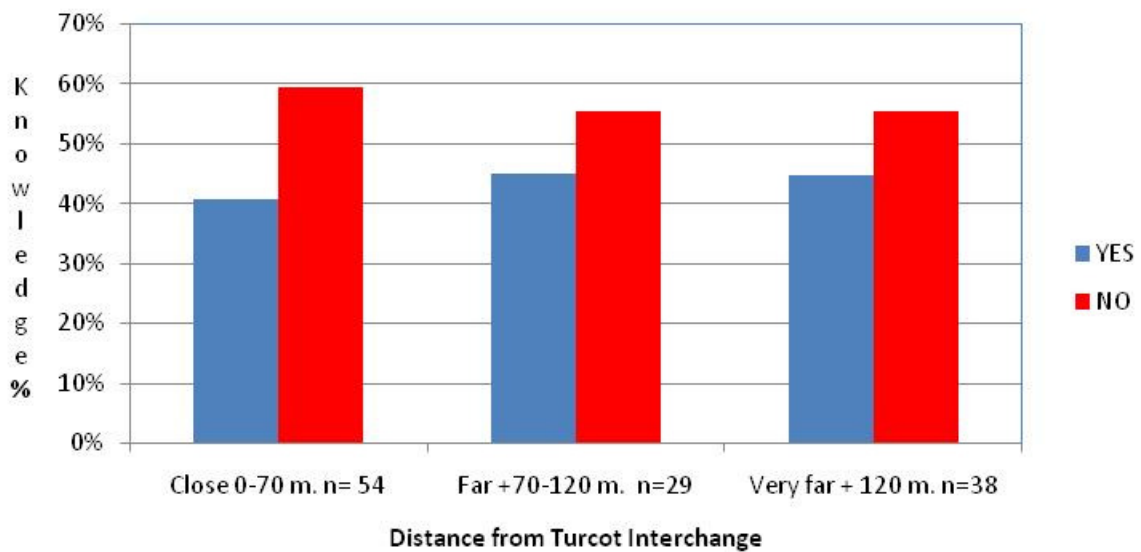


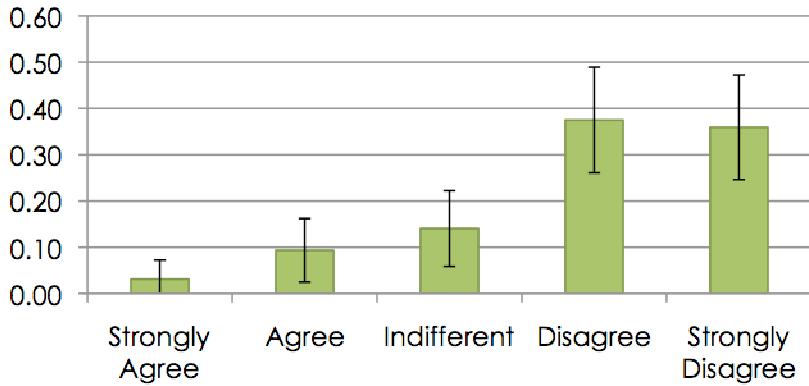
Table 3b: Agreement with MTQ proposal of those respondents who live close (0-70 m) and have knowledge of the proposal

Agree	3	
	5	
Indifferent		
Disagree	14	64%
total	22	

3.3 Proposal Approval

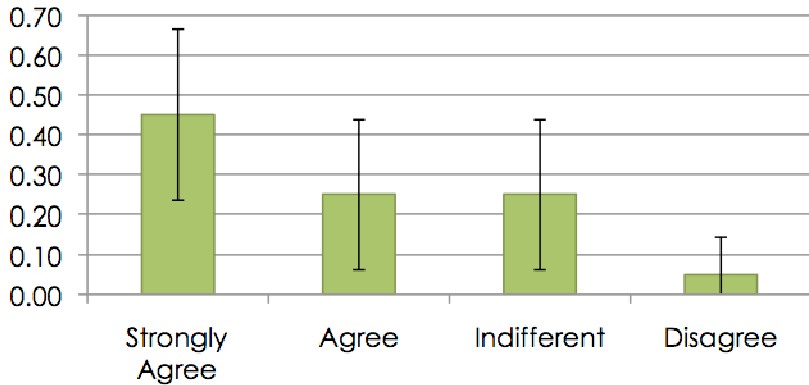
42% of the respondents are aware of the MTQ proposal. Among these people, views were largely negative as a majority (73%) of the respondents disagreed with the MTQ proposal (Figure 17).

Figure 8: Attitudes about the question if you agree with the MTQ Proposal (error bars = 95% CIs)



Conversely, out of the 13% of respondents who were aware of the proposal by Pierre Brisset, 70% agreed with his proposal while only 5% disagreed (Figure 18).

Figure 9: Attitudes about the question if you agree with Brisset Proposal (error bars = 95% CIs)

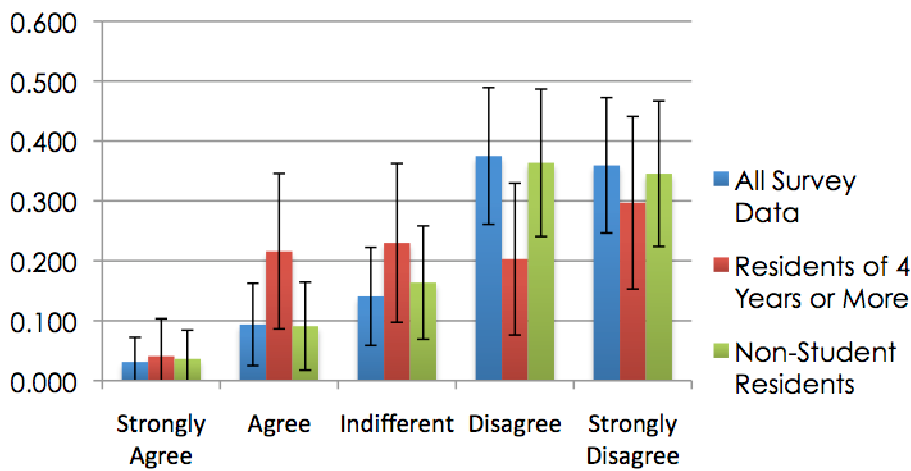


This demonstrates that among those who are aware of the proposals concerning the Turcot Interchange, there is a significant dichotomy in opinion about the two proposals.

3.4 Separating Non-Students and Established Residents

The subsets including the non-students and established residents (4 years and more) were compared with the complete data set. The majority of 5-star variables did not exhibit any differences between the main data set and the various subsets (Appendix E). The exception, however, proved to be quite interesting in that established residents generally agreed more with the MTQ proposal than the main data set (Figure 19).

Figure 10: Frequency of Approval for MTQ Proposal (error bars = 95% CIs)



This result was unexpected considering that the MTQ proposal may have negative effects on the neighborhood of the Village des Tanneries. The possibility that residents may have been misinformed or that there is a lack of understanding of the proposal could play a role in this outcome. Equally likely, however, is the possibility that established residents genuinely felt that the proposed actions by the MTQ may have positive consequences.

While the application of Pearson correlations to the 5-star variables produced no interesting results with the non-student data subset, several noteworthy results surrounding the attitudes towards the MTQ proposal were observed in the data subset comprised of the established residents. In terms of isolation from the neighborhood, a moderately positive Pearson correlation with approval of the MTQ proposal was

observed with high significance (Table 4). This result indicates that in general, people who disagreed with the MTQ proposal also disagreed with the statement that the isolation and/or division of a neighborhood due to reconstruction would be acceptable, and vice versa.

Table 1: Correlation between MTQ proposal approval and acceptance of construction-based division among residents who have lived in the Village des Tanneries for at least 4 years

		Agree with MTQ proposal
Isolation/division of neighbourhood from reconstruction acceptable	Pearson Correlation	.695**
	Sig. (2-tailed)	.000
	N	37

Regarding the lowering the Turcot Interchange to ground level, a strong positive Pearson correlation with approval of the MTQ proposal was observed with high significance (Table 5). This result denotes that in general, people who disagreed with the MTQ proposal also disagreed with placing the Turcot Interchange structure to the ground, and vice versa.

Table 2: Correlation between MTQ proposal approval and desirability of grounded highway structure among residents who have lived in the Village des Tanneries for at least 4 years

		Agree with MTQ proposal
Placing Turcot Interchange on ground desirable	Pearson Correlation	.831**
	Sig. (2-tailed)	.000
	N	37

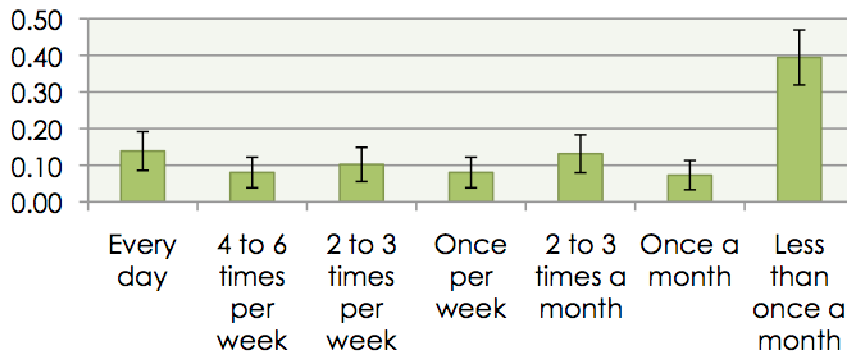
The high significance of these two correlations implies a possibility that established people may exhibit a generally more accurate understanding of the MTQ proposal and a genuine interest in the future of their community. This met our initial expectations and

the difference from the main data set may indicate that residents who have only lived within their neighborhood for a few years pay less attention to these issues.

3.5 General outcomes

One of the primary objectives for the survey was to determine if the local residents are using the Turcot interchange, or if they are bearing the impacts of a structure that they do not even use. Figure 20 presented a concerning result in that many of the residents barely use the structure more than once a month. This is a key example of a system imposing the burden of the highway on a few residents who, for the most part, are not reaping any benefits from the structure.

Figure 11: Frequency of use of Turcot Interchange (error bars = 95% CIs)



One of the many interesting outcomes that may be seen when certain histograms are separated, is the true sense of community within the Villages des Tanneries. When presented with Figures 21 and 22 one would say that there seems to be a strong sense of community within the study area. However when this is contrasted to the amount of time engaging with others, a different picture is presented. Figure 23 used the question “On average, how many hours do you actively spend in your neighbourhood engaging with others within your community?” as an indicator of how much they truly enjoy the neighbourhood. The results are contradictory implying that even though residents say they enjoy the neighbourhood, their use of time does not strongly reflect their use and interaction with the neighbourhood.

Figure 12: Attitudes about the question if the neighborhood has a strong sense of community (error bars = 95% CIs)

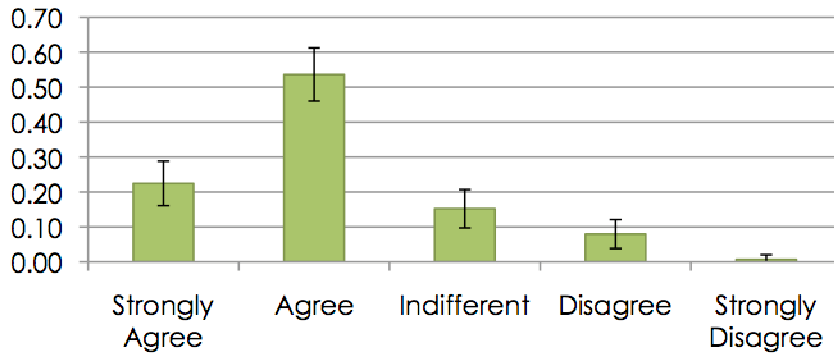


Figure 13: Attitudes about the question if the neighborhood is enjoyable (error bars = 95% CIs)

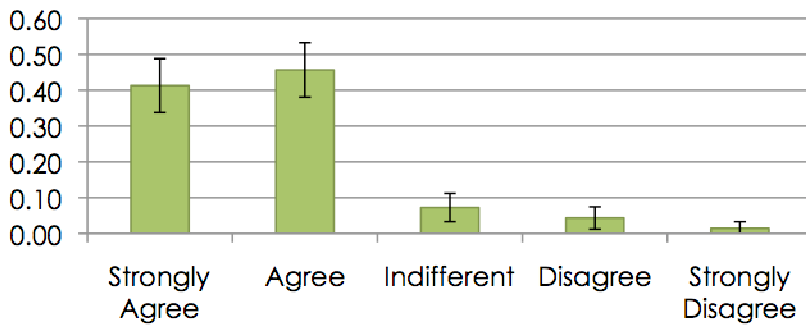
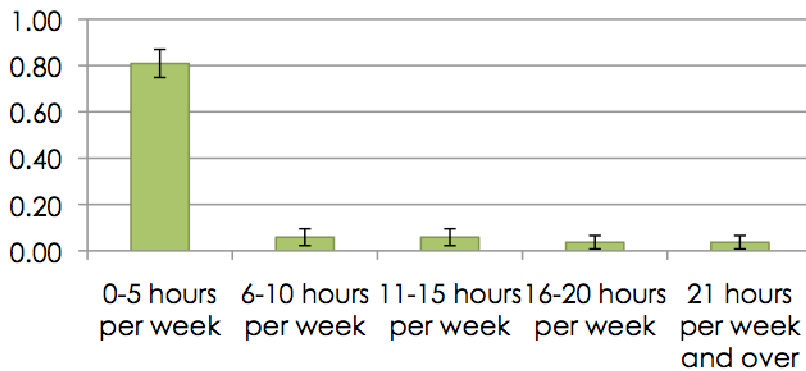


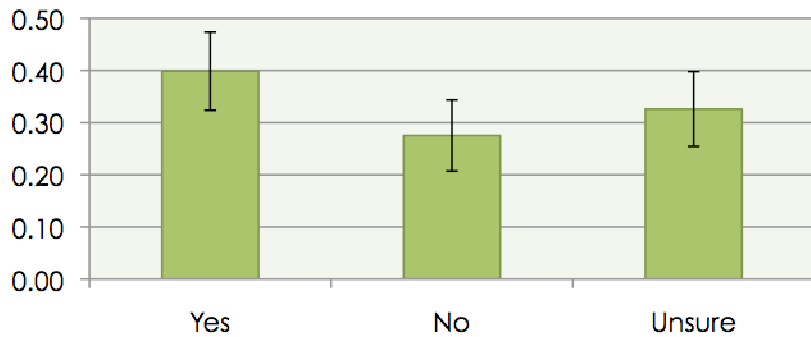
Figure 14: Hours spend actively in neighborhood engaging with others (error bars = 95% CIs)



Other interesting outcomes include the results indicating that 40% of the population would desire to remain within the neighbourhood if they were to be expropriated. This may be another indirect indicator of their true feeling regarding their sense of community, and is a critical factor when trying to relocate the affected individuals. Figure 24 depicts how the majority of the individuals would prefer to reside

within the same general location, therefore strengthening the need for local areas of relocation of expropriated individuals.

Figure 15: Proportion of respondents who desire to stay in the VdT area (“Yes” indicates that they would stay) (error bars = 95% CIs)



When attempting to assess the public participation aspect within the EIS it is imperative to investigate where the residents acquired their knowledge about the MTQ proposal. The results of the questionnaire clearly state that only 4 people attribute their awareness of the project to MTQ reunions while the remaining proportion on the respondents obtained their knowledge elsewhere. This is truly substantial in that the survey directly targeted the area of greatest impact in terms of the general public. Knowledge of the proposal and expropriation should be primarily aimed at the residents of the Village des Tanneries, especially since they are considered as a VEC (MTQ 2009a). Figures 25 and Table 6 are direct indicators of the proponents’ failure to include the effected residents from the start of the project as is recommended by CEAA.

Figure 16: Sources of information for MTQ proposal

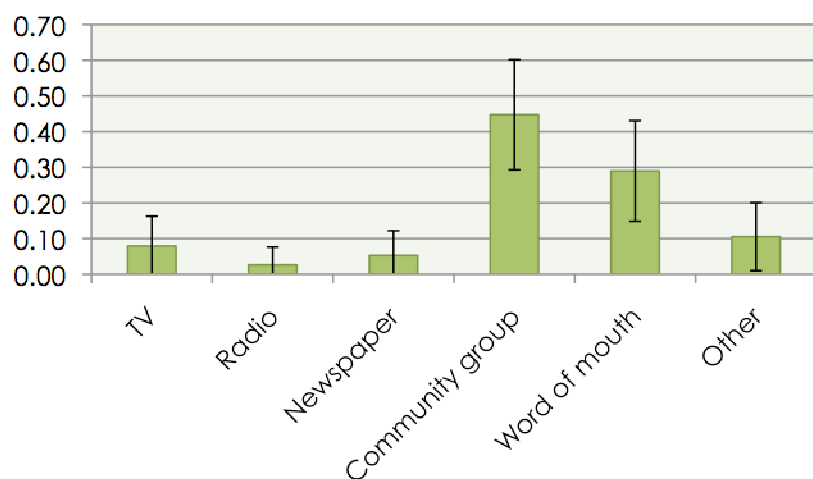


Table 3: Other sources than the sources listed in Figure 25, where did respondents hear about the MTQ proposal

Other source of MTQ proposal information							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	Low 95	High 95
internet	1	0.100	0.046	10.000	4.580	0.054	0.146
online	1	0.100	0.046	10.000	4.580	0.054	0.146
papers sent	1	0.100	0.046	10.000	4.580	0.054	0.146
Reunion MTQ	4	0.400	0.075	40.000	7.479	0.325	0.475
reunions	1	0.100	0.046	10.000	4.580	0.054	0.146
work	2	0.200	0.061	20.000	6.107	0.139	0.261
Total	10						

4. CONCLUSIONS

4.1 Limitations

While the survey provided an opportunity to collect a wealth of social and perception data, there was a surprising lack of strong correlations when looking at the entire data set. One of the main reasons that no clear correlations were observed was the fact that the survey population that was studied was small. Furthermore, even though a pilot study was conducted, the lack of information on the MTQ project made it difficult for us to construct an efficient, directed survey, and ultimately, the final survey was still very lengthy and proved difficult to administer. Finally, a mix of different objectives of the survey was an initial hindrance in the construction of the survey, as the input from multiple parties on the content of the questionnaire often blurred the focus and main goals of the study.

In terms of survey administration, time was a limiting factor. The management and distribution of the large amount of data was a very intensive process in which a significant amount of effort and time were required, and limitations as to the availability of the researchers acted as a hurdle in progressing with the study. Certain uncontrollable factors such as weather made the interview process problematic, although the accuracy may or may not have been affected.

In terms of analysis, the lack of information for the majority of the MTQ project until recently has prevented clear answers on certain issues. Even when the MTQ had made information public, there was still no clear delineation of which residents of the Village des Tanneries would face expropriation. While GIS analysis allowed for an educated guess, analysis was difficult due to the unwillingness on the part of the MTQ to provide information early on in the process.

Ultimately, the main weakness could be found within the research tool, the survey. While the questions seemed to be quite comprehensive, the respondents' interpretations of the questions sometimes seemed to be quite variable. The questionnaire itself was at certain points too broad and lacked focus. And while the study did provide some interesting insights, there is much room for improvement on the study design and tools.

4.2 General Inferences

Returning to the main objectives of this research project, some broad conclusions can be drawn. The survey was administered to the entire neighborhood, and while the response rate represented approximately 20% of the target population, the results can be assumed to be representative. The demography of the VdT comprises a majority of employed renters, who have lived in the area for less than two years. The data confirm that while the majority of the neighborhood lives in close proximity to the highway (Turcot Interchange) and would feel the impacts of any type of reconstruction the most, the overwhelming majority of the residents does not regularly use the structure.

Generally, good EIA practice involves the public early in the process, and although the MTQ had met legislative public consultation requirements, the results of the survey demonstrate that the majority of the residents are not aware of the details of the MTQ proposal. In addition, while the questionnaire was administered several months before the full EIS was released to the public, the MTQ had stated that the consultation had been initiated in 2007, i.e., several years before this study. The data illustrate a contradictory image, showing that only 4% of residents had received information directly from the MTQ. This may have been due to ignorance or simply indifference on the part of the residents, however this outcome does reveal that the MTQ consultation process is ineffective.

Overall, the results demonstrate that the majority of residents disagree with the MTQ proposal. Regarding Pierre Brisset's proposal, the vast majority of

the residents were unaware of this alternative, however there was a general approval among those that did hear of his proposal.

Interestingly, our initial expectations and impressions taken from preliminary meetings with our "*client group*" were that the VdT is an active and dynamic neighborhood in which residents were concerned about the future of their community. Generally, the data collected showed that the opinions of the residents varied, and while most residents agreed that in general, expropriation due to road reconstruction is unacceptable, surprisingly, there was still a significant portion that agreed that expropriation was acceptable.

In retrospect, while this survey provided a general overview of the opinions of the residents within the VdT, some of which were contrary to popular expectations, the overall process was quite enlightening and introduced the survey group to the complexities associated with the public participation process.

5. FURTHER STUDY

In terms of future considerations, this study design can be improved upon. Recommendations stemming from experience with this study include: (a) condensing the survey to facilitate administration by interviewers, (b) holding a preliminary workshop to identify the issues that residents are concerned about, (c) increasing the size of the study area and the sample size to allow for a greater variability and higher statistical significance, and finally, (d) including a control group for comparison.

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List of Appendices for The Report “Survey of the Residents of the Village des Tanneries”

Appendix A: Tables and Histograms for selected questions of the survey

Appendix B: Documentation related to the Access to Information Request for the Environmental Impact Statement for the Reconstruction of the Turcot Interchange

Appendix C: Rating of questions (5 star questions)

Appendix D: Influence Matrix

Appendix E: Tables and Histograms for comparison data with students and residents under four years removed

Appendix F: English and French Survey along with information sheets

Table 1

Frequency of use of Turcot Interchange							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Every day	19	0.139	0.053	13.869	5.299	0.086	0.192
4 to 6 times per week	11	0.080	0.042	8.029	4.167	0.039	0.122
2 to 3 times per week	14	0.102	0.046	10.219	4.644	0.056	0.149
Once per week	11	0.080	0.042	8.029	4.167	0.039	0.122
2 to 3 times a month	18	0.131	0.052	13.139	5.180	0.080	0.183
Once a month	10	0.073	0.040	7.299	3.989	0.033	0.113
Less than once a month	54	0.394	0.075	39.416	7.493	0.319	0.469
Total	137						

Figure 1

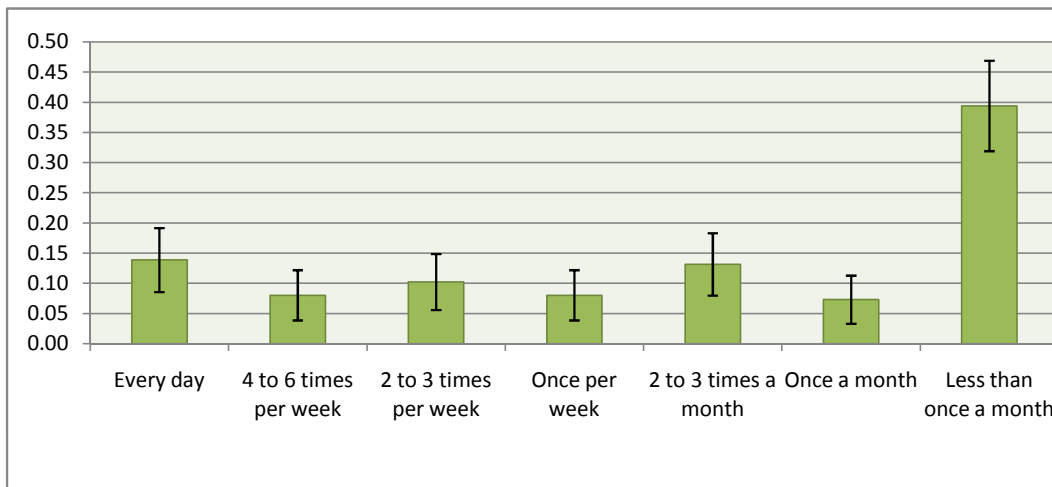


Table 2

Survey Language							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
English	61	0.442	0.076	44.203	7.582	0.366	0.518
French	77	0.558	0.076	55.797	7.582	0.482	0.634
Total	138						

Figure 2

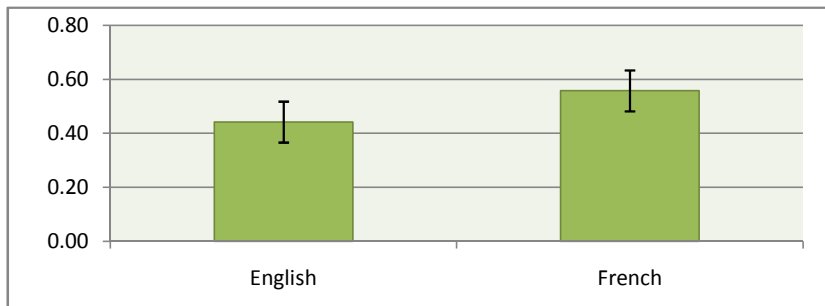


Table 3

Participation in Mobilisation Turcot							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Aware	80	0.611	0.077	61.069	7.678	0.534	0.687
Participant	9	0.069	0.040	6.870	3.983	0.029	0.109
Unaware	42	0.321	0.073	32.061	7.349	0.247	0.394
Total	131						

Figure 3

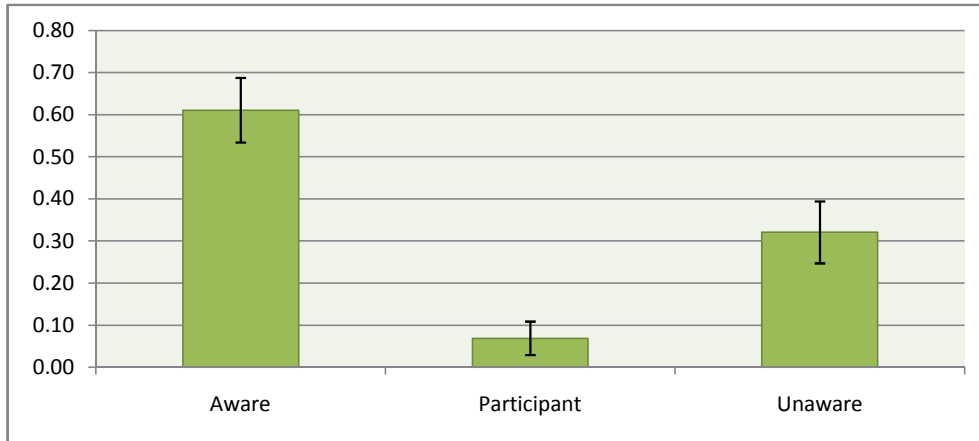


Table 4

Participation in CCVT							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Aware	68	0.511	0.078	51.128	7.801	0.433	0.589
Participant	14	0.105	0.048	10.526	4.789	0.057	0.153
Unaware	51	0.383	0.076	38.346	7.588	0.308	0.459
Total	133						

Figure 4

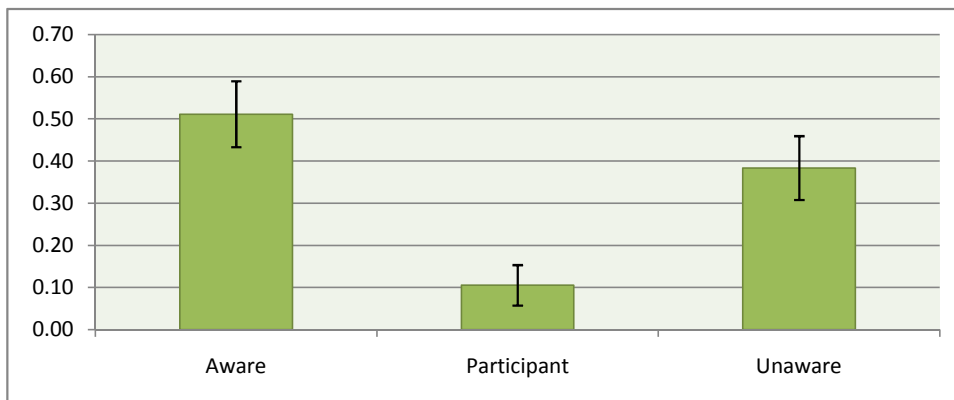


Table 5

Participation in Operation Galt							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Aware	59	0.437	0.077	43.704	7.672	0.360	0.514
Participant	5	0.037	0.029	3.704	2.921	0.008	0.066
Unaware	71	0.526	0.077	52.593	7.724	0.449	0.603
Total	135						

Figure 5

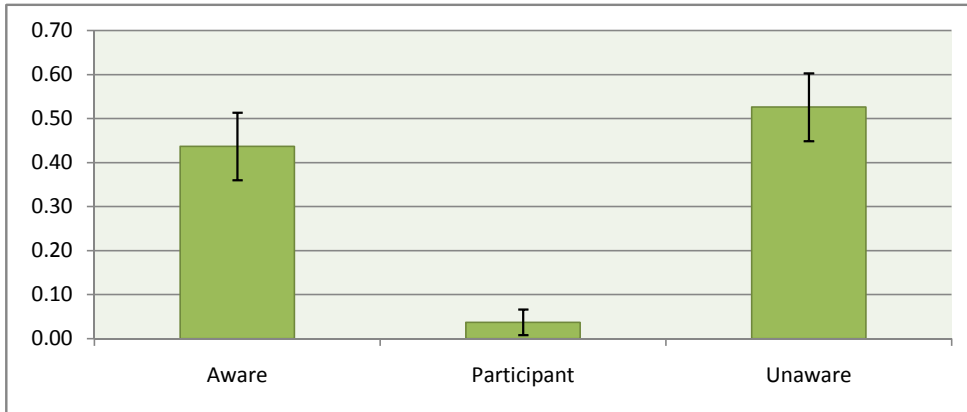


Table 6

Participation in POPIR							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Aware	51	0.389	0.077	38.931	7.678	0.313	0.466
Participant	3	0.023	0.024	2.290	2.355	-0.001	0.046
Unaware	77	0.588	0.078	58.779	7.751	0.510	0.665
Total	131						

Figure 6

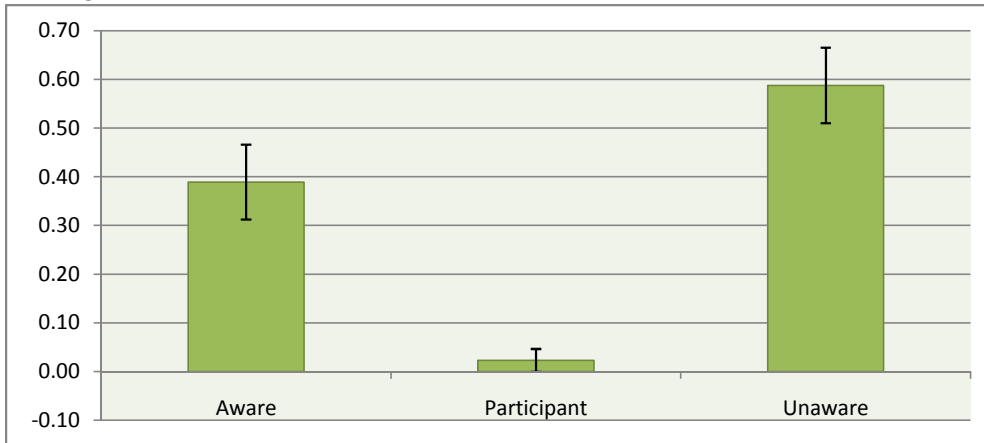


Table 7

Participation in RESO							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Aware	27	0.208	0.064	20.769	6.417	0.144	0.272
Participant	4	0.031	0.027	3.077	2.732	0.003	0.058
Unaware	99	0.762	0.067	76.154	6.741	0.694	0.829
Total	130						

Figure 7

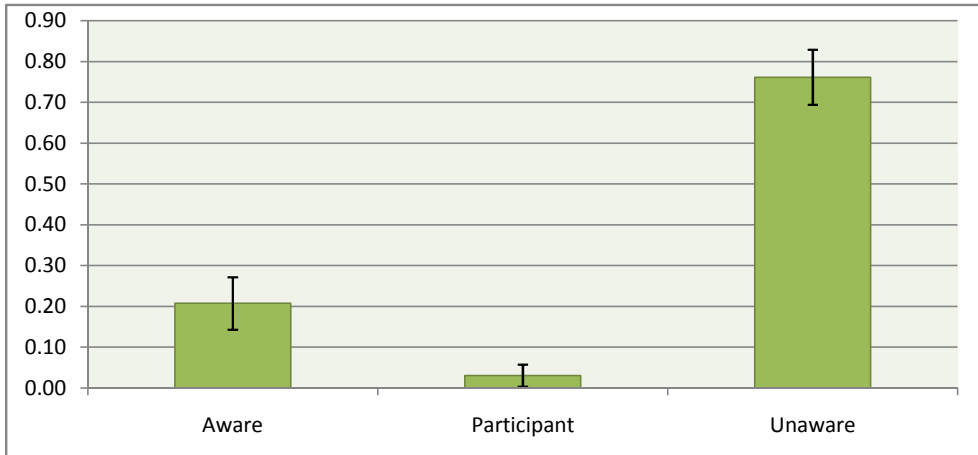


Table 8

Neighbourhood has strong sense of community							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	31	0.225	0.064	22.464	6.371	0.161	0.288
Agree	74	0.536	0.076	53.623	7.613	0.460	0.612
Indifferent	21	0.152	0.055	15.217	5.484	0.097	0.207
Disagree	11	0.080	0.041	7.971	4.135	0.038	0.121
Strongly Disagree	1	0.007	0.013	0.725	1.295	-0.006	0.020
Total	138						

Figure 8

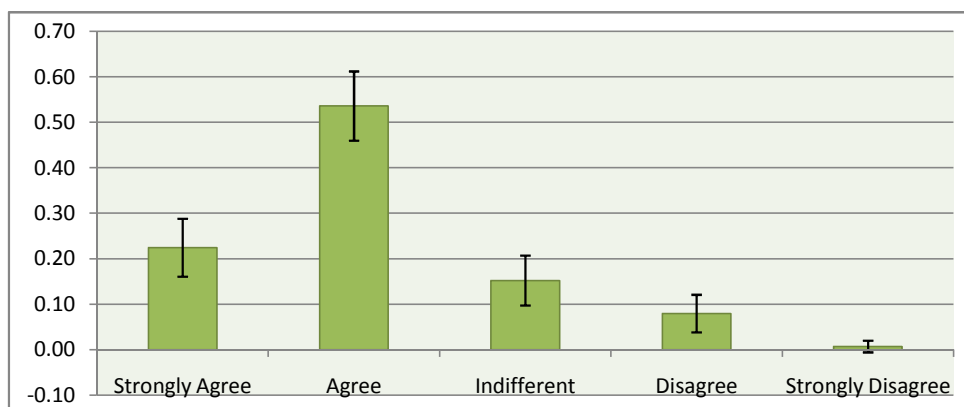


Table 9

Enjoy the neighbourhood							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	57	0.413	0.075	41.304	7.517	0.338	0.488
Agree	63	0.457	0.076	45.652	7.604	0.380	0.533
Indifferent	10	0.072	0.040	7.246	3.958	0.033	0.112
Disagree	6	0.043	0.031	4.348	3.113	0.012	0.075
Strongly Disagree	2	0.014	0.018	1.449	1.825	-0.004	0.033
Total	138						

Figure 9

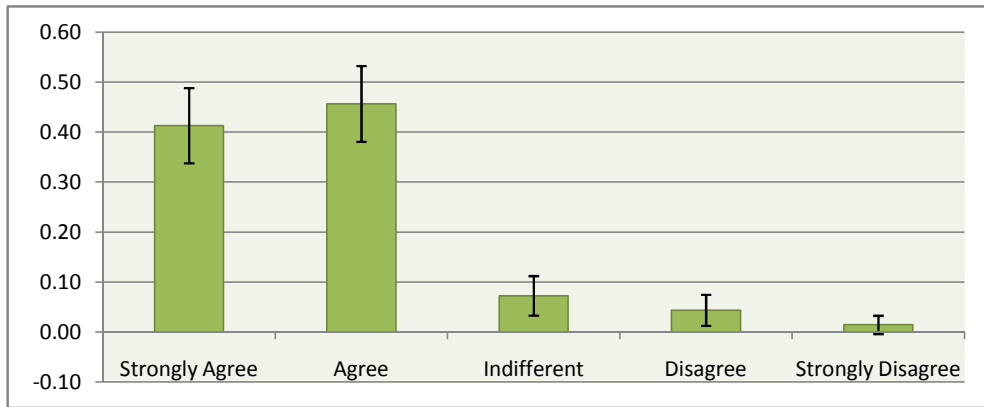


Table 10

Hours actively spent in neighbourhood							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
0-5 hours per week	110	0.809	0.061	80.882	6.056	0.748	0.869
6-10 hours per week	8	0.059	0.036	5.882	3.624	0.023	0.095
11-15 hours per week	8	0.059	0.036	5.882	3.624	0.023	0.095
16-20 hours per week	5	0.037	0.029	3.676	2.898	0.008	0.066
21 hours per week and over	5	0.037	0.029	3.676	2.898	0.008	0.066
Total	136						

Figure 10

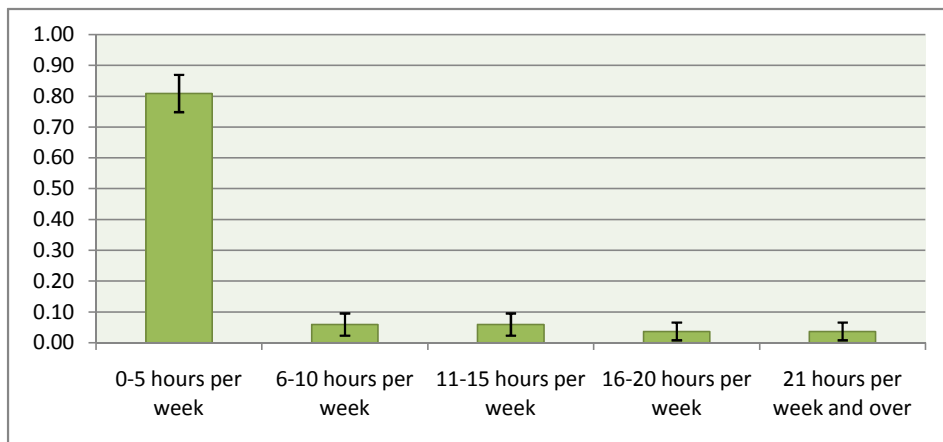


Table 11

Would stay if expropriated							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	55	0.399	0.075	39.855	7.475	0.324	0.473
No	38	0.275	0.068	27.536	6.820	0.207	0.344
Unsure	45	0.326	0.072	32.609	7.157	0.255	0.398
Total	138						

Figure 11

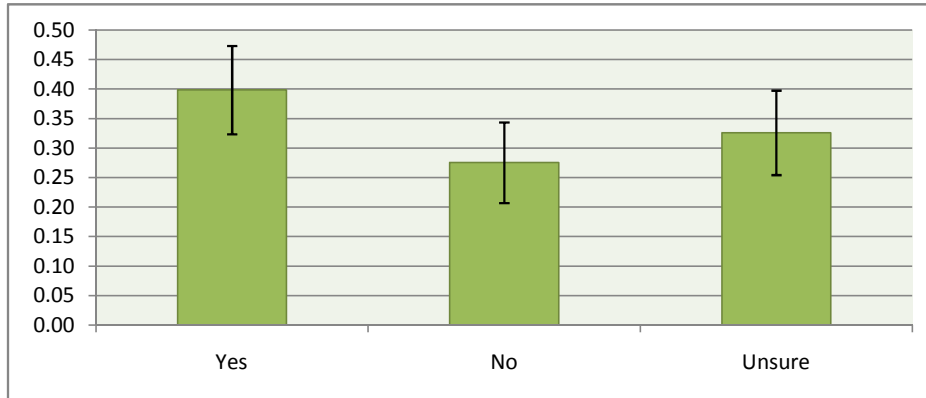


Table 12

Would change school if expropriated							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	9	0.071	0.041	7.087	4.115	0.030	0.112
No	116	0.913	0.045	91.339	4.511	0.868	0.958
Unsure	2	0.016	0.020	1.575	1.997	-0.004	0.036
Total	127						

Figure 12

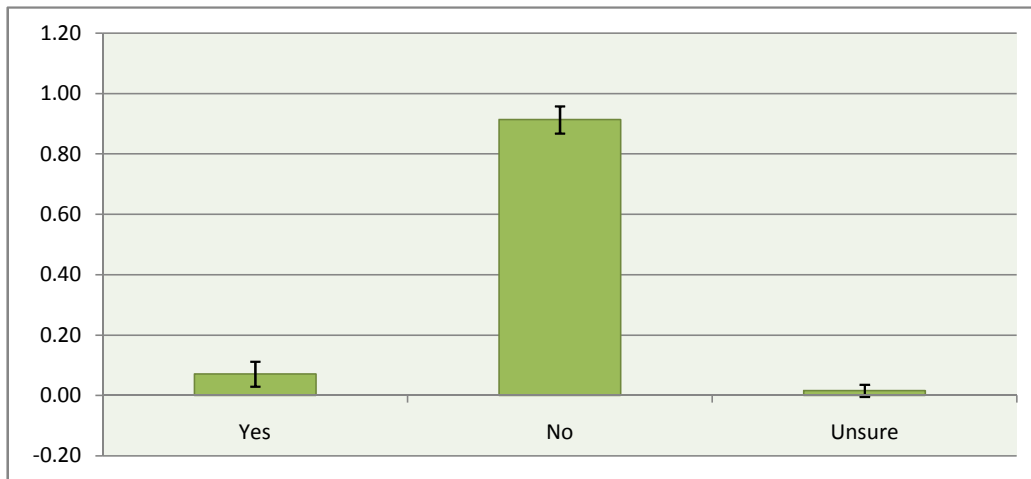


Table 13

Would change work if expropriated							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	7	0.051	0.034	5.147	3.403	0.017	0.085
No	119	0.875	0.051	87.500	5.093	0.824	0.926
Unsure	10	0.074	0.040	7.353	4.020	0.033	0.114
Total	136						

Figure 13

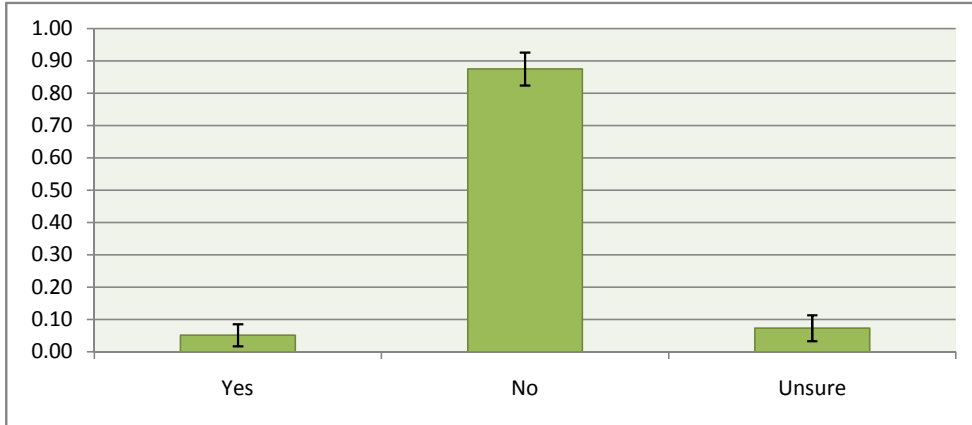


Table 14

Would change daycare/childcare if expropriated							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	5	0.040	0.031	3.968	3.145	0.008	0.071
No	118	0.937	0.039	93.651	3.929	0.897	0.976
Unsure	3	0.024	0.025	2.381	2.456	-0.001	0.048
Total	126						

Figure 14

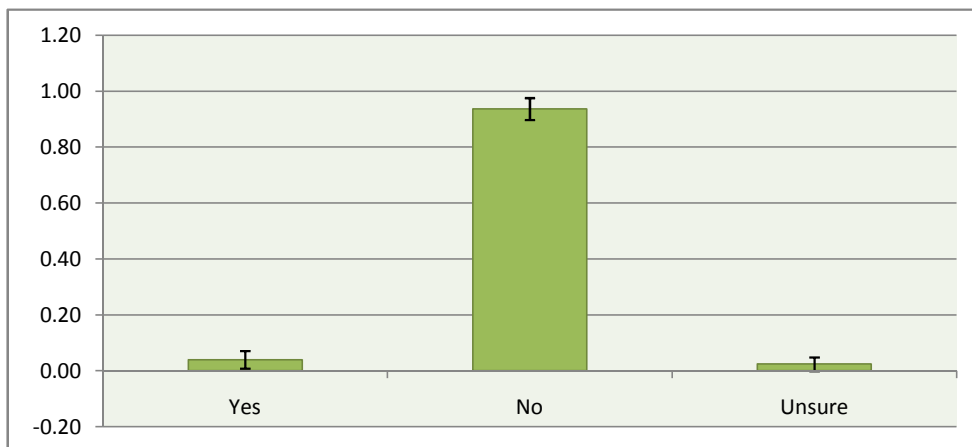


Table 15

Would change community center if expropriated							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	19	0.148	0.057	14.844	5.675	0.092	0.205
No	102	0.797	0.064	79.688	6.422	0.733	0.861
Unsure	7	0.055	0.036	5.469	3.630	0.018	0.091
Total	128						

Figure 15

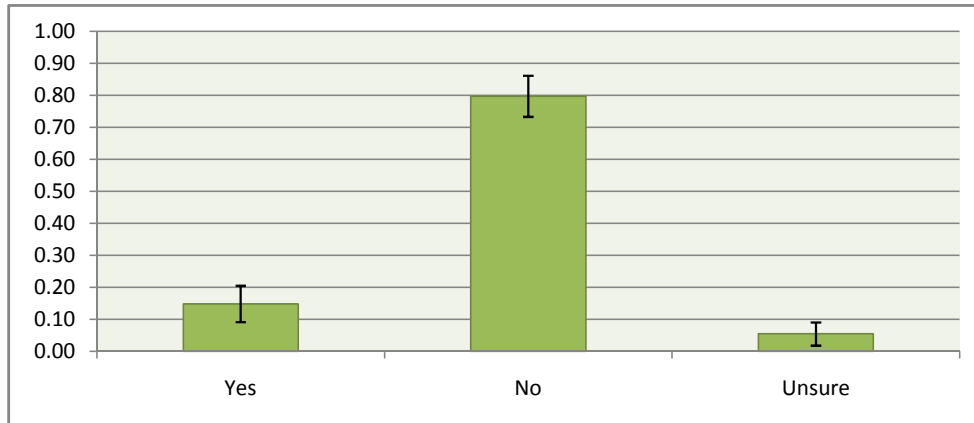


Table 16

Would stay if not expropriated							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	97	0.708	0.070	70.803	6.972	0.638	0.778
No	17	0.124	0.051	12.409	5.055	0.074	0.175
Unsure	23	0.168	0.057	16.788	5.731	0.111	0.225
Total	137						

Figure 16

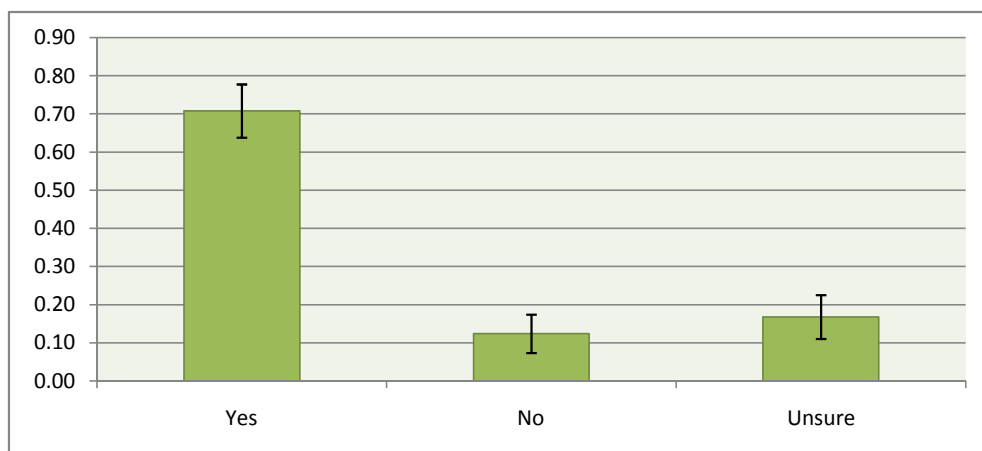


Table 17

Depanneur Lee Use							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	110	0.809	0.061	80.882	6.056	0.748	0.869
No	25	0.184	0.060	18.382	5.965	0.124	0.243
Total	136						

Figure 17

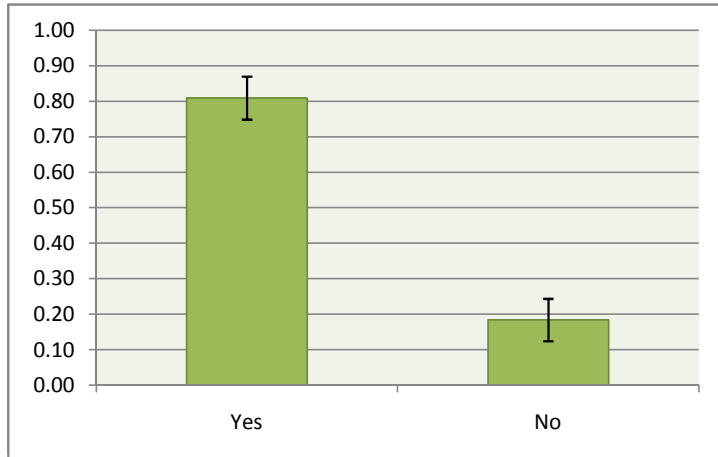


Table 18

Depanneur Lee Frequency of use

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
0.04	1	0.009	0.017	0.909	1.655	-0.007	0.026
0.25	5	0.045	0.036	4.545	3.631	0.009	0.082
0.50	2	0.018	0.023	1.818	2.329	-0.005	0.041
1.00	22	0.200	0.070	20.000	6.973	0.130	0.270
1.50	3	0.027	0.028	2.727	2.840	-0.001	0.056
2.00	18	0.164	0.064	16.364	6.450	0.099	0.228
2.50	5	0.045	0.036	4.545	3.631	0.009	0.082
3.00	14	0.127	0.058	12.727	5.810	0.069	0.185
3.50	4	0.036	0.033	3.636	3.263	0.004	0.069
4.00	5	0.045	0.036	4.545	3.631	0.009	0.082
4.50	3	0.027	0.028	2.727	2.840	-0.001	0.056
5.00	5	0.045	0.036	4.545	3.631	0.009	0.082
5.50	1	0.009	0.017	0.909	1.655	-0.007	0.026
6.50	1	0.009	0.017	0.909	1.655	-0.007	0.026
7.00	13	0.118	0.056	11.818	5.628	0.062	0.174
8.50	1	0.009	0.017	0.909	1.655	-0.007	0.026
10.00	3	0.027	0.028	2.727	2.840	-0.001	0.056
12.50	1	0.009	0.017	0.909	1.655	-0.007	0.026
14.00	2	0.018	0.023	1.818	2.329	-0.005	0.041
20.00	1	0.009	0.017	0.909	1.655	-0.007	0.026
Total	110						

Figure 18

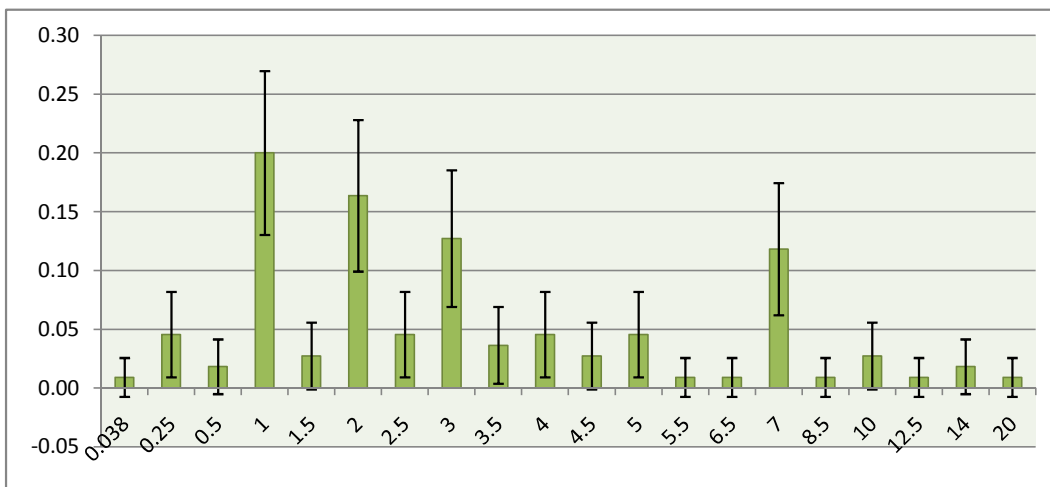


Table 19

Depanneur Lee Amount spent per visit							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
\$.50	1	0.009	0.017	0.917	1.671	-0.008	0.026
\$1.00	2	0.018	0.024	1.835	2.352	-0.005	0.042
\$2.00	2	0.018	0.024	1.835	2.352	-0.005	0.042
\$3.00	1	0.009	0.017	0.917	1.671	-0.008	0.026
\$4.50	1	0.009	0.017	0.917	1.671	-0.008	0.026
\$5.00	17	0.156	0.064	15.596	6.359	0.092	0.220
\$6.00	2	0.018	0.024	1.835	2.352	-0.005	0.042
\$7.00	4	0.037	0.033	3.670	3.295	0.004	0.070
\$7.50	4	0.037	0.033	3.670	3.295	0.004	0.070
\$8.00	2	0.018	0.024	1.835	2.352	-0.005	0.042
\$9.00	1	0.009	0.017	0.917	1.671	-0.008	0.026
\$10.00	30	0.275	0.078	27.523	7.827	0.197	0.354
\$12.00	1	0.009	0.017	0.917	1.671	-0.008	0.026
\$13.00	1	0.009	0.017	0.917	1.671	-0.008	0.026
\$14.00	1	0.009	0.017	0.917	1.671	-0.008	0.026
\$15.00	14	0.128	0.059	12.844	5.864	0.070	0.187
\$17.50	2	0.018	0.024	1.835	2.352	-0.005	0.042
\$20.00	18	0.165	0.065	16.514	6.507	0.100	0.230
\$25.00	1	0.009	0.017	0.917	1.671	-0.008	0.026
\$30.00	2	0.018	0.024	1.835	2.352	-0.005	0.042
\$40.00	1	0.009	0.017	0.917	1.671	-0.008	0.026
\$50.00	1	0.009	0.017	0.917	1.671	-0.008	0.026
Total	109						

Figure 19

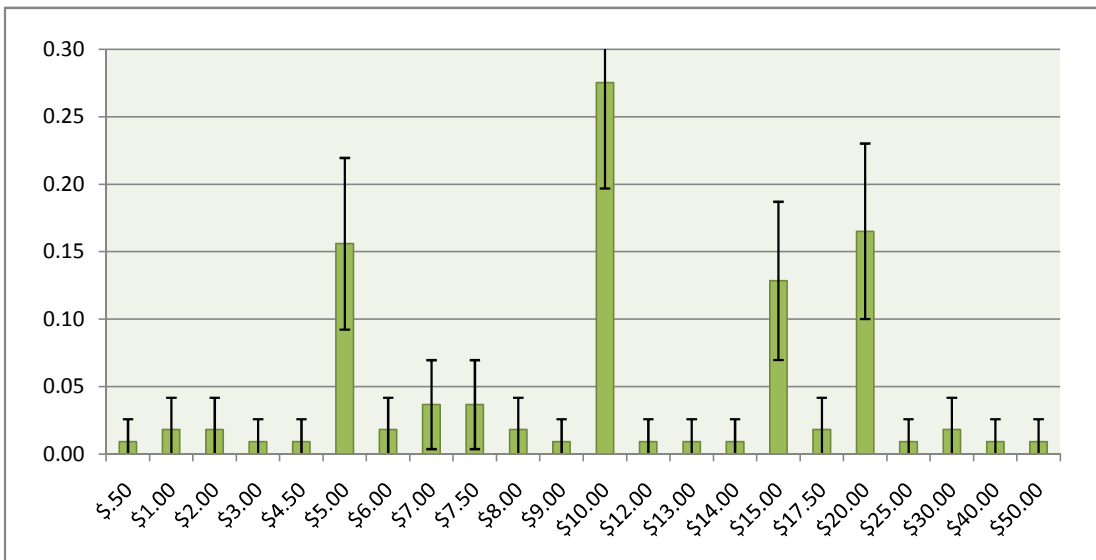


Table 20

Closing Depanneur Lee would be a loss to the community							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	75	0.551	0.077	55.147	7.659	0.475	0.628
Agree	37	0.272	0.069	27.206	6.853	0.204	0.341
Indifferent	14	0.103	0.047	10.294	4.680	0.056	0.150
Disagree	7	0.051	0.034	5.147	3.403	0.017	0.085
Strongly Disagree	3	0.022	0.023	2.206	2.262	-0.001	0.045
Total	136						

Figure 20

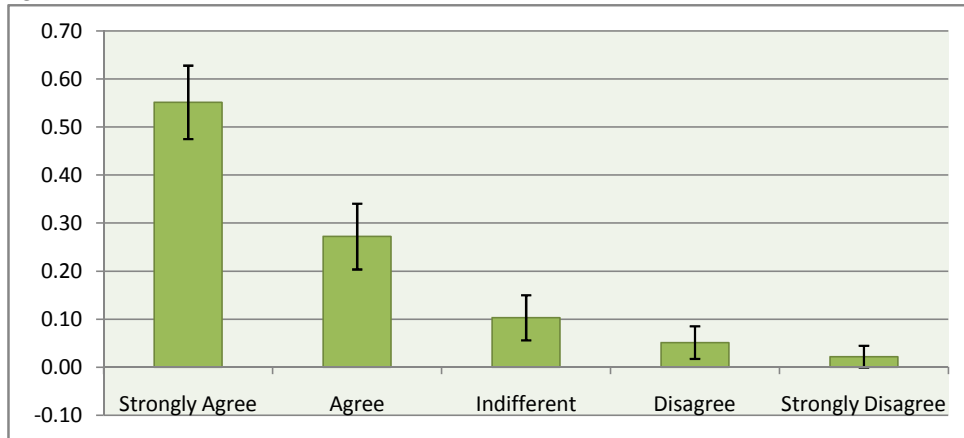


Table 21

Mode of Transportation							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Walk	27	0.214	0.066	21.429	6.611	0.148	0.280
Bicycle	8	0.063	0.039	6.349	3.929	0.024	0.103
Public Transport	45	0.357	0.077	35.714	7.720	0.280	0.434
Car	46	0.365	0.078	36.508	7.757	0.288	0.443
Total	126						

Figure 21

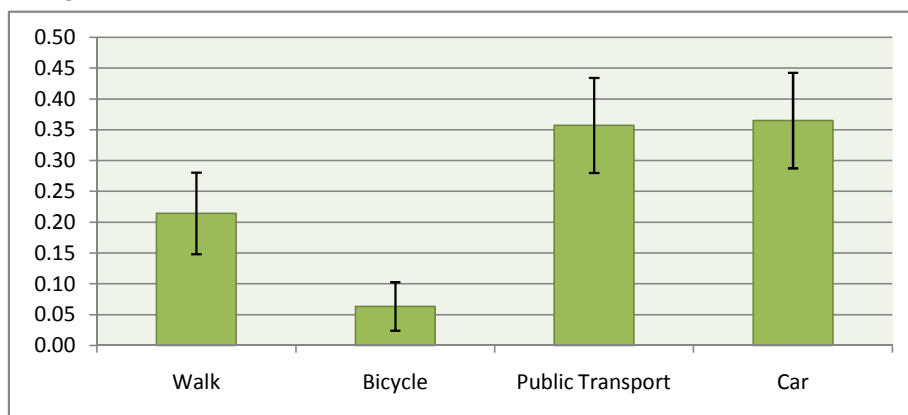


Table 22

Monthly cost of transportation							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
\$.00	5	0.038	0.030	3.788	2.993	0.008	0.068
\$4.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$10.00	5	0.038	0.030	3.788	2.993	0.008	0.068
\$11.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$12.00	3	0.023	0.023	2.273	2.336	-0.001	0.046
\$12.75	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$15.00	3	0.023	0.023	2.273	2.336	-0.001	0.046
\$17.50	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$20.00	8	0.061	0.037	6.061	3.740	0.023	0.098
\$30.00	3	0.023	0.023	2.273	2.336	-0.001	0.046
\$35.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$36.00	4	0.030	0.027	3.030	2.687	0.003	0.057
\$37.00	3	0.023	0.023	2.273	2.336	-0.001	0.046
\$39.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$40.00	6	0.045	0.033	4.545	3.265	0.013	0.078
\$48.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
50.00	3	0.023	0.023	2.273	2.336	-0.001	0.046
\$55.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$60.00	5	0.038	0.030	3.788	2.993	0.008	0.068
\$63.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$65.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$68.00	11	0.083	0.043	8.333	4.333	0.040	0.127
\$68.25	2	0.015	0.019	1.515	1.915	-0.004	0.034
\$68.50	4	0.030	0.027	3.030	2.687	0.003	0.057
\$69.00	2	0.015	0.019	1.515	1.915	-0.004	0.034
\$70.00	8	0.061	0.037	6.061	3.740	0.023	0.098
\$80.00	3	0.023	0.023	2.273	2.336	-0.001	0.046
\$100.00	14	0.106	0.048	10.606	4.827	0.058	0.154
\$110.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$120.00	6	0.045	0.033	4.545	3.265	0.013	0.078
\$150.00	4	0.030	0.027	3.030	2.687	0.003	0.057
\$175.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$200.00	8	0.061	0.037	6.061	3.740	0.023	0.098
\$240.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$250.00	2	0.015	0.019	1.515	1.915	-0.004	0.034
\$300.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$330.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$400.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$450.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
\$500.00	2	0.015	0.019	1.515	1.915	-0.004	0.034
\$800.00	1	0.008	0.014	0.758	1.359	-0.006	0.021
Total	132						

Figure 22

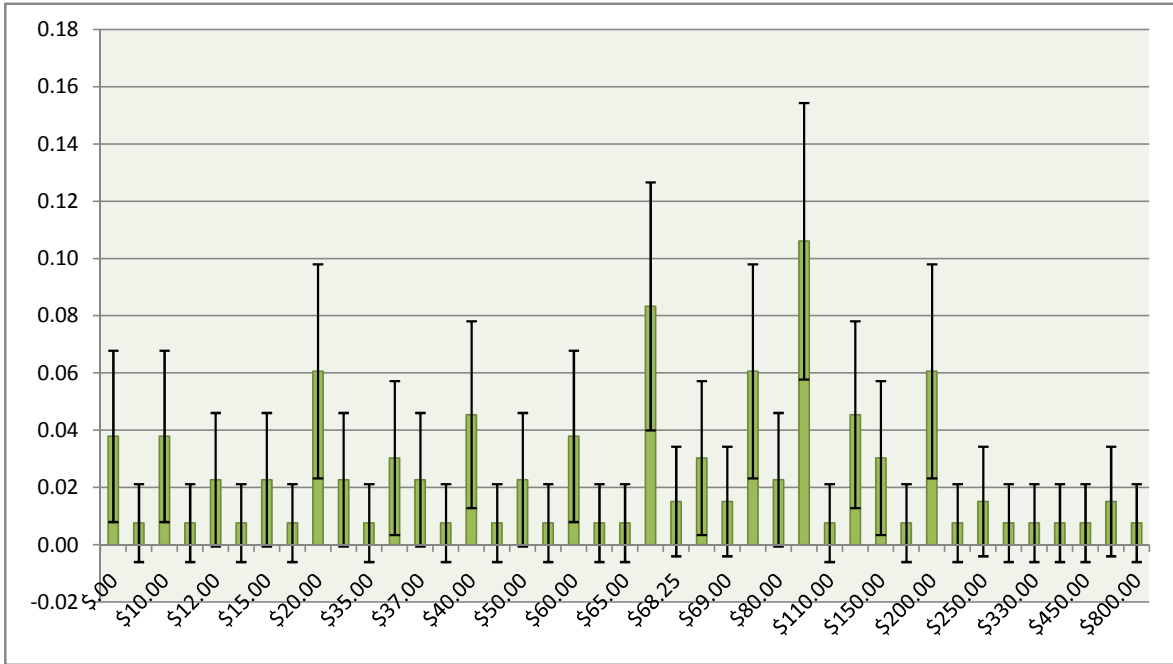


Table 23

Frequency of use of Turcot Interchange

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Every day	19	0.139	0.053	13.869	5.299	0.086	0.192
4 to 6 times per week	11	0.080	0.042	8.029	4.167	0.039	0.122
2 to 3 times per week	14	0.102	0.046	10.219	4.644	0.056	0.149
Once per week	11	0.080	0.042	8.029	4.167	0.039	0.122
2 to 3 times a month	18	0.131	0.052	13.139	5.180	0.080	0.183
Once a month	10	0.073	0.040	7.299	3.989	0.033	0.113
Less than once a month	54	0.394	0.075	39.416	7.493	0.319	0.469

Total 137

Figure 23

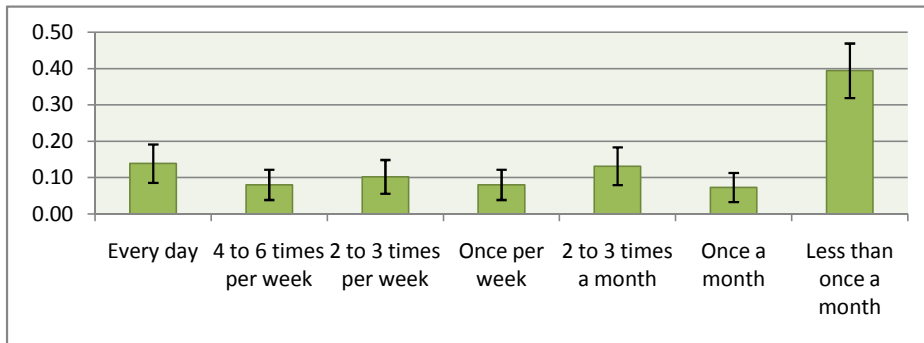


Table 24

Postponed renovations and home projects

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	44	0.328	0.072	32.836	7.170	0.257	0.400
No	79	0.590	0.075	58.955	7.510	0.514	0.665
Unsure	11	0.082	0.042	8.209	4.191	0.040	0.124
Total	134						

Figure 24

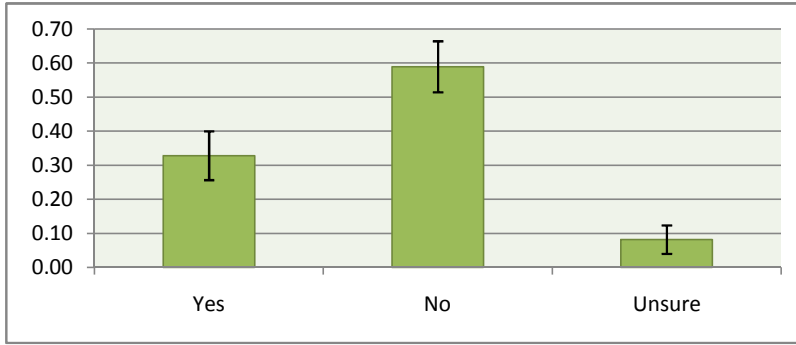


Table 25

Expropriations for road construction acceptable

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	7	0.051	0.034	5.072	3.350	0.017	0.084
Agree	37	0.268	0.068	26.812	6.763	0.200	0.336
Indifferent	15	0.109	0.048	10.870	4.752	0.061	0.156
Disagree	38	0.275	0.068	27.536	6.820	0.207	0.344
Strongly Disagree	41	0.297	0.070	29.710	6.977	0.227	0.367
Total	138						

Figure 25

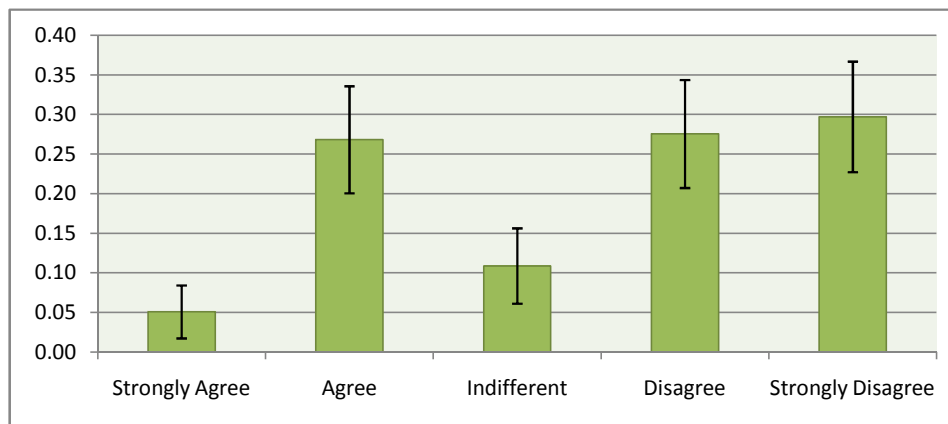


Table 26

Isolation/division of neighbourhood from reconstruction acceptable

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	1	0.007	0.013	0.725	1.295	-0.006	0.020
Agree	19	0.138	0.053	13.768	5.260	0.085	0.190
Indifferent	11	0.080	0.041	7.971	4.135	0.038	0.121
Disagree	50	0.362	0.073	36.232	7.338	0.289	0.436
Strongly Disagree	57	0.413	0.075	41.304	7.517	0.338	0.488
Total	138						

Figure 26

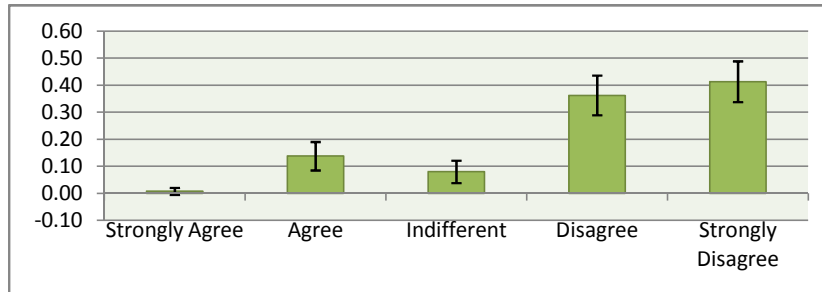


Table 27

Turcot Interchange reconstruction should reduce traffic

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	27	0.196	0.061	19.565	6.056	0.135	0.256
Agree	31	0.225	0.064	22.464	6.371	0.161	0.288
Indifferent	21	0.152	0.055	15.217	5.484	0.097	0.207
Disagree	30	0.217	0.063	21.739	6.297	0.154	0.280
Strongly Disagree	29	0.210	0.062	21.014	6.220	0.148	0.272
Total	138						

Figure 27

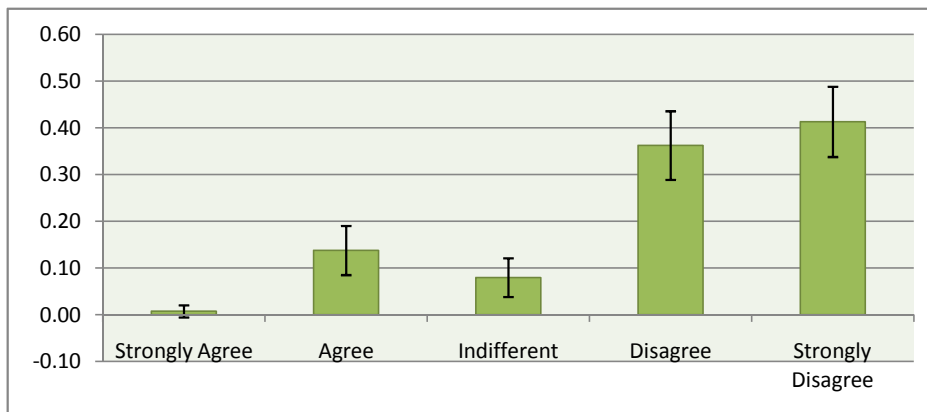


Table 28

Turcot Interchange should be used to implement new public transit lanes							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	53	0.387	0.075	38.686	7.468	0.312	0.462
Agree	55	0.401	0.075	40.146	7.516	0.326	0.477
Indifferent	16	0.117	0.049	11.679	4.925	0.068	0.166
Disagree	8	0.058	0.036	5.839	3.595	0.022	0.094
Strongly Disagree	5	0.036	0.029	3.650	2.875	0.008	0.065
Total	137						

Figure 28

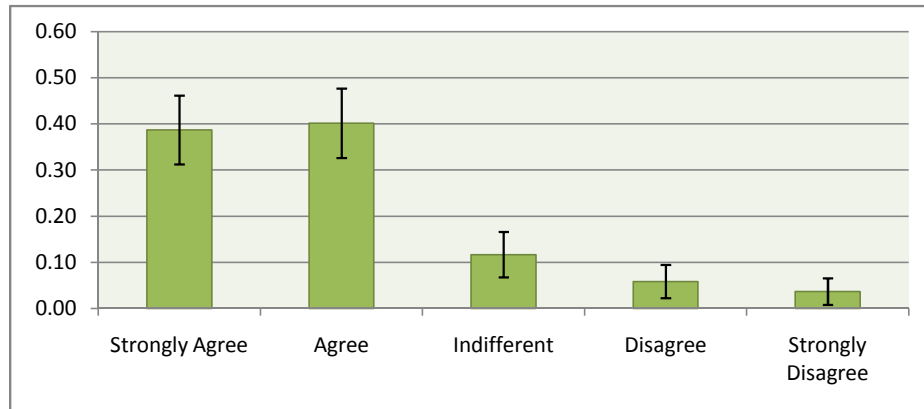


Table 29

Placing Turcot Interchange on ground desirable							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	9	0.066	0.038	6.569	3.799	0.028	0.104
Agree	32	0.234	0.065	23.358	6.488	0.169	0.298
Indifferent	29	0.212	0.063	21.168	6.264	0.149	0.274
Disagree	31	0.226	0.064	22.628	6.416	0.162	0.290
Strongly Disagree	36	0.263	0.067	26.277	6.749	0.195	0.330
Total	137						

Figure 29

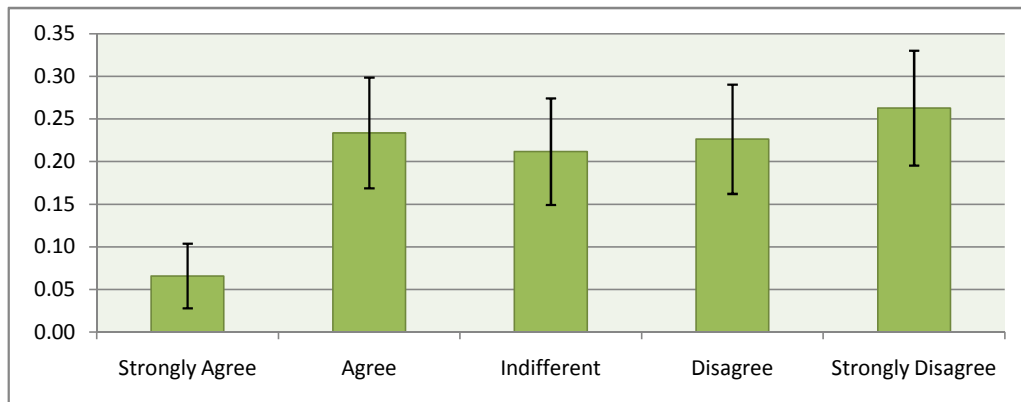


Table 30

Informed about MTQ proposal details

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	58	0.420	0.075	42.029	7.536	0.345	0.496
No	76	0.551	0.076	55.072	7.594	0.475	0.627
Unsure	4	0.029	0.026	2.899	2.561	0.003	0.055
Total	138						

Figure 30

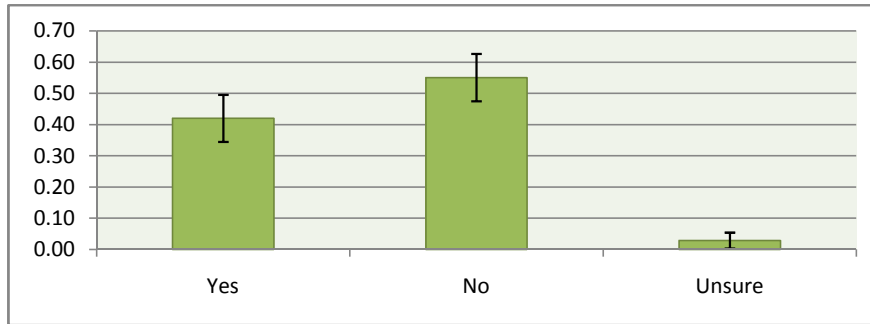


Table 31

Source of MTQ proposal information

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
TV	3	0.079	0.084	7.895	8.380	-0.005	0.163
Radio	1	0.026	0.050	2.632	4.974	-0.023	0.076
Newspaper	2	0.053	0.069	5.263	6.939	-0.017	0.122
Community group	17	0.447	0.155	44.737	15.451	0.293	0.602
Word of mouth	11	0.289	0.141	28.947	14.093	0.149	0.430
Other	4	0.105	0.095	10.526	9.537	0.010	0.201
Total	38						

Figure 31

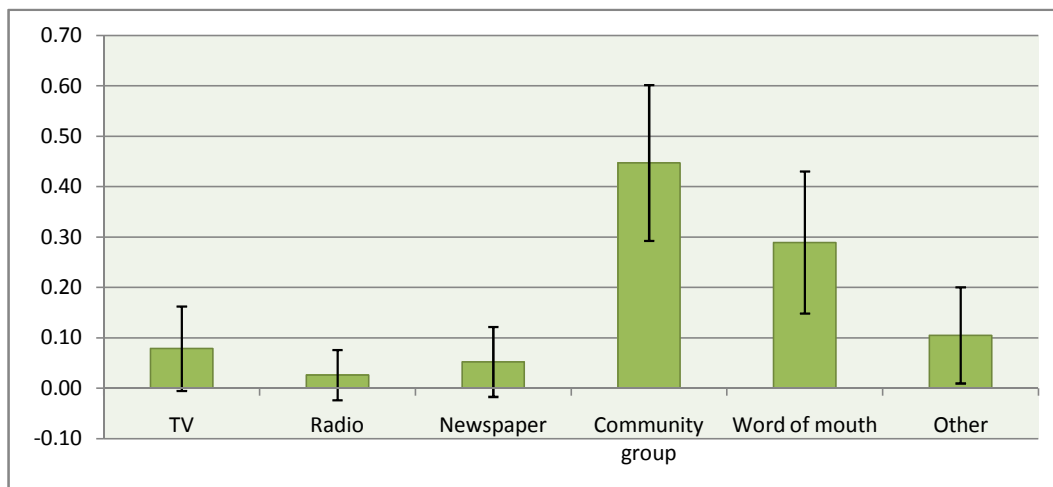


Table 32

Other source of MTQ proposal information

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
internet	1	0.100	0.046	10.000	4.580	0.054	0.146
online	1	0.100	0.046	10.000	4.580	0.054	0.146
papers sent	1	0.100	0.046	10.000	4.580	0.054	0.146
Reunion MTQ	4	0.400	0.075	40.000	7.479	0.325	0.475
reunions	1	0.100	0.046	10.000	4.580	0.054	0.146
work	2	0.200	0.061	20.000	6.107	0.139	0.261
Total	10						

Figure 32

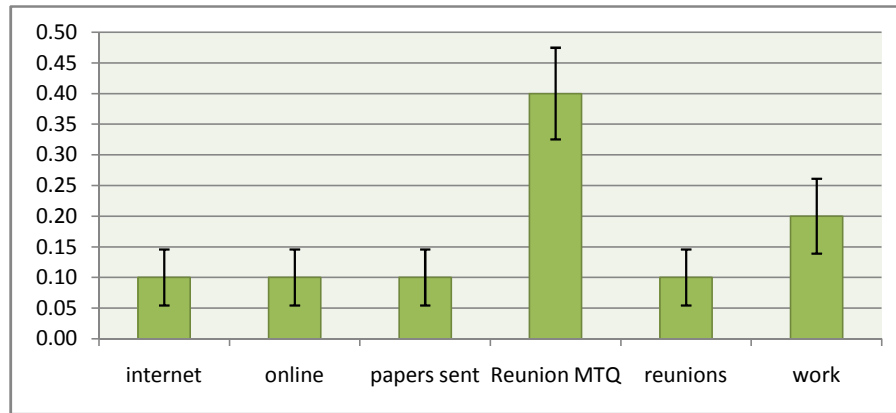


Table 33

Agree with MTQ proposal

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	2	0.031	0.041	3.125	4.099	-0.010	0.072
Agree	6	0.094	0.069	9.375	6.867	0.025	0.162
Indifferent	9	0.141	0.082	14.063	8.189	0.059	0.223
Disagree	24	0.375	0.114	37.500	11.405	0.261	0.489
Strongly Disagree	23	0.359	0.113	35.938	11.303	0.246	0.472
Total	64						

Figure 33

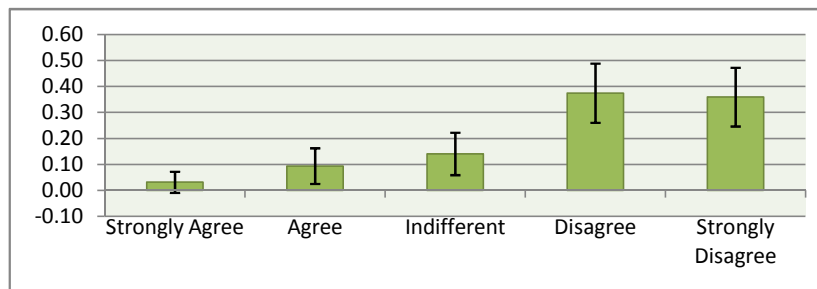


Table 34

Informed about PB proposal details							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	17	0.125	0.051	12.500	5.093	0.074	0.176
No	115	0.846	0.056	84.559	5.565	0.790	0.901
Unsure	4	0.029	0.026	2.941	2.602	0.003	0.055
Total	136						

Figure 34

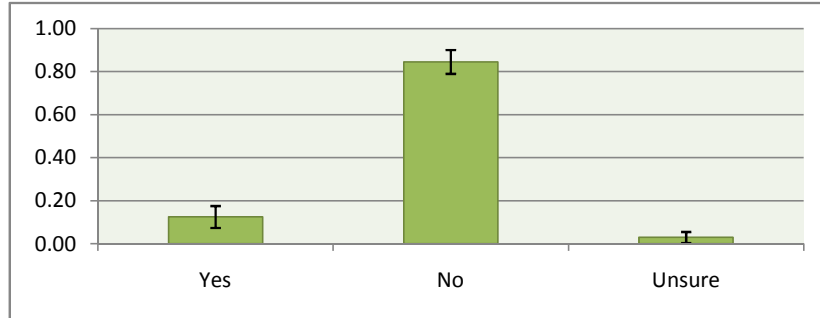


Table 35

Source of PB proposal information							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Community group	9	0.529	0.235	52.941	23.488	0.295	0.764
Word of mouth	5	0.294	0.214	29.412	21.442	0.080	0.509
Other	3	0.176	0.179	17.647	17.939	-0.003	0.356
Total	17						

Figure 35

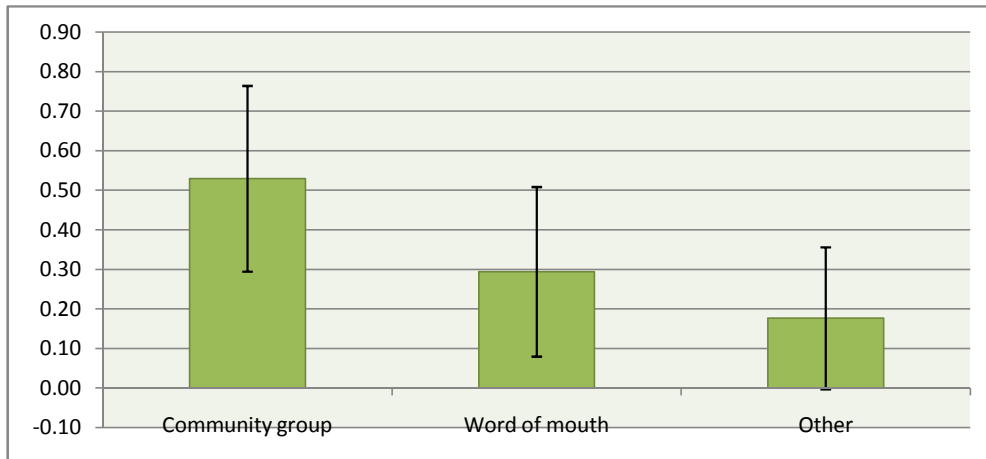


Table 36

Agree with PB proposal							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	9	0.450	0.215	45.000	21.545	0.235	0.665
Agree	5	0.250	0.188	25.000	18.752	0.062	0.438
Indifferent	5	0.250	0.188	25.000	18.752	0.062	0.438
Disagree	1	0.050	0.094	5.000	9.439	-0.044	0.144
Total	20						

Figure 36

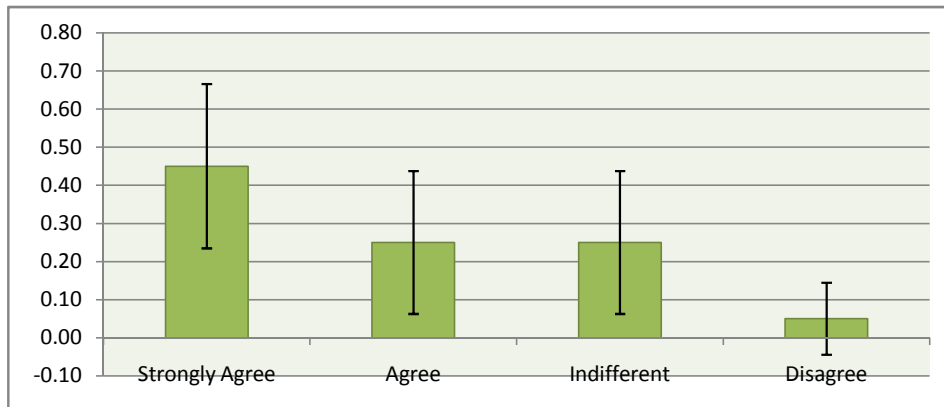


Table 37

Street							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Cazalais	43	0.312	0.071	31.159	7.071	0.241	0.382
de Courcelle	10	0.072	0.040	7.246	3.958	0.033	0.112
Desnoyers	36	0.261	0.067	26.087	6.704	0.194	0.328
St-Remi	27	0.196	0.061	19.565	6.056	0.135	0.256
Walnut	20	0.145	0.054	14.493	5.374	0.091	0.199
Total	138						

Figure 37

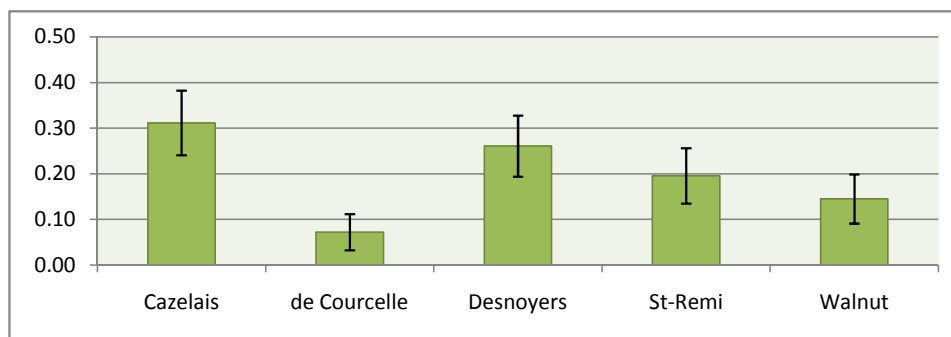


Table 38

Age of respondent

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
15	1	0.008	0.014	0.769	1.382	-0.006	0.022
18	1	0.008	0.014	0.769	1.382	-0.006	0.022
19	1	0.008	0.014	0.769	1.382	-0.006	0.022
20	3	0.023	0.024	2.308	2.375	-0.001	0.047
21	3	0.023	0.024	2.308	2.375	-0.001	0.047
22	2	0.015	0.019	1.538	1.947	-0.004	0.035
23	3	0.023	0.024	2.308	2.375	-0.001	0.047
24	4	0.031	0.027	3.077	2.732	0.003	0.058
25	4	0.031	0.027	3.077	2.732	0.003	0.058
26	4	0.031	0.027	3.077	2.732	0.003	0.058
27	5	0.038	0.030	3.846	3.042	0.008	0.069
28	3	0.023	0.024	2.308	2.375	-0.001	0.047
29	6	0.046	0.033	4.615	3.319	0.013	0.079
30	5	0.038	0.030	3.846	3.042	0.008	0.069
31	4	0.031	0.027	3.077	2.732	0.003	0.058
32	7	0.054	0.036	5.385	3.570	0.018	0.090
33	2	0.015	0.019	1.538	1.947	-0.004	0.035
34	2	0.015	0.019	1.538	1.947	-0.004	0.035
35	1	0.008	0.014	0.769	1.382	-0.006	0.022
36	1	0.008	0.014	0.769	1.382	-0.006	0.022
37	5	0.038	0.030	3.846	3.042	0.008	0.069
38	3	0.023	0.024	2.308	2.375	-0.001	0.047
39	1	0.008	0.014	0.769	1.382	-0.006	0.022
40	5	0.038	0.030	3.846	3.042	0.008	0.069
41	2	0.015	0.019	1.538	1.947	-0.004	0.035
42	6	0.046	0.033	4.615	3.319	0.013	0.079
43	2	0.015	0.019	1.538	1.947	-0.004	0.035
44	2	0.015	0.019	1.538	1.947	-0.004	0.035
45	4	0.031	0.027	3.077	2.732	0.003	0.058
46	2	0.015	0.019	1.538	1.947	-0.004	0.035
47	2	0.015	0.019	1.538	1.947	-0.004	0.035
48	2	0.015	0.019	1.538	1.947	-0.004	0.035
49	2	0.015	0.019	1.538	1.947	-0.004	0.035
51	5	0.038	0.030	3.846	3.042	0.008	0.069
52	3	0.023	0.024	2.308	2.375	-0.001	0.047
53	1	0.008	0.014	0.769	1.382	-0.006	0.022
54	1	0.008	0.014	0.769	1.382	-0.006	0.022
55	2	0.015	0.019	1.538	1.947	-0.004	0.035
56	3	0.023	0.024	2.308	2.375	-0.001	0.047

Age of respondent (continued)

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
57	1	0.008	0.014	0.769	1.382	-0.006	0.022
59	1	0.008	0.014	0.769	1.382	-0.006	0.022
60	1	0.008	0.014	0.769	1.382	-0.006	0.022
61	2	0.015	0.019	1.538	1.947	-0.004	0.035
66	1	0.008	0.014	0.769	1.382	-0.006	0.022
67	1	0.008	0.014	0.769	1.382	-0.006	0.022
69	2	0.015	0.019	1.538	1.947	-0.004	0.035
72	2	0.015	0.019	1.538	1.947	-0.004	0.035
81	1	0.008	0.014	0.769	1.382	-0.006	0.022
82	1	0.008	0.014	0.769	1.382	-0.006	0.022
83	1	0.008	0.014	0.769	1.382	-0.006	0.022
91	1	0.008	0.014	0.769	1.382	-0.006	0.022
Total	130						

Figure 38

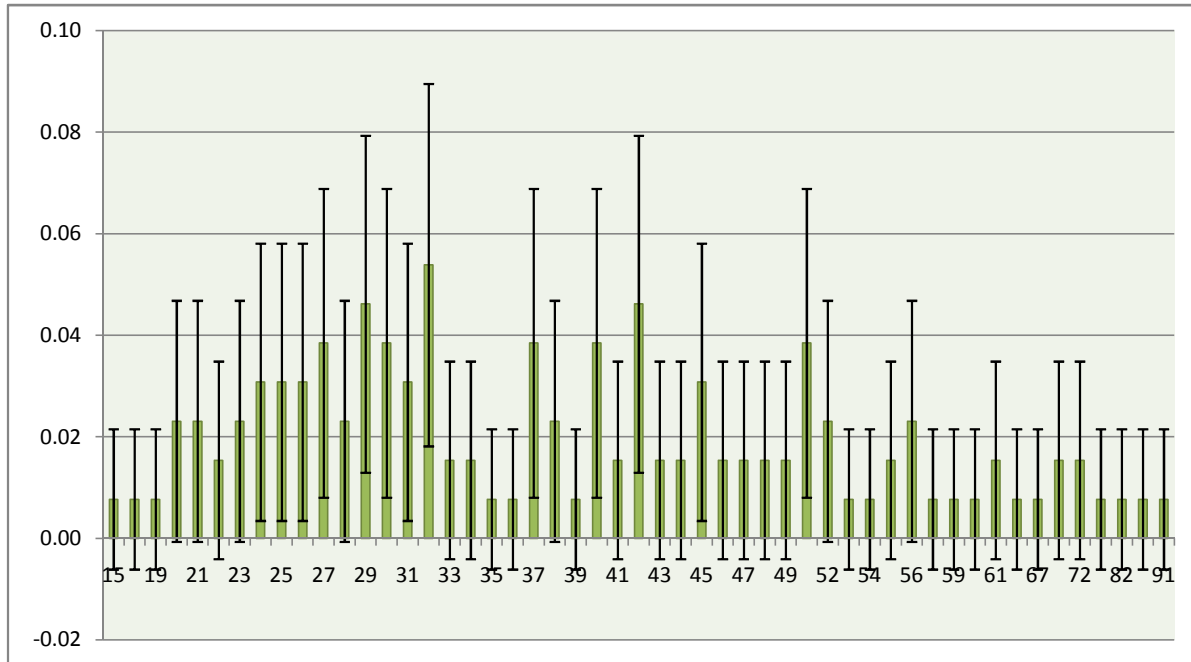


Table 39

Gender of respondent							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Female	60	0.435	0.076	43.478	7.568	0.359	0.510
Male	72	0.522	0.076	52.174	7.626	0.445	0.598
Total	138						

Figure 39

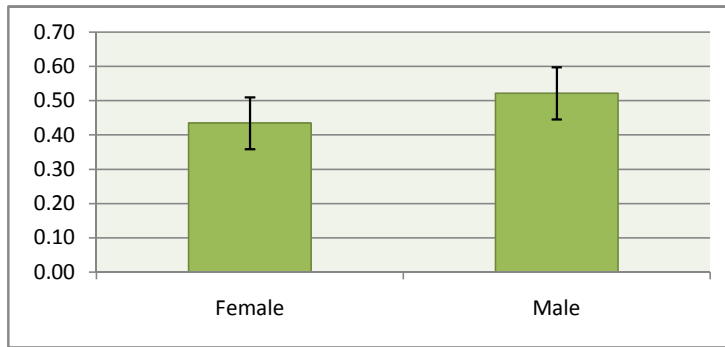


Table 40

Student status							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	23	0.173	0.059	17.293	5.902	0.114	0.232
No	109	0.820	0.060	81.955	6.001	0.760	0.880
Total	133						

Figure 40

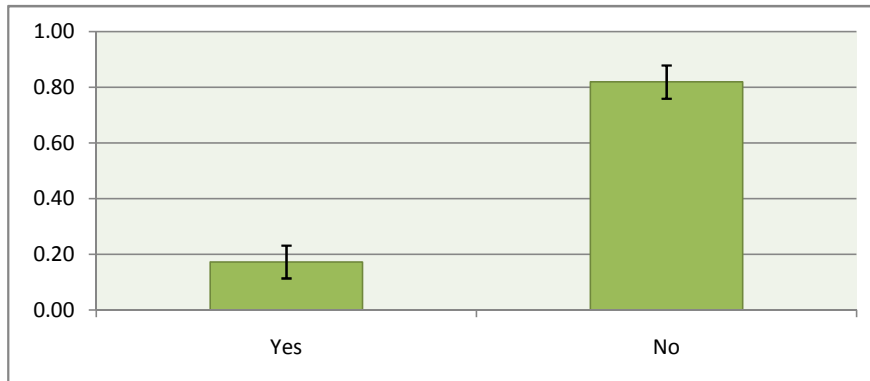


Table 41

Number of years in neighbourhood

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
0.25	2	0.015	0.019	1.493	1.884	-0.004	0.034
0.33	2	0.015	0.019	1.493	1.884	-0.004	0.034
0.42	1	0.007	0.013	0.746	1.337	-0.006	0.021
0.50	1	0.007	0.013	0.746	1.337	-0.006	0.021
0.75	1	0.007	0.013	0.746	1.337	-0.006	0.021
1.00	25	0.187	0.061	18.657	6.052	0.126	0.247
1.50	4	0.030	0.026	2.985	2.644	0.003	0.056
2.00	13	0.097	0.046	9.701	4.598	0.051	0.143
3.00	9	0.067	0.039	6.716	3.889	0.028	0.106
3.50	2	0.015	0.019	1.493	1.884	-0.004	0.034
4.00	8	0.060	0.037	5.970	3.681	0.023	0.097
5.00	4	0.030	0.026	2.985	2.644	0.003	0.056
6.00	7	0.052	0.035	5.224	3.457	0.018	0.087
6.50	1	0.007	0.013	0.746	1.337	-0.006	0.021
7.00	7	0.052	0.035	5.224	3.457	0.018	0.087
8.00	2	0.015	0.019	1.493	1.884	-0.004	0.034
9.00	4	0.030	0.026	2.985	2.644	0.003	0.056
10.00	6	0.045	0.032	4.478	3.213	0.013	0.077
11.00	2	0.015	0.019	1.493	1.884	-0.004	0.034
12.00	3	0.022	0.023	2.239	2.299	-0.001	0.045
13.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
14.00	2	0.015	0.019	1.493	1.884	-0.004	0.034
15.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
19.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
20.00	7	0.052	0.035	5.224	3.457	0.018	0.087
22.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
23.00	2	0.015	0.019	1.493	1.884	-0.004	0.034
25.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
26.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
30.00	2	0.015	0.019	1.493	1.884	-0.004	0.034
35.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
40.00	3	0.022	0.023	2.239	2.299	-0.001	0.045
42.00	2	0.015	0.019	1.493	1.884	-0.004	0.034
47.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
50.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
51.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
56.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
68.00	1	0.007	0.013	0.746	1.337	-0.006	0.021
Total	134						

Figure 41

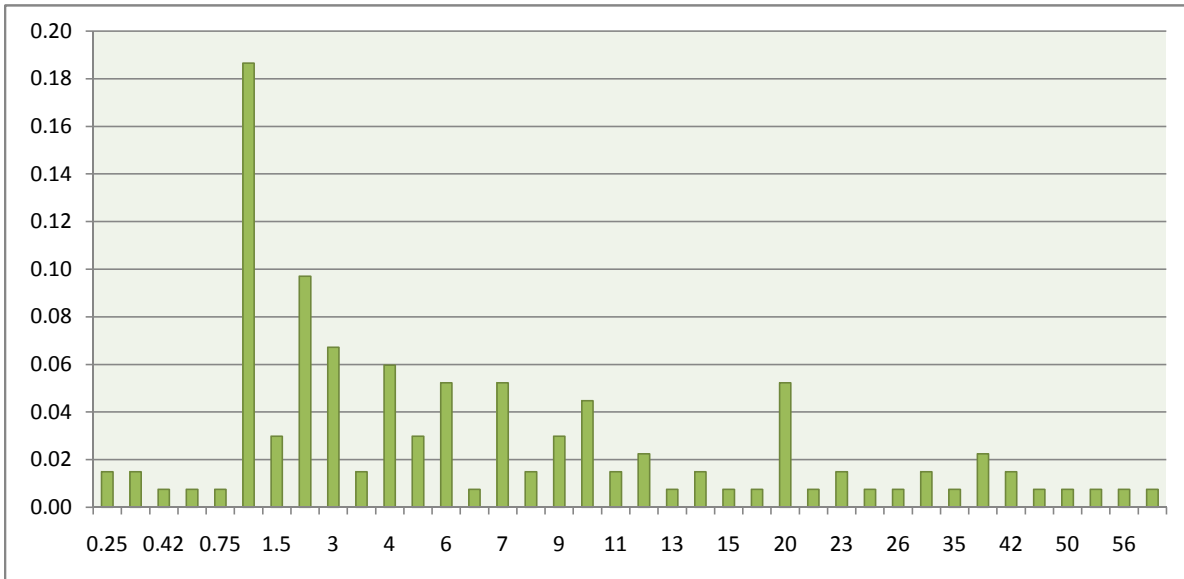


Table 42

Employment status

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Employed	92	0.667	0.074	66.667	7.357	0.593	0.740
Not employed	41	0.297	0.071	29.710	7.132	0.226	0.368
Total	133						

Figure 42

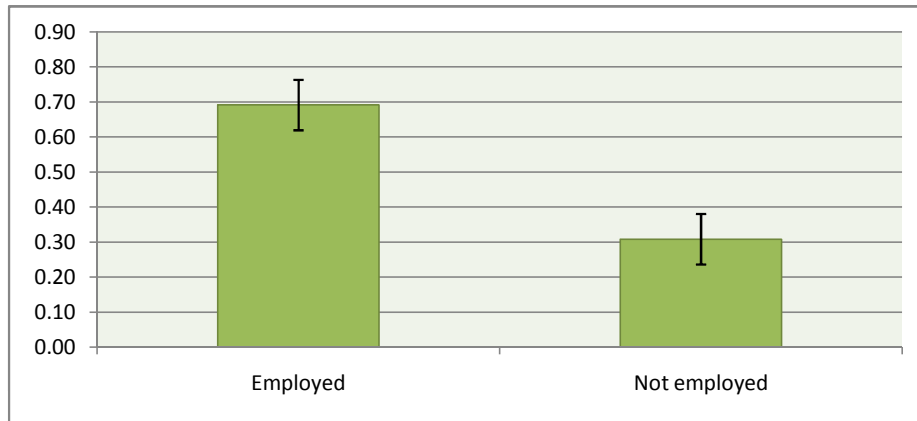


Table 43

Residential status

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Owner	9	0.0692	0.072	6.9173	7.206	0.028	0.105
Renter	126	0.9308	0.072	93.0827	7.206	0.895	0.972
Total	135						

Figure 43

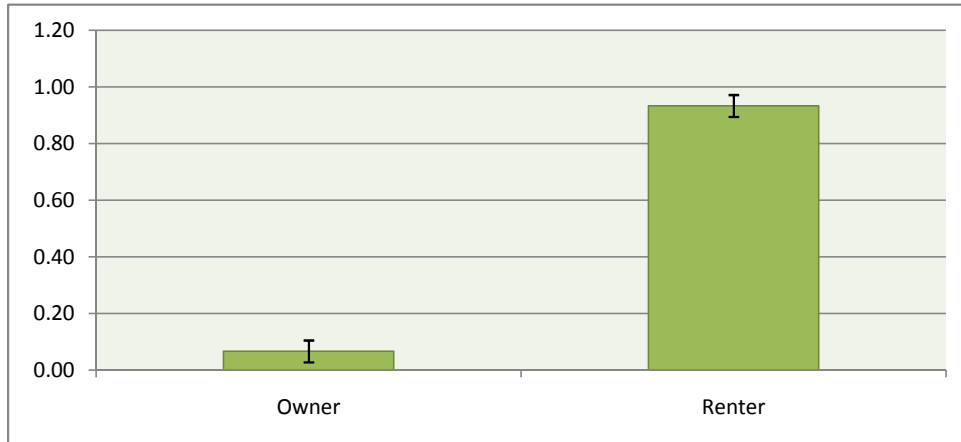


Table 44

Monthly rent

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
\$178.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$240.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$245.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$246.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$300.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$315.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$346.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$385.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$400.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$410.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$431.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$435.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$438.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$440.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$450.00	6	0.050847458	0.0367774	5.084745763	3.6777415	0.01407	0.087625
\$453.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$460.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$465.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$470.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$472.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$475.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$480.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$493.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$500.00	6	0.050847458	0.0367774	5.084745763	3.6777415	0.01407	0.087625
\$510.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$515.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$525.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$540.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$550.00	7	0.059322034	0.0395464	5.93220339	3.9546411	0.0197756	0.098868
\$564.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$575.00	3	0.025423729	0.0263515	2.542372881	2.6351547	-0.0009278	0.051775
\$580.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$585.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$600.00	4	0.033898305	0.0302956	3.389830508	3.029556	0.0036027	0.064194
\$630.00	3	0.025423729	0.0263515	2.542372881	2.6351547	-0.0009278	0.051775
\$650.00	4	0.033898305	0.0302956	3.389830508	3.029556	0.0036027	0.064194
\$655.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$656.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$660.00	3	0.025423729	0.0263515	2.542372881	2.6351547	-0.0009278	0.051775
\$675.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382

Monthly rent (continued)

	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
\$680.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$690.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$700.00	5	0.042372881	0.0337226	4.237288136	3.372258	0.0086503	0.076095
\$750.00	3	0.025423729	0.0263515	2.542372881	2.6351547	-0.0009278	0.051775
\$755.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$760.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$790.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$800.00	3	0.025423729	0.0263515	2.542372881	2.6351547	-0.0009278	0.051775
\$810.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$820.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$825.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$850.00	4	0.033898305	0.0302956	3.389830508	3.029556	0.0036027	0.064194
\$875.00	3	0.025423729	0.0263515	2.542372881	2.6351547	-0.0009278	0.051775
\$900.00	6	0.050847458	0.0367774	5.084745763	3.6777415	0.01407	0.087625
\$920.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$935.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$940.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$950.00	2	0.016949153	0.0216093	1.694915254	2.1609293	-0.0046601	0.038558
\$1,000.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
\$1,050.00	1	0.008474576	0.0153458	0.847457627	1.5345799	-0.0068712	0.02382
Total	118						

Figure 44

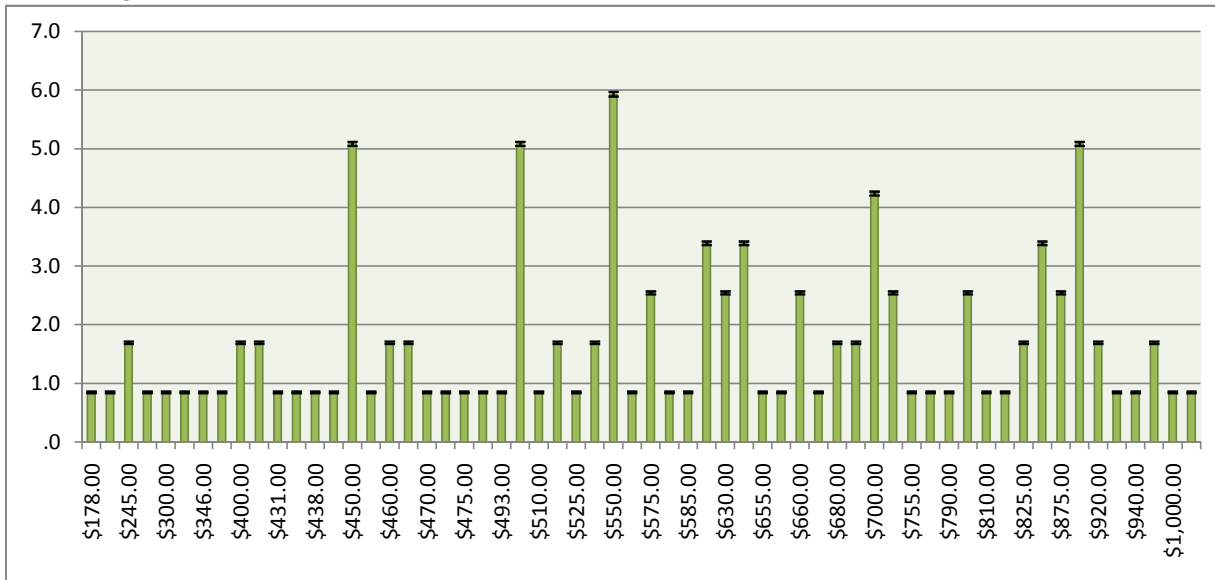
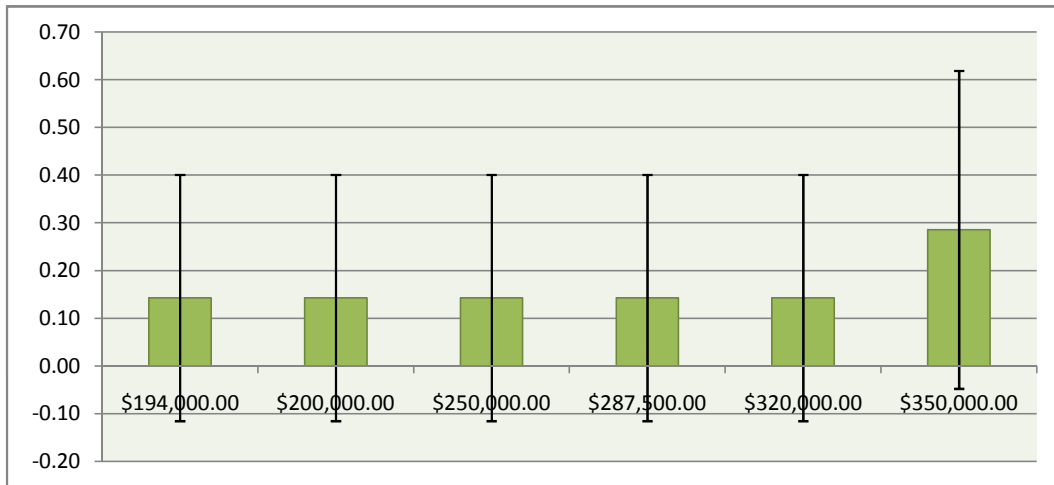


Table 45

Estimated value of property							
	Frequency	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
\$194,000.00	1	0.143	0.258	14.286	25.816	-0.115	0.401
\$200,000.00	1	0.143	0.258	14.286	25.816	-0.115	0.401
\$250,000.00	1	0.143	0.258	14.286	25.816	-0.115	0.401
\$287,500.00	1	0.143	0.258	14.286	25.816	-0.115	0.401
\$320,000.00	1	0.143	0.258	14.286	25.816	-0.115	0.401
\$350,000.00	2	0.286	0.333	28.571	33.328	-0.048	0.619
Total	7						

Figure 45

























































**Appendix B: Documentation related to the Access to Information
Request for the Environmental Impact Statement for the
Reconstruction of the Turcot Interchange**

Appendix B 1	Letter of request
Appendix B 2	Letter of refusal

Appendix B 1

Montreal, January 19 2009

Mme Josee Dupot
Responsable a l'access a l'information
Ministry of Transport of Quebec
700, boul. René-Lévesque Est, 28^e étage
Québec (Québec) G1R 5H1

Madame,

As per the *Loi sur l'access a l'information*, I am requesting access to the most recent *Ministere du transport du Quebec* (MTQ) proposal for the reconstruction of the Turcot Interchange. I have read all the information on the MTQ's website, but require access to the full proposal put forth by the MTQ.

Thank you very much.

Catherine Doucet

Appendix B 2

Ministère
des Transports

Québec



Secrétariat du Ministère

Québec, le 23 janvier 2009

Madame Catherine Doucet

Objet : Votre demande d'accès à l'information

N/D : LAI-09-09

Madame,

Nous avons bien reçu, le 20 janvier 2009, votre demande d'accès à l'information concernant l'obtention d'une copie de la *version intégrale la plus récente de la proposition du ministère des Transports du Québec en vue de la reconstruction de l'échangeur Turcot.*

Dès à présent, des recherches sont entreprises pour retracer les renseignements que vous désirez obtenir. Nous vous assurons qu'une réponse à votre demande vous parviendra d'ici au 19 février 2009.

En effet, en vertu de l'alinéa 2 de l'article 47 de la Loi sur l'accès aux documents des organismes publics et sur la protection des renseignements personnels (L.R.Q., c. A-2.1), nous sommes dans l'obligation de requérir le délai additionnel de dix jours, ce qui porte à trente jours le délai pour donner suite à votre demande.

Conformément à l'article 46 de la Loi sur l'accès, nous vous informons que si le délai de trente jours imparti par la Loi pour vous répondre n'est pas respecté, vous aurez un droit de recours devant la Commission d'accès à l'information. Vous trouverez, ci-annexée, une note explicative concernant l'exercice de ce recours.

Veillez agréer, Madame, l'expression de nos sentiments les meilleurs.

La secrétaire du Ministère et
responsable de la Loi sur l'accès,

Josée Dupont

p.j. Avis

Appendix C: Rating of questions (5 star questions)

Question Rating

(questions are rated by the all members of the survey group on a 1 to 5 * scale, where 1 * is a question of low importance and 5 *s are questions of high importance)

Questions	Rating
Have you heard about the proposal made by Pierre Brisset that suggests reducing autoroute Ville-Marie (HWY 720), and replacing it with public transport?	*****
How strongly do you agree or disagree with this proposal?	*****
Have you heard any details about the proposal by the Minister of Transport Quebec (MTQ) regarding the reconstruction of the Turcot Interchange?	*****
How strongly do you agree or disagree with this proposal?	*****
How strongly do you agree or disagree with the following statements:	*****
“It is acceptable that there are expropriations for road reconstruction in Montreal.”	*****
“It is acceptable that a neighborhood is physically isolated by barriers, or divided as a result of the reconstruction of the Turcot Interchange.”	*****
“The reconstruction of the Turcot Interchange should promote a significant reduction of traffic.”	*****
“The reconstruction of the Turcot Interchange should be used as an opportunity to implement new public transit lanes.”	*****
“Placing most existing elevated highway of the Turcot Interchange on the ground is desirable.”	*****
residential stautus	*****
Are you a student?	
How often do you use the Turcot Interchange?	*****
If you were to be expropriated because of the reconstruction of the Turcot Interchange, would you stay in the area?	****
If you would not be expropriated because of the reconstruction of the Turcot Interchange, would you still stay in the area?	****
What is your most frequent mode of transportation?	****
Since the announcement of the Turcot reconstruction plans have any of your renovations or home projects been postponed.	****
From what source did you hear about the proposal?	****
From what source did you hear about the proposal?	****
Number of years in neighborhood	****

Do you frequent any of these four local businesses?	***
On average, how many hours per week do you actively spend in your neighborhood engaging with others within your community?	***
How strongly do you agree or disagree with the following statement: "I very much enjoy the neighborhood."	***
How strongly do you agree or disagree with the following statement:"My neighborhood has a strong sense of community."	**
If you were to be expropriated because of the reconstruction of the Turcot Interchange, would you have to change:	**
How strongly do you agree or disagree with the following statements: "The closing of these businesses would be a great loss to the community."	**
Where do you need to go to have access to the following services?	**
Street	**
Are you employed	*
Age	*
Gender	*
Number of children under 15 in residence	*
Number of people 15 and older in residence	*
Would you like to add anything not already mentioned in this questionnaire?	*
Do you know or are you active in any of the following community groups or activities?	*

Appendix D: Influence Matrix (paper matrix)

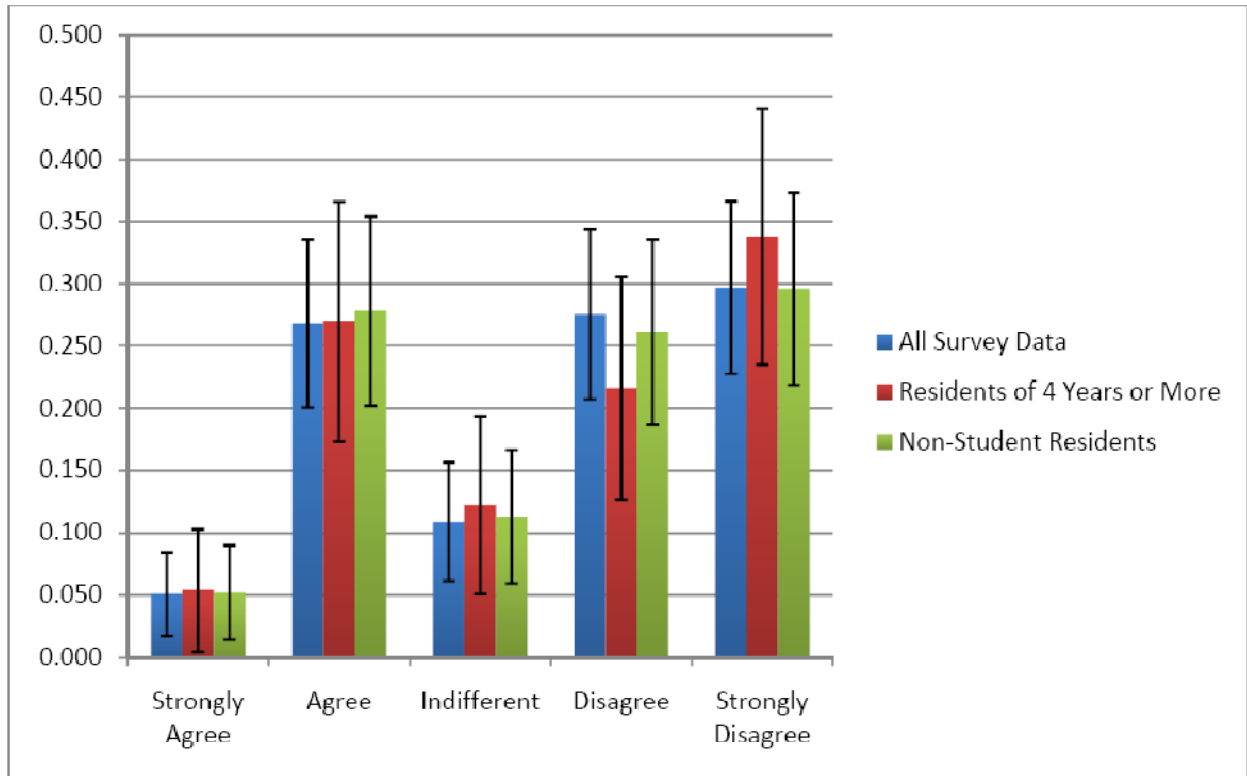
(Separate attachment)

	Estimated value of property (if owned)	Monthly rent per month	Residential status: Renter/Owner	Have you heard about the proposal made by Pierre Brisset proposal?	How strongly do you agree or disagree with this proposal (PB)?	Have you heard about the MTQ proposal?	How strongly do you agree or disagree with this proposal?	It is acceptable that there are expropriations for road reconstruction in Montreal?	It is acceptable that a neighborhood is physically isolated by barriers, or divided as a result of the reconstruction of the Turcot Interchange?	The reconstruction of the Turcot Interchange should promote a significant reduction of traffic	The reconstruction of the Turcot Interchange should be used as an opportunity to implement new public transit lanes	Placing most existing elevated highway of the Turcot Interchange on the ground is desirable	How often do you use the Turcot Interchange?	If you were to be expropriated because of the reconstruction of the Turcot Interchange, would you stay in the area?	If you would not be expropriated would you still stay in the area?	What is your most frequent mode of transportation?	Since the announcement of the Turcot reconstruction plans have any of your renovations or home projects been postponed.	From what source did you hear about the MTQ proposal?	From what source did you hear about the PB proposal?	Number of years in neighborhood	Do you frequent any of these four local businesses?	On average, how many hours per week do you actively spend in your neighborhood engaging with others within your community?	"I very much enjoy the neighborhood." (strongly agree to strongly disagree)	"My neighborhood has a strong sense of community." (strongly agree to strongly disagree)	If you were to be expropriated because of the reconstruction of the Turcot Interchange, would you have to change school, work, daycare, c. center, pl. worship?	"The closing of these businesses would be a great loss to the community." (strongly agree to strongly disagree)	Where do you need to go to have access to school, daycare, library?	Street name	Are you employed?	Are you a student?	Age	Gender	Number of children under 15 in residence	Number of people 15 and older in residence	Do you know or are you active in any community groups or activities?	AS	C
Estimated value of property (if owned)	X	1	1	1	3	4	4	5	2.5	2	2	3	2	4	5	4	4	1	1	3	1	4	4	4	1	3	3	5	4	4	4	1	1	1	4	92	1.30
Monthly rent per month	1	X	1	1	3	4	4	5	2.5	2.5	3	2	4	5	4	4	4	1	1	4	2	4	4	4	1	3	3	5	4	4	3	1	1	1	4	99	1.34
Residential status: Renter/Owner	1	1	X	2	2	2	2	5	2	2	3	1	4	5	5	3	4	1	1	4	1	2	2	3	1	1	1	4	1	1	1	1	1	1	2	72	0.88
Have you heard about the proposal made by Pierre Brisset proposal?	1	1	4	X	4	3.5	3	5	5	5	5	5	2	1	1	1	1	1	3	1	1	1	2	1	1	1	4	2	2	1	1	1	1	4	76	1.32	
How strongly do you agree or disagree with this proposal (PB)?	3	3	4	5	X	2	4	5	5	5	5	5	4	1	1	4	2	1	2	3.5	1.5	3.5	3	3.5	2	1.5	1	4.5	2	3	3	1	1	1	3	96	1.10
Have you heard about the MTQ proposal?	4	3	4	3.5	1	X	4.5	5	5	5	5	5	2	2	2	4	4	3.5	1.5	3.5	1.5	3	2	2	1	1	3.5	2.5	2	2	1	1	1	4	92	1.69	
How strongly do you agree or disagree with this proposal?	4	3.5	4.5	4.5	5	1	X	5	5	5	5	5	4	3	3	4.5	4	1	1	4	1	2	3.5	4	1	1	4.5	2.5	2	2.5	1	1	1	3.5	100	1.19	
It is acceptable that there are expropriations for road reconstruction in Montreal?	4	3	4	1	4.5	2	1.5	X	1	1	1	1	1	2	1.5	1	1.5	1	1	3	1	2	2.5	3.5	1	1	1	5	2	1.5	2.5	1	1	1	3	61	0.81
It is acceptable that a neighborhood is physically isolated by barriers, or divided as a result of the reconstruction of the Turcot Interchange?	2.5	2	1.5	1	4	1	5	1	X	1	1	1	2	1	1	1	1	1	1	2	1	2.5	3	2.5	1	1	1	2	1	1	1	1	1	1.5	50	0.69	
The reconstruction of the Turcot Interchange should promote a significant reduction of traffic	2	1.5	2	1.5	4.5	1	4	1	1	X	1	1	4.5	1	1	4.5	1	1	1	2	2	1	1.5	2	1	1	2	1	1	1	1	1	1	2	54	0.80	
The reconstruction of the Turcot Interchange should be used as an opportunity to implement new public transit lanes	1	1	1	1.5	5	1	5	1	1	1	X	1	3.5	1	1	5	1	1	1	2.5	1	1.5	1	1	1	1	2	1	1	1	1	1	1	1	51	0.74	
Placing most existing elevated highway of the Turcot Interchange on the ground is desirable	1	1	1	1	5	1	5	1	1	1	1	X	2.5	1	1	4.5	1	1	1	2	1	1	1	1	1	1	3.5	1	1	1	1	1	1	1.5	50	0.75	
How often do you use the Turcot Interchange?	1	1.5	1.5	1	4	1	5	1	1	4.5	4	2.5	X	1	1	3	1	1	1	2.5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	53	0.82	
If you were to be expropriated because of the reconstruction of the Turcot Interchange, would you stay in the area?	4.5	4.5	4.5	1	3	1	3	4	4	2.5	2.5	3	2	X	4.5	1.5	5	1	1	4.5	1	4	3.5	3.5	1	1	1	1	3.5	3	1	1	1	1	80	1.09	
If you would not be expropriated would you still stay in the area?	4	4	4.5	1	1	1	1	1	1	1	1	1	3	1	X	3	1	1	1	5	2	4	5	5	1	2	2	1	3	1	2	1	2	1	70	0.95	
What is your most frequent mode of transportation?	1	4	2	1	3.5	1	3.5	1.5	1	4.5	4.5	2.5	3.5	1	1.5	X	1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1	1	1	58	0.78	
Since the announcement of the Turcot reconstruction plans have any of your renovations or home projects been postponed.	4.5	4	4.5	1	2	1	1.5	1	1	1	1	1	1	2	2	1	X	1	1	1.5	1	1	1	1	1	1	2	1.5	1.5	1	1	1	1	1	46	0.88	
From what source did you hear about the MTQ proposal?	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	X	1	2	1	4.5	1	1	1	1	1	1	1	1	1	1	4.5	41	1.01		
From what source did you hear about the PB proposal?	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	X	2	1	4.5	3	3	1	1	1	1	1	1	1	1	4.5	41	0.99		
Number of years in neighborhood	1	1	1	1	3	1	3	3.5	3.5	2.5	2	1.5	1	4	4	1	2	1	1	X	2	3	3	3	1	2	1	1.5	2	1.5	2.5	1	1	2.5	65	0.83	
Do you frequent any of these four local businesses?	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.5	X	2.5	1	1	1	1	4.5	1	1	1	1	1	1	1	39	0.85	
On average, how many hours per week do you actively spend in your neighborhood engaging with others within your community?	1	1	1	1	3.5	1	3.5	4.5	4.5	2.5	2.5	2	1	4.5	4.5	1	1	4	4	4	2.5	X	3.5	3.5	1	3	1	2	1	2.5	2.5	4	1	1	4	84	1.25
"I very much enjoy the neighborhood." (strongly agree to strongly disagree)	3	3	4	3	5	5	4	5	5	2	2	5	3	5	5	2	1	1	1	5	2	5	X	5	1	5	2	1	1	2	1	1	5	99	1.61		
"My neighborhood has a strong sense of community." (strongly agree to strongly disagree)	2	2	4	4	5	5	4	3	4	2	2	2	1	5	5	1	1	1	1	5	3	5	5	X	1	5	1	1	2	1	1	5	90	1.35			
If you were to be expropriated because of the reconstruction of the Turcot Interchange, would you have to change school, work, daycare, c. center, pl. worship?	2	2	3	1	1	4	1	1	2	1	1	1	2	4	4	3	1	1	1	1	1	1	4	X	3	3	1	1	1	1	1	1	1	1	56	1.65	
"The closing of these businesses would be a great loss to the community." (strongly agree to strongly disagree)	1	1	3	3	4	3	4	3	2	1	1	1	1	4	3	3	1	1	1	4	5	1	5	4	1	X	1	3	1	1	1	1	5	75	1.36		
Where do you need to go to have access to school, daycare, library?	1	3	1	1	1	1	1	1	2	1	1	1	3	3	3	4	1	1	1	1	1	3	1	2	2	X	1	1	1	1	3	1	1	51	1.39		
Street name	3	3	1	1	1	1	1	4	4	2	1	4	1	2	2	1	5	1	1	1	3	1	1	1	1	3	X	1	1	1	1	1	1	55	0.88		
Are you employed?	5	5	5	2	1	2	1	1	1	1	1	1	3	3	2	4	2	1	1	1	2	2	1	1	1	1	X	3	1	1	1	1	1	56	1.27		
Are you a student?	4	5	4	1	1	1	1	1	1	1	3	1	3	2	2	4	1	1	1	4	1	1	1	1	1	1	2	3	X	3	1	3	1	59	1.10		
Age	3	3	4	2	1	1	1	1	1	2	3	1	2	2	2	2	1	1	1	4	1	1	1	1	2	1	1	4	X	1	3	1	1	55	1.07		
Gender	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	X	1	1	1	34	1.00		
Number of children under 15 in residence	2	3	3	1	1	1	1	2	1	2	1	3	1	3	3	3	1	1	1	1	1	1	1	1	1	1	3	1	3	3	1	X	1	1	53	1.43	
Number of people 15 and older in residence	3	3	3	2	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	X	1	42	1.35		
Do you know or are you active in any community groups or activities?	1	1	2	5	5	5	5	4	3	4	4	4	1	5	5	1	1	5	5	3	1	5	4	5	1	5	1	2	3	3	2	1	1	X	103	1.47	
PS	71	74	82	57	86	55	84	76	72	68	69	67	64	74	74	74	52	41	42	79	46	67	62	67	34	55	36	63	44	54	51	34	37	31	70		
P	6451	7326	5868	4304	8170	5014	8308	4606	3600	3645	3494	3325	3360	5880	5880	4292	2343	1661	1702	5103	1752	5595	6089	5985	1736	4125	1800	3438	2464	3157	2727	1156	1961	1302	7210		

**Appendix E: Tables and Histograms for comparison data with students
and residents under four years removed**

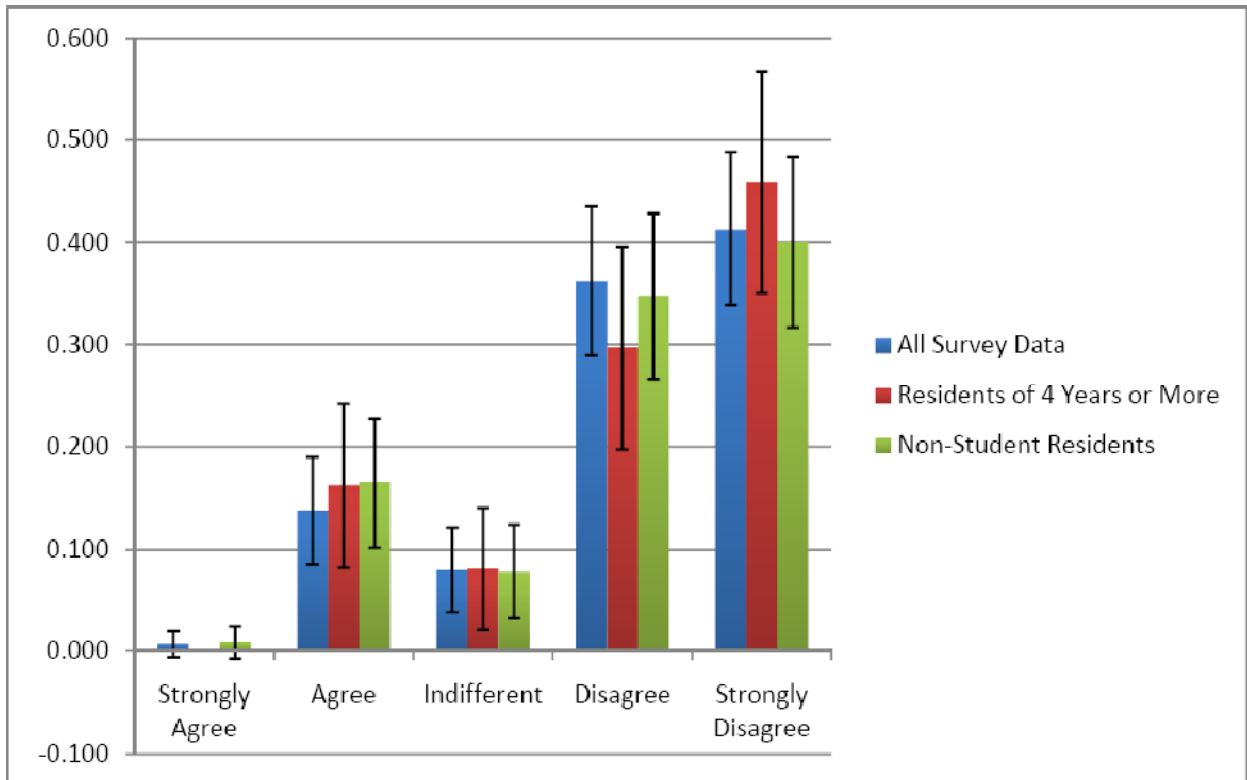
Expropriations for road construction acceptable

Complete Data						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.051	0.03350066	5.1	3.35006596	0.01722398	0.0842253
Agree	0.268	0.06762858	26.8	6.76285754	0.20048737	0.33574452
Indifferent	0.109	0.04751895	10.9	4.75189543	0.0611767	0.15621461
Disagree	0.275	0.06819625	27.5	6.81962491	0.20716607	0.34355857
Strongly	0.297	0.06976643	29.7	6.97664276	0.22733502	0.36686788
Only Residents of 4 Years and more						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.054	0.04919888	5.4	4.91988797	0.00480112	0.10319888
Agree	0.27	0.09663981	27	9.66398123	0.17336019	0.36663981
Indifferent	0.122	0.07124263	12.2	7.12426293	0.05075737	0.19324263
Disagree	0.216	0.08957724	21.6	8.95772391	0.12642276	0.30557724
Strongly Disagree	0.338	0.10296749	33.8	10.2967486	0.23503251	0.44096749
Only Non-Students						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.052	0.03772828	5.2	3.7728284	0.01427172	0.08972828
Agree	0.278	0.07612937	27.8	7.61293653	0.20187063	0.35412937
Indifferent	0.113	0.05379752	11.3	5.37975186	0.05920248	0.16679752
Disagree	0.261	0.07462832	26.1	7.46283235	0.18637168	0.33562832
Strongly Disagree	0.296	0.07756993	29.6	7.75699296	0.21843007	0.37356993



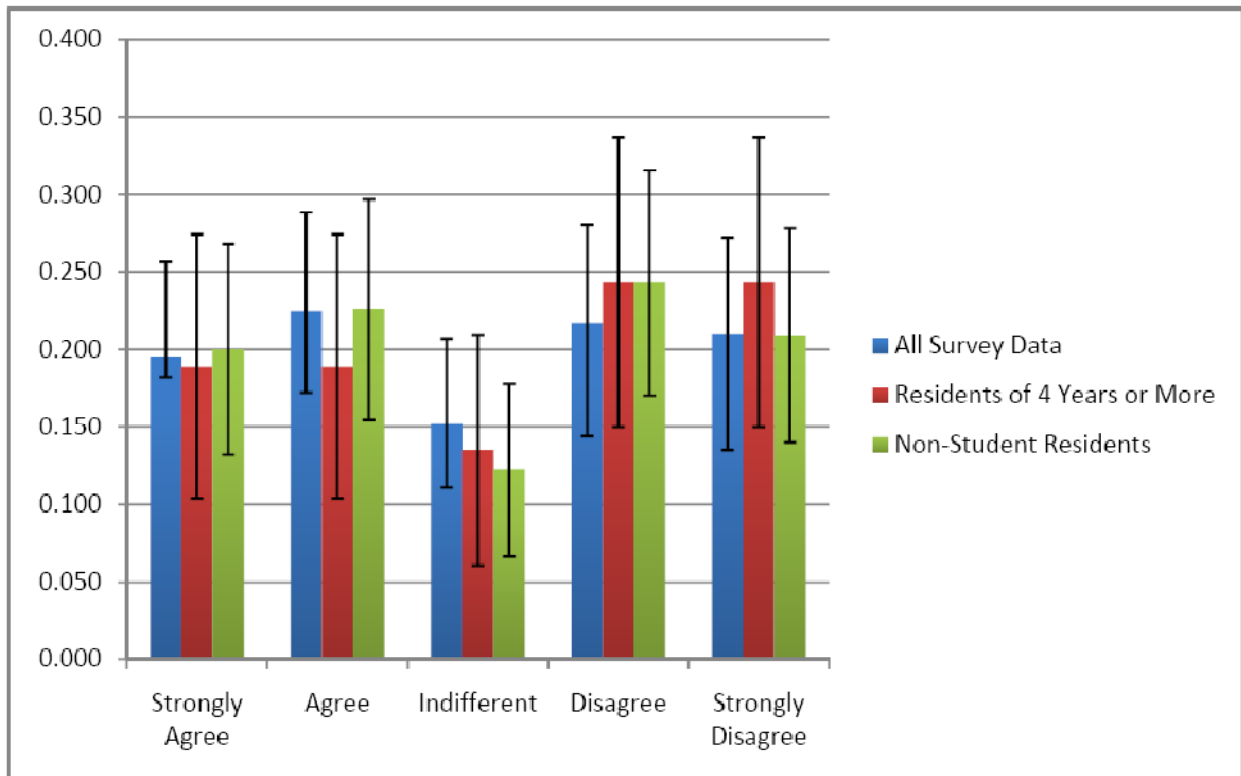
Isolation/division of neighbourhood from reconstruction acceptable

Complete Data						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.007	0.01294878	0.7	1.29487836	-0.0057024	0.02019516
Agree	0.138	0.05260402	13.8	5.26040245	0.08507713	0.19028518
Indifferent	0.080	0.04134918	8.0	4.13491792	0.03836097	0.12105932
Disagree	0.362	0.07338293	36.2	7.33829266	0.28893591	0.43570177
Strongly	0.413	0.07517071	41.3	7.51707057	0.33787277	0.48821418
Only Residents of 4 Years and more						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0	0	0	0	0	0
Agree	0.162	0.08020331	16.2	8.02033082	0.08179669	0.24220331
Indifferent	0.081	0.05938996	8.1	5.93899597	0.02161004	0.14038996
Disagree	0.297	0.09946463	29.7	9.94646257	0.19753537	0.39646463
Strongly Disagree	0.459	0.10847202	45.9	10.8472023	0.35052798	0.56747202
Only Non-Students						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.009	0.01604794	0.9	1.60479401	-0.0070479	0.02504794
Agree	0.165	0.06307343	16.5	6.30734261	0.10192657	0.22807343
Indifferent	0.078	0.04556947	7.8	4.55694697	0.03243053	0.12356947
Disagree	0.348	0.08094213	34.8	8.09421307	0.26705787	0.42894213
Strongly Disagree	0.4	0.08324666	40	8.32466629	0.31675334	0.48324666



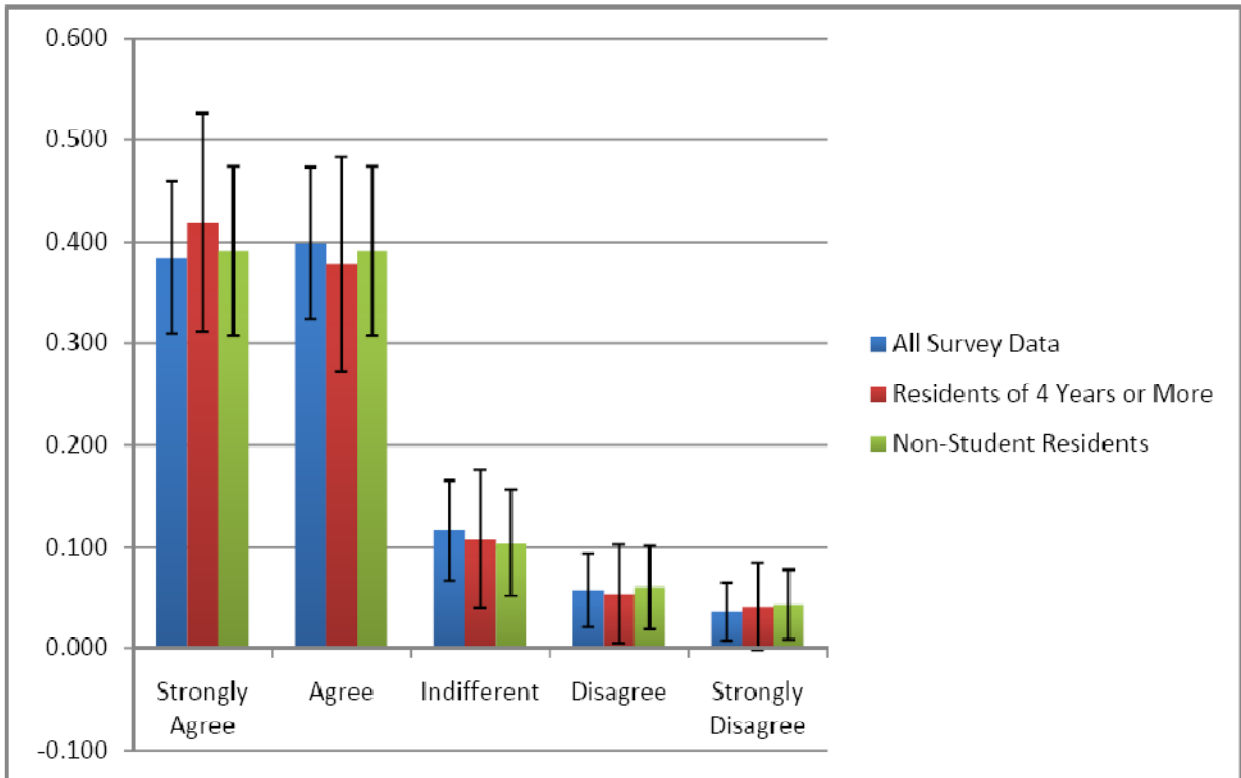
Turcot Interchange reconstruction should reduce traffic

Complete Data						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.196	0.06056365	19.6	6.05636529	0.13508852	0.25621583
Agree	0.225	0.06371496	22.5	6.37149616	0.16092272	0.28835264
Indifferent	0.152	0.05483669	15.2	5.48366945	0.09733722	0.20701061
Disagree	0.217	0.06297109	21.7	6.29710877	0.15442022	0.28036239
Strongly	0.210	0.06219865	21.0	6.2198647	0.14794628	0.27234357
Only Residents of 4 Years and more						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.189	0.08522247	18.9	8.52224656	0.10377753	0.27422247
Agree	0.189	0.08522247	18.9	8.52224656	0.10377753	0.27422247
Indifferent	0.135	0.0743854	13.5	7.43854002	0.0606146	0.2093854
Disagree	0.243	0.09336064	24.3	9.33606447	0.14963936	0.33636064
Strongly Disagree	0.243	0.09336064	24.3	9.33606447	0.14963936	0.33636064
Only Non-Students						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.2	0.06797062	20	6.79706157	0.13202938	0.26797062
Agree	0.226	0.07106993	22.6	7.1069934	0.15493007	0.29706993
Indifferent	0.122	0.05561454	12.2	5.56145446	0.06638546	0.17761454
Disagree	0.243	0.07288066	24.3	7.28806587	0.17011934	0.31588066
Strongly Disagree	0.209	0.06909118	20.9	6.9091178	0.13990882	0.27809118



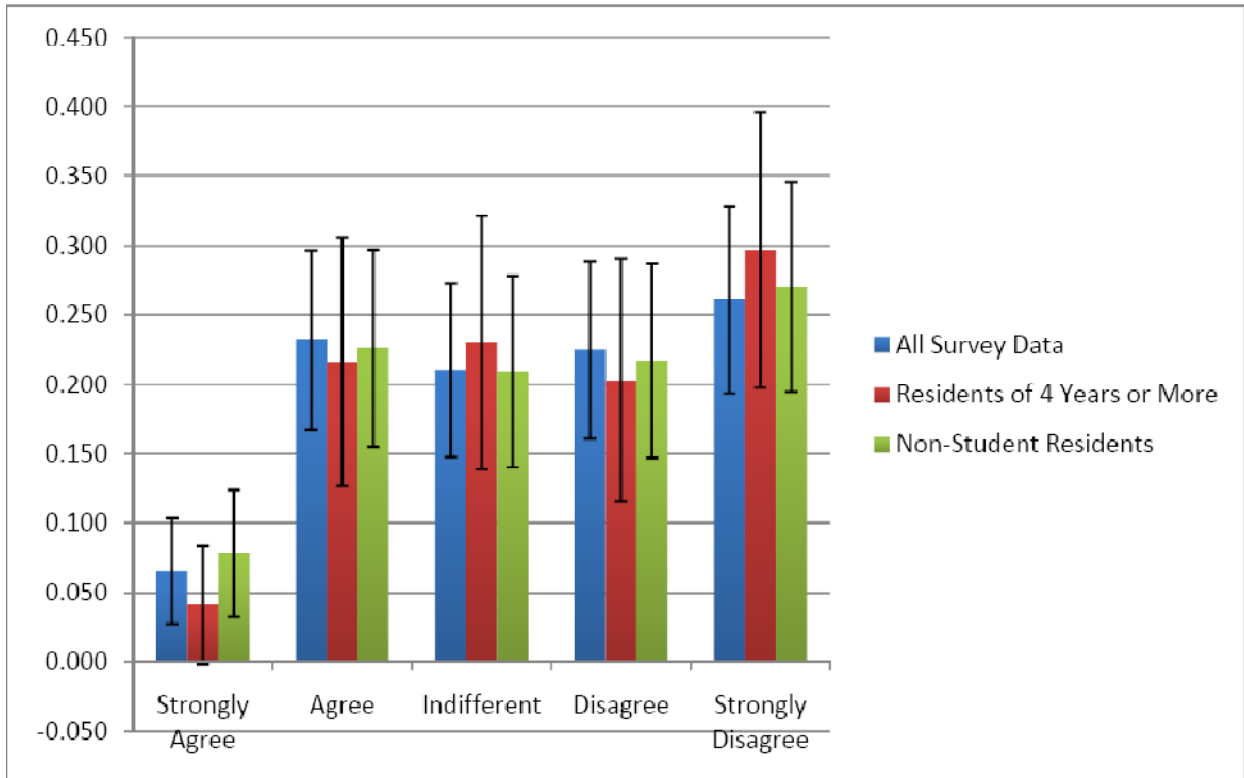
Turcot Interchange should be used to implement new public transit lanes

Complete Data						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.384	0.07457632	38.4	7.45763241	0.30948165	0.4586343
Agree	0.399	0.07507131	39.9	7.50713052	0.32347942	0.47362203
Indifferent	0.116	0.04909005	11.6	4.90900509	0.06685198	0.16503208
Disagree	0.058	0.03583193	5.8	3.58319337	0.02213908	0.09380295
Strongly	0.036	0.02865262	3.6	2.86526238	0.00757926	0.06488451
Only Residents of 4 Years and more						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.419	0.10740088	41.9	10.7400881	0.31159912	0.52640088
Agree	0.378	0.10554894	37.8	10.5548936	0.27245106	0.48354894
Indifferent	0.108	0.06756271	10.8	6.75627115	0.04043729	0.17556271
Disagree	0.054	0.04919888	5.4	4.91988797	0.00480112	0.10319888
Strongly Disagree	0.041	0.04316324	4.1	4.31632361	-0.0021632	0.08416324
Only Non-Students						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.391	0.08333948	39.1	8.33394777	0.30766052	0.47433948
Agree	0.391	0.08333948	39.1	8.33394777	0.30766052	0.47433948
Indifferent	0.104	0.05213441	10.4	5.21344053	0.05186559	0.15613441
Disagree	0.061	0.04087441	6.1	4.08744068	0.02012559	0.10187441
Strongly Disagree	0.043	0.03464527	4.3	3.46452697	0.00835473	0.07764527



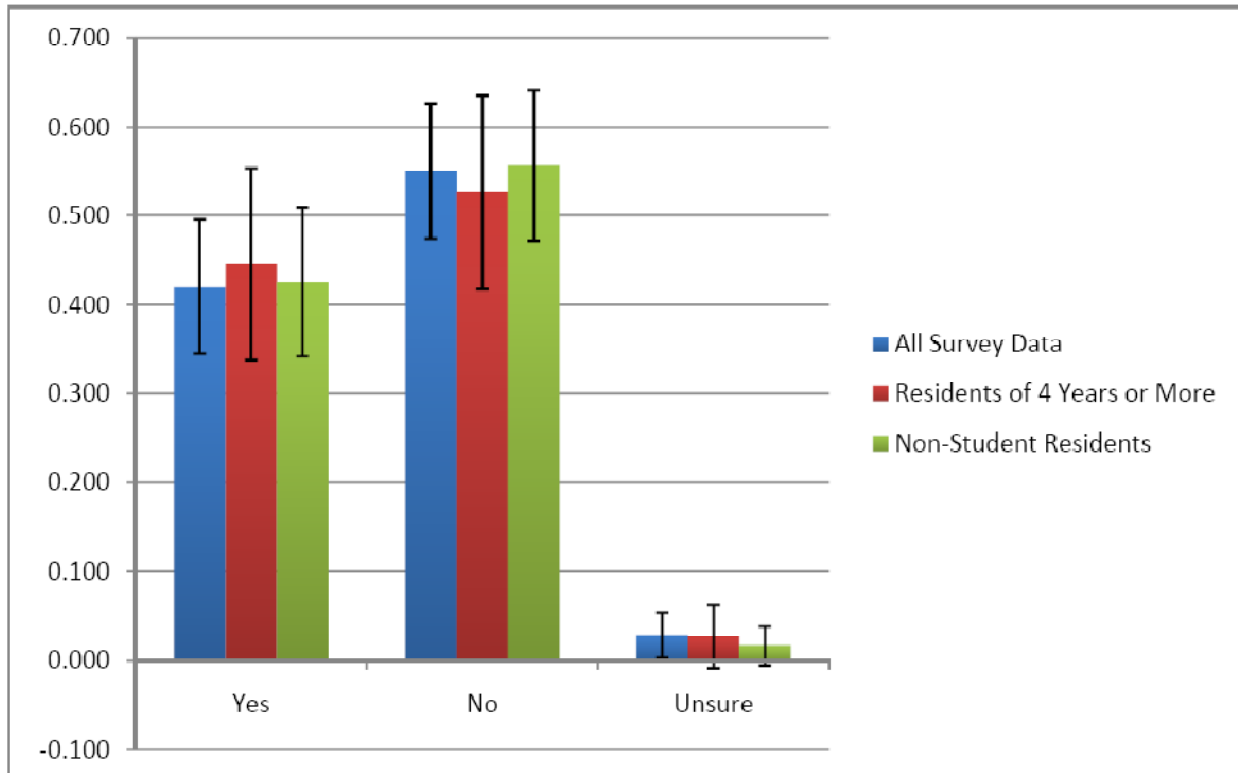
Placing Turcot Interchange on ground desirable

Complete Data						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.065	0.03785905	6.5	3.78590477	0.02735834	0.10307644
Agree	0.232	0.0647115	23.2	6.47115046	0.16717255	0.29659556
Indifferent	0.210	0.06246918	21.0	6.24691826	0.14767574	0.27261411
Disagree	0.225	0.06399209	22.5	6.39920925	0.16064559	0.28862977
Strongly	0.261	0.06732943	26.1	6.7329426	0.19354014	0.32819899
Only Residents of 4 Years and more						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.041	0.04316324	4.1	4.31632361	-0.0021632	0.08416324
Agree	0.216	0.08957724	21.6	8.95772391	0.12642276	0.30557724
Indifferent	0.23	0.0916056	23	9.16056048	0.1383944	0.3216056
Disagree	0.203	0.08755681	20.3	8.7556813	0.11544319	0.29055681
Strongly Disagree	0.297	0.09946463	29.7	9.94646257	0.19753537	0.39646463
Only Non-Students						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.078	0.04556947	7.8	4.55694697	0.03243053	0.12356947
Agree	0.226	0.07106993	22.6	7.1069934	0.15493007	0.29706993
Indifferent	0.209	0.06909118	20.9	6.9091178	0.13990882	0.27809118
Disagree	0.217	0.07004416	21.7	7.00441647	0.14695584	0.28704416
Strongly Disagree	0.27	0.07544049	27	7.54404942	0.19455951	0.34544049



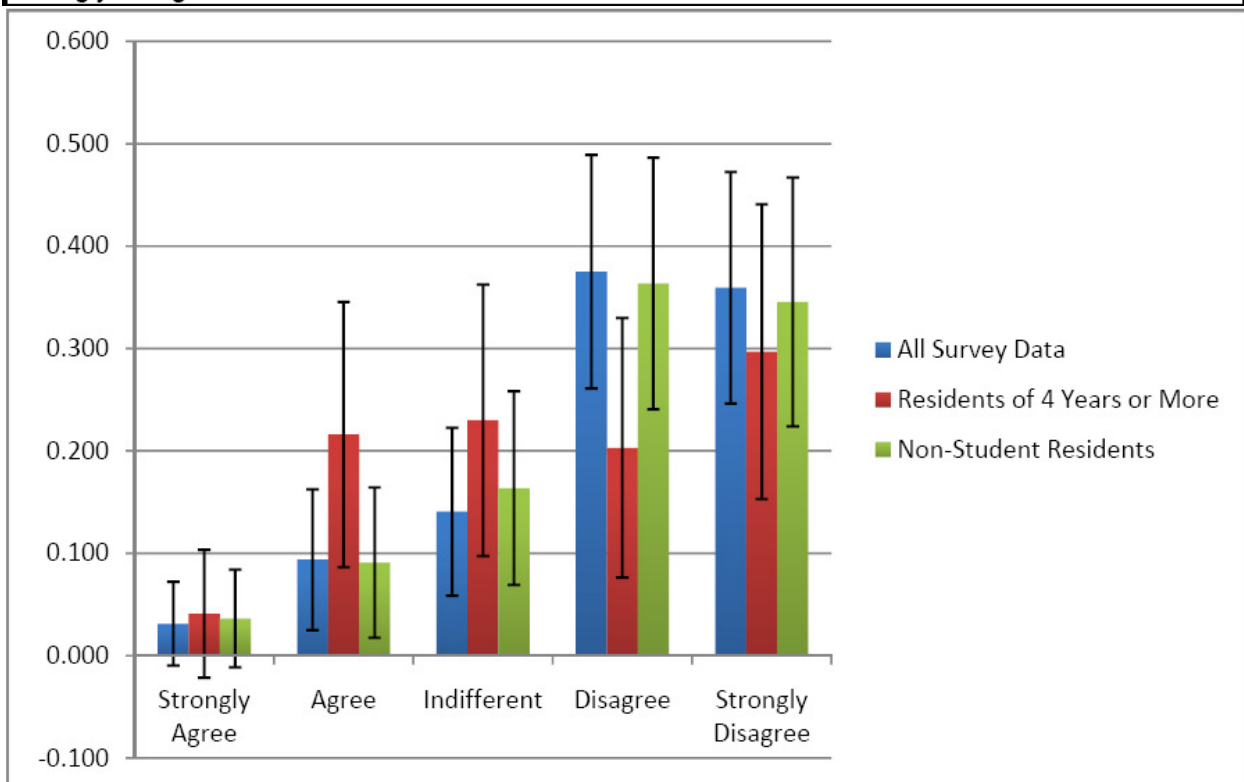
Informed about MTQ proposal details

Complete Data						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	0.420	0.07535771	42.0	7.53577079	0.34493215	0.49564756
No	0.551	0.07594013	55.1	7.59401291	0.47478451	0.62666477
Unsure	0.029	0.02561245	2.9	2.56124477	0.00337306	0.05459795
Only Residents of 4 Years and more						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	0.446	0.10820195	44.6	10.8201947	0.33779805	0.55420195
No	0.527	0.10867975	52.7	10.8679753	0.41832025	0.63567975
Unsure	0.027	0.03528183	2.7	3.52818271	-0.0082818	0.06228183
Only Non-Students						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	0.426	0.0840276	42.6	8.40275998	0.3419724	0.5100276
No	0.557	0.08440937	55.7	8.44093728	0.47259063	0.64140937
Unsure	0.017	0.02196658	1.7	2.19665793	-0.0049666	0.03896658



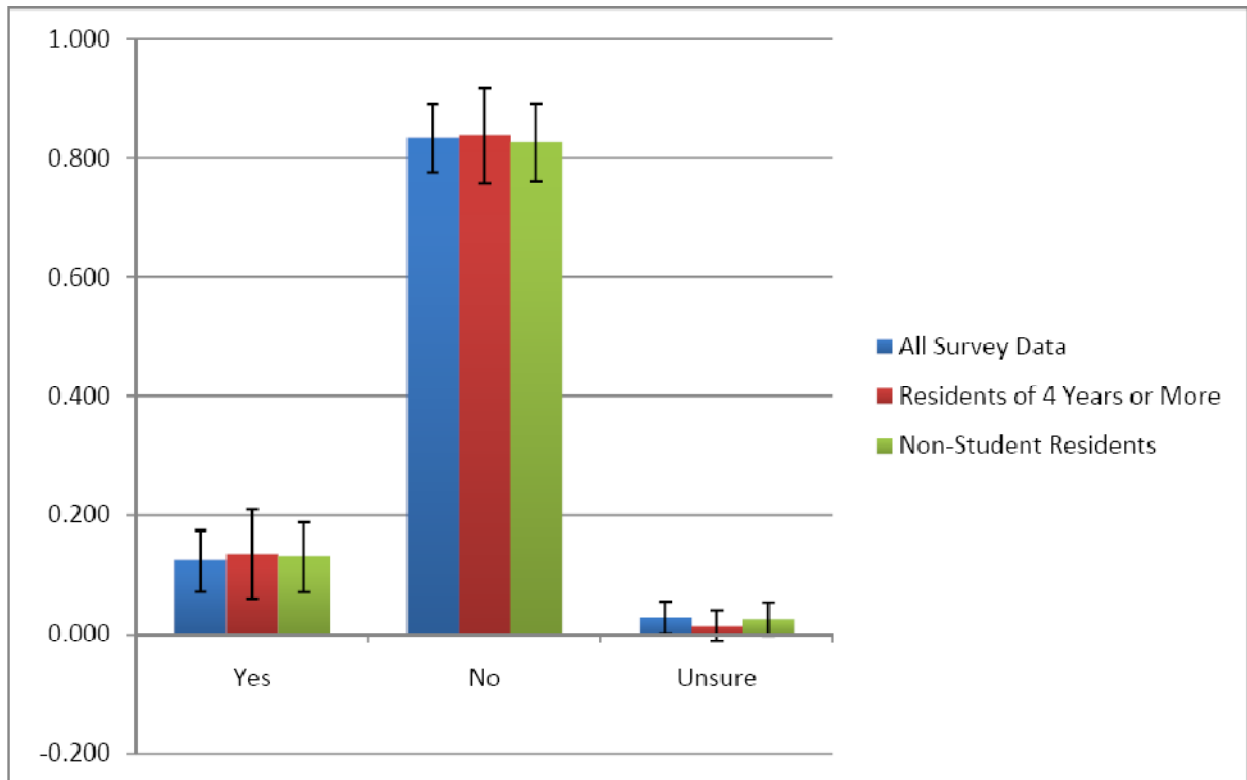
Agree with MTQ proposal

Complete Data						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.031	0.04098803	3.1	4.09880312	-0.0136607	0.0426462
Agree	0.094	0.06866507	9.4	6.86650653	-0.0045625	0.091519
Indifferent	0.141	0.08189338	14.1	8.18933836	0.00705219	0.12338259
Disagree	0.375	0.11404647	37.5	11.4046466	0.08462257	0.26320352
Strongly	0.359	0.11303217	35.9	11.3032169	0.07887366	0.25445968
Only Residents of 4 Years and more						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.041	0.06248402	4.1	6.24840171	-0.021484	0.10348402
Agree	0.216	0.12967391	21.6	12.9673913	0.08632609	0.34567391
Indifferent	0.23	0.13261022	23	13.2610219	0.09738978	0.36261022
Disagree	0.203	0.1267491	20.3	12.6749102	0.0762509	0.3297491
Strongly Disagree	0.297	0.1439871	29.7	14.3987104	0.1530129	0.4409871
Only Non-Students						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.036	0.04784137	3.6	4.78413733	-0.0160381	0.05003807
Agree	0.091	0.0734718	9.1	7.34718049	-0.0088446	0.09484461
Indifferent	0.164	0.09454768	16.4	9.45476797	0.00946283	0.14653717
Disagree	0.364	0.12294184	36.4	12.2941845	0.0771102	0.2708898
Strongly Disagree	0.345	0.12152867	34.5	12.1528673	0.07013662	0.25986338



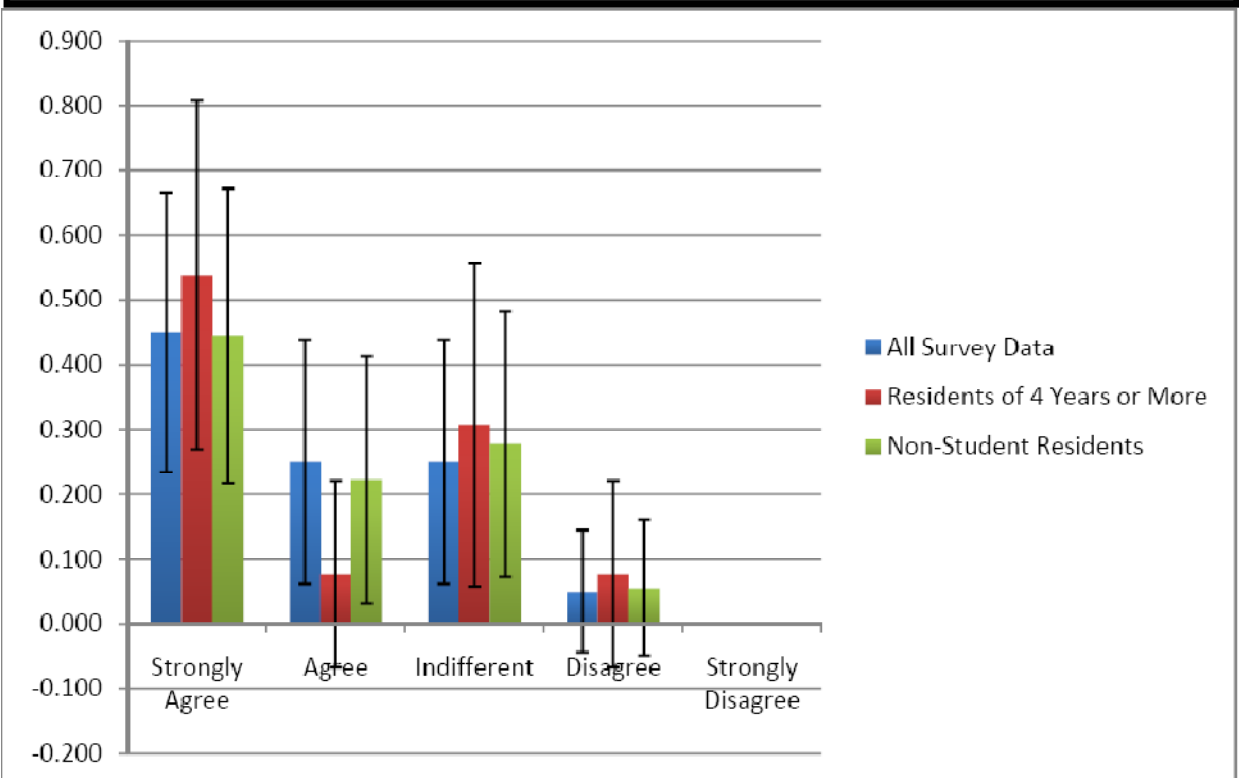
Informed about PB proposal details

Complete Data						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	0.123	0.05061354	12.3	5.06135439	0.07257486	0.17380195
No	0.833	0.05739346	83.3	5.73934643	0.77593987	0.8907268
Unsure	0.029	0.0258364	2.9	2.58363998	0.00314911	0.05482191
Only Residents of 4 Years and more						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	0.135	0.07494152	13.5	7.49415212	0.06005848	0.20994152
No	0.838	0.08080293	83.8	8.08029252	0.75719707	0.91880293
Unsure	0.014	0.02576618	1.4	2.57661803	-0.0117662	0.03976618
Only Non-Students						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Yes	0.13	0.05772898	13	5.77289815	0.07227102	0.18772898
No	0.826	0.06507696	82.6	6.50769576	0.76092304	0.89107696
Unsure	0.026	0.02731673	2.6	2.73167322	-0.0013167	0.05331673



Agree with PB proposal

Complete Data						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.450	0.21544971	45.0	21.5449712	0.23455029	0.66544971
Agree	0.250	0.1875249	25.0	18.7524904	0.0624751	0.4375249
Indifferent	0.250	0.1875249	25.0	18.7524904	0.0624751	0.4375249
Disagree	0.050	0.09438547	5.0	9.43854652	-0.0443855	0.14438547
Strongly	0.000	0	0.0	0	0	0
Only Residents of 4 Years and more						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.538	0.26891251	53.84615385	26.8912506	0.26954903	0.80737404
Agree	0.077	0.14373978	7.692307692	14.3739781	-0.0668167	0.22066286
Indifferent	0.308	0.2489646	30.76923077	24.8964603	0.0587277	0.55665691
Disagree	0.077	0.14373978	7.692307692	14.3739781	-0.0668167	0.22066286
Strongly Agree	0.000	0	0	0	0	0
Only Non-Students						
	Proportion	Error	Proportion (%)	Error (%)	low 95	high 95
Strongly Agree	0.444	0.22710852	44.4	22.710852	0.33787277	0.48821418
Agree	0.222	0.19001262	22.2	19.001262	0.38047693	0.53256655
Indifferent	0.278	0.20471285	27.8	20.4712854	0.03288396	0.11204358
Disagree	0.056	0.10469185	5.6	10.4691855	0.01234452	0.074612
Strongly Disagree	0.000	0	0.0	0	0	0



Appendix F: English and French Survey along with information sheets

Survey of Village des Tanneries

Introduction

The Turcot Interchange is now considered to be seriously damaged and faces an imminent demolition and reconstruction. The current project proposal by the Minister of Transport calls for the demolition of a third of the neighborhood known as the "Village des Tanneries" part of St. Henri in south-west Montreal. Major issues stemming from the reconfiguration of the Turcot Interchange include the expropriation of residents, major effects on quality of life and the environment and the impact of these on the socioeconomic state of the region.

Objectives

The main goal of conducting this survey is to better determine the impact of the changes induced by the reconstruction of the Turcot Interchange on the "Village des Tanneries". Considering a possible expropriation of some inhabitants of the region, major socioeconomic challenges arise to citizens and business of the "Village des Tanneries" directly or indirectly affected by the expropriation. Health and life quality issues are also addressed in the survey to incorporate a global perspective of the community.

Privacy Policy

All information will be processed and transformed by Concordia students. Personal and private information will be assembled and processed by the students and the raw data will be destroyed at the end of the study ensuring confidentiality and anonymity. The results from this study will be accessible to various interest groups and other organizations upon request and there is the potential for publication. For more information, you can contact us at the following address: **TurcotInter.Survey@gmail.com**.

Date: _____ Survey No: _____

Name of surveyor: _____

Housing

1. Do you know or are you active in any or the following community groups or activities? (Mark more than one if applicable)

Community groups or activities	I do know about it	I am part of it	I do not know it
Mobilisation Turcot			
Comité des Citoyens du Village des Tanneries (CCVT)			
Operation Gault			
POPIR – Comité logements			
Regroupement économiques et social du sud-ouest (RESO)			

Other (please specify): _____

2. How strongly do you agree or disagree with the following statement:

“My neighborhood has a strong sense of community.”

Circle one choice:

- Strongly Agree
- Agree
- Indifferent
- Disagree
- Strongly Disagree

3. How strongly do you agree or disagree with the following statement:

“I very much enjoy the neighborhood.”

Circle one choice:

- Strongly Agree
- Agree
- Indifferent
- Disagree
- Strongly Disagree

4. On average, how many hours per week do you actively spend in your neighborhood engaging with others within your community?

Circle one choice:

- 0-5 hours per week
- 6-10 hours per week
- 11-15 hours per week
- 16-20 hours per week
- 21 hours per week and over

5. If you were to be expropriated because of the reconstruction of the Turcot Interchange, would you stay in the area?

Yes No Unsure

6. If you were to be expropriated because of the reconstruction of the Turcot Interchange, would you have to change:

School	Yes	No	Unsure
Work	Yes	No	Unsure
Daycare/child care	Yes	No	Unsure
Community center	Yes	No	Unsure
Place of worship	Yes	No	Unsure

7. If you would not be expropriated because of the reconstruction of the Turcot Interchange, would you still stay in the area?

Yes No Unsure

Health

8. Do you or your children (under 15) have asthma? (Mark more than one if applicable)

	Yes, severely(Prescribed medicine required)	Yes, but not severely(No prescribed medicine required)	No	Unsure
You				
Child 1				
Child 2				
Child 3				

9. Do you or your children (under 15) have allergies that affect their breathing? *(Mark more than one if applicable)*

	Yes, severely(Prescribed medicine required)	Yes, but not severely(No prescribed medicine required)	No	Unsure
You				
Child 1				
Child 2				
Child 3				

10. How many times a year do you or your children (under 15) suffer from the following conditions? *(Mark more than one if applicable)*

	Colds	Bronchitis or Pneumonia	Head colds (sinusitis)
You			
Child 1			
Child 2			
Child 3			

11. Do you smoke, on average, more than 25 cigarettes a day?

Yes No

12. Do you work in a place that affects your breathing?

Yes No

If yes, what is it that affects your breathing?

13. How often is your sleep disturbed (difficulty going to sleep, waking up at night) by problems with your breathing such as: asthma; respiratory allergies; colds; bronchitis; pneumonia, and sinusitis.

Circle one choice:

- Every night
- 4-6 times a week
- 2-3 times a week
- Once a week
- Once a month
- Less than 3 times a year

14. How often is your sleep disturbed by noise?

Circle one choice:

- Every night
- 4-6 times a week
- 2-3 times a week
- Once a week
- Once a month
- Less than 3 times a year

15. How strongly do you agree or disagree with the following statement:

“In the morning, I wake up refreshed.”

Circle one choice:

- Strongly Agree
- Agree
- Indifferent
- Disagree
- Strongly Disagree

16. How would you describe the air quality in your neighborhood?

Circle one choice:

- Very good
- Good
- Average
- Bad
- Very bad
- Unsure

17. How strongly do you agree or disagree with the following statement:

"I am satisfied with the quality of air in my neighborhood."

Circle one choice:

- Strongly Agree
- Agree
- Indifferent
- Disagree
- Strongly Disagree

18. How strongly do you agree or disagree with the following statement:

"Noise from the autoroute 720 severely affects my sleep."

Circle one choice:

- Strongly Agree
- Agree
- Indifferent
- Disagree
- Strongly Disagree

Local Business

19. Do you frequent any of these four local businesses?

Local business	I frequent this business (<i>circle one</i>)	Frequency you visit this business	Approximate amount spent per visit
Dépanneur Lee	Yes No	/week	\$
Garage Chirvan Inc.	Yes No	/week	\$
Rime Sport (Garage-Car wash)	Yes No	/week	\$
Garage Westmount 2000	Yes No	/week	\$

20. How strongly do you agree or disagree with the following statements:

“The closing of these businesses would be a great loss to the community.”

	Strongly Agree	Agree	Indifferent	Disagree	Strongly Disagree
Dépanneur Lee	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Garage Chirvan Inc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rime Sport (Garage-Car wash)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Garage Westmount 2000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other

21. What is your most frequent mode of transportation?

Circle one choice:

- Walk
- Bicycle
- Public transport
- Car
- Other: _____
-

22. What are your estimated monthly costs of transportation? : _____ \$

23. How often do you use the Turcot Interchange?

Circle one choice:

- Every day
- 4 to 6 times per week
- 2 to 3 times per week
- Once a week
- 2-3 times a month
- Once a month
- Less than once a month

24. Where do you need to go to have access to the following services? (Mark the appropriate answer)

Service	Within the Village des Tanneries	Outside the Village des Tanneries	I do not use these services
School			
Daycare/childcare			
Library			

25. Since the announcement of the Turcot reconstruction plans have any of your renovations or home projects been postponed.

Yes No Unsure

Project Preferences

How strongly do you agree or disagree with the following statements:

- | | Strongly Agree | Agree | Indifferent | Disagree | Strongly Disagree |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 26. <i>"It is acceptable that there are expropriations for road reconstruction in Montreal."</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 27. <i>"It is acceptable that a neighborhood is physically isolated by barriers, or divided as a result of the reconstruction of the Turcot Interchange."</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 28. <i>"The reconstruction of the Turcot Interchange should promote a significant reduction of traffic."</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 29. <i>"The reconstruction of the Turcot Interchange should be used as an opportunity to implement new public transit lanes."</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 30. <i>"Placing most existing elevated highway of the Turcot Interchange on the ground is desirable."</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

31. Have you heard any details about the proposal by the Minister of Transport Quebec (MTQ) regarding the reconstruction of the Turcot Interchange?

Yes No Unsure

If you answered YES to question 31

If you answered NO to question 31, skip to question 34.

32. From what source did you hear about the proposal?

- TV
- Radio
- Newspaper
- Community group
- Word of Mouth
- Other: _____

33. How strongly do you agree or disagree with this proposal?

Circle one choice:

- Strongly Agree
- Agree
- Indifferent
- Disagree
- Strongly Disagree

35. Have you heard about the proposal made by Pierre Brisset that suggests reducing autoroute Ville-Marie (HWY 720), and replacing it with public transport?

Yes No Unsure

If you answered YES to question 35

If you answered NO to question 35, skip to question 38.

36. From what source did you hear about the proposal?

- TV
- Radio
- Newspaper

- Community group
- Word of Mouth
- Other: _____

37. How strongly do you agree or disagree with this proposal?

Circle one choice:

- Strongly Agree
- Agree
- Indifferent
- Disagree
- Strongly Disagree

38. Would you like to add anything not already mentioned in this questionnaire?

Contact Information

Civic address: _____

Apartment: _____

Street: _____

Postal Code: _____

Number of people 15 and older in residence: _____

Number of children under 15 in residence: _____

Contact info (optional):

Home Phone: _____

Cell Phone/Work Phone: _____

Personal Information

Age: _____

Gender: F / M

Are you a student? Yes No Unsure

Number of years in neighborhood: _____

Are you employed? Yes No Unsure

 If you answered yes, please specify your occupation:

Residential status: Owner Renter

IF you rent:

Monthly rent: _____/month

IF you own:

Estimated value of property: _____ (\$)

Sondage du Village des Tanneries

Introduction

L'échangeur Turcot est désormais considéré comme très endommagé et on songe à le démolir et à le reconstruire incessamment. Le projet actuellement à l'étude par le ministère des Transport requiert une démolition du tiers d'un quartier du sud-ouest de l'île de Montréal connu sous le nom de Village des Tanneries, faisant partie de St-Henri. Les conséquences principales de ce projet de reconfiguration de l'échangeur Turcot comprennent l'expropriation de résidents, des conséquences majeures pour la qualité de vie et l'environnement et les répercussions de ces éléments sur la situation socio-économique de la région.

Objectifs

Le but premier de ce sondage est de mieux déterminer les effets des changements induits par la reconstruction de l'échangeur Turcot sur le Village des Tanneries. Compte tenu de la possibilité d'expropriation de certains citoyens de la région, des défis effets socioéconomiques considérables se posent aux habitants et aux entreprises qui sont touchés directement ou indirectement par l'expropriation. De plus, ce sondage aborde les questions de la santé et de la qualité de vie des résidents du quartier afin de les intégrer à une perspective globale de la collectivité.

Politique de confidentialité

Toutes les données seront traitées et transformées de manière entièrement confidentielle par les étudiants de l'Université Concordia. Les étudiants réuniront et traiteront les renseignements de nature confidentielle et privée et les données brutes seront détruites à la fin de l'étude afin de préserver la confidentialité et l'anonymat des répondants. Les résultats de l'étude pourront être mis à la disposition des divers groupes d'intérêt et d'autres organismes qui en feront la demande et pourraient faire l'objet d'une publication.

Pour plus d'information vous pouvez communiquer avec nous à l'adresse suivante :

TurcotInter.Survey@gmail.com.

Date : _____

Sondage no : _____

Noms des sondeurs (Name of surveyors) : _____

Habitation

1. Connaissez-vous les groupes communautaires suivants ou êtes vous actif au sein de ceux-ci :

(Cochez tous ceux qui s'appliquent)

Groupe communautaire	Je connais ce groupe	Je fais partie de ce groupe	Je ne connais pas ce groupe
Comité des Citoyens du Village des Tanneries (CCVT)			
Mobilisation Turcot			
POPIR – Comité logements			
Regroupement économiques et social du sud-ouest (RESO)			
Opération Gault			

Autre (veuillez préciser): _____

2. Indiquez à quel point vous êtes en accord ou en désaccord avec l'affirmation suivante :

« Mon quartier démontre un sens de la collectivité très fort. »

Encercler un choix :

- Tout-à-fait d'accord
- D'accord
- Indifférent
- Pas d'accord
- Pas du tout d'accord

3. Indiquez à quel point vous êtes en accord ou en désaccord avec l'affirmation suivante :

« Je me plais beaucoup dans le quartier. »

Encercler un choix :

- Tout-à-fait d'accord
- D'accord
- Indifférent
- Pas d'accord
- Pas du tout d'accord

4. En moyenne, combien d'heures par semaine passez-vous activement dans votre quartier à participer à des activités avec des gens de votre collectivité?

Encerclez un choix :

- 0 à 5 heures par semaine
- 6 à 10 heures par semaine
- 11 à 15 heures par semaine
- 16 à 20 heures par semaine
- 21 heures par semaine ou plus

5. Si vous aviez à être exproprié à cause de la reconstruction de l'échangeur Turcot, resteriez-vous dans le quartier?

Oui Non Incertain

6. Si vous aviez à être exproprié à cause de la reconstruction de l'échangeur Turcot, auriez-vous à changer :

- | | | | |
|---|-----|-----|-----------|
| <input type="radio"/> d'école | Oui | Non | Incertain |
| <input type="radio"/> de travail | Oui | Non | Incertain |
| <input type="radio"/> de garderie/centre de la petite enfance | Oui | Non | Incertain |
| <input type="radio"/> de centre communautaire | Oui | Non | Incertain |
| <input type="radio"/> de lieu de culte | Oui | Non | Incertain |

7. Si vous n'êtes pas exproprié lors de la reconstruction de l'échangeur Turcot, resteriez-vous tout de même dans le quartier?

Oui Non Incertain

Santé

8. Est-ce que vous, ou vos enfants de moins de 15 ans souffrez d'asthme?

(Inscrire plus d'une personne s'il y a lieu)

	Oui, gravement (avec médicament prescrits par un médecin)	Oui, mais pas sérieusement (sans médicaments prescrits par un médecin)	Non	Incertain
Vous				
Enfant 1				
Enfant 2				
Enfant 3				

9. Est-ce que vous, ou vos enfants de moins de 15 ans souffrez d'allergies qui affectent la respiration? (Inscrire plus d'une personne s'il y a lieu)

	Oui, gravement (avec médicaments prescrits par un médecin)	Oui, mais pas sérieusement (Pas sous médicaments prescrits par un médecin)	Non	Incertain
Vous				
Enfant 1				
Enfant 2				
Enfant 3				

10. Combien de fois par année est ce que vous, ou vos enfants de moins de 15 ans souffrez des maladies suivantes ? (Inscrire plus d'une personne s'il y a lieu)

	Rhumes	Bronchite ou pneumonie	Rhumes de cerveau (sinusite)
Vous			
Enfant 1			
Enfant 2			
Enfant 3			

11. Fumez-vous en moyenne environ 25 cigarettes et plus par jour?

Oui Non

12. Travaillez-vous dans un endroit qui peut nuire à votre respiration?

Oui Non

Si oui, de quelle manière nuit-il à votre respiration?

13. A quelle fréquence votre sommeil est-il perturbé (difficulté à s'endormir, se réveiller la nuit) par des problèmes liés à votre respiration comme l'asthme, des allergies respiratoires, un rhume, une bronchite, une pneumonie ou une sinusite.

Encerclez un choix :

- Toutes les nuits
- 4 à 6 fois par semaine
- 2 à 3 fois par semaine

- Une fois par semaine
- Une fois par mois
- Moins de trois fois par année

14. A quelle fréquence votre sommeil est-il perturbé par du bruit?

Encerclez un choix :

- Toutes les nuits
- 4 à 6 fois par semaine
- 2 à 3 fois par semaine
- Une fois par semaine
- Une fois par mois
- Moins de trois fois par année

15. Indiquez à quel point vous êtes en accord ou en désaccord avec l'affirmation suivante :

« Tous les matins, je me réveille en pleine forme. »

Encerclez un choix :

- Tout-à-fait d'accord
- D'accord
- Indifférent
- Pas d'accord
- Pas du tout d'accord

16. Comment décririez-vous la qualité de l'air dans votre quartier?

Encercler un choix :

- Très bonne
- Bonne
- Moyenne
- Mauvaise
- Très mauvaise
- Incertain

17. Indiquez à quel point vous êtes en accord ou en désaccord avec l'affirmation suivante:

« Je suis satisfait de la qualité de l'air dans mon quartier. »

Encerclez un choix :

- Tout-à-fait d'accord

- D'accord
- Indifférent
- Pas d'accord
- Pas du tout d'accord

18. Indiquez à quel point vous êtes en accord ou en désaccord avec l'affirmation suivante :

« Le bruit causé par l'autoroute Ville-Marie (autoroute 720) a une grande influence sur mon sommeil. »

Encerclez un choix :

- Tout-à-fait d'accord
- D'accord
- Indifférent
- Pas d'accord
- Pas du tout d'accord

Commerces

19. Fréquentez-vous les commerces suivants ?

Commerces	Je fréquente ces commerces <i>(encerclez un choix)</i>	Fréquence à laquelle vous fréquentez ces commerces	Montant approximatif dépensé par visite
Dépanneur Lee	Oui Non	/semaine	\$
Garage Chirvan Inc.	Oui Non	/semaine	\$
Rime Sport (Garage-Lave auto)	Oui Non	/semaine	\$
Garage Westmount 2000	Oui Non	/semaine	\$

20. Indiquez à quel point vous êtes en accord ou en désaccord avec l'affirmation suivante :
« La fermeture de ces commerces serait une grande perte pour la collectivité. »

	Tout-à-fait d'accord	D'accord	Indifférent	Pas d'accord	Pas du tout d'accord
Dépanneur Lee	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Garage Chirvan Inc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rime Sport (Garage-lave auto)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Garage Westmount 2000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Divers

21. Quel est mode de transport que vous utilisez le plus fréquemment?

Encerclez un choix :

- La marche
- La bicyclette
- Transport public
- Voiture
- Autre : _____

22. À combien estimez-vous vos frais de transport mensuels? : _____ \$

23. À quelle fréquence utilisez-vous l'échangeur Turcot?

Encerclez un choix :

- Tous les jours
- 4 à 6 fois par semaine
- 2 à 3 fois par semaine
- Une fois par semaine
- 2 à 3 fois par mois
- Une fois par mois
- Moins d'une fois par mois

24. Où devez-vous aller pour avoir accès aux services suivants?

(Indiquez la réponse appropriée)

Service	À l'intérieur du Village des Tanneries	À l'extérieur du Village des Tanneries	Je n'utilise pas ces services
École			
Garderie/centre de la petite enfance			
Bibliothèque			

25. Depuis l'annonce de la reconstruction éventuelle de l'échangeur Turcot avez-vous remis à plus tard des rénovations ou des projets domiciliaires?

Oui Non Incertain

Préférence des projets

Indiquez à quel point vous êtes en accord ou en désaccord avec les affirmations suivantes :

Énoncés	Tout-à-fait d'accord	D'accord	Indifférent	Pas d'accord	Pas du tout d'accord
26. Il est acceptable que des expropriations aient lieu pour la reconstruction de routes à Montréal.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
27. Il est acceptable qu'un quartier soit physiquement isolé par des barrières ou divisé en raison de la reconstruction de l'échangeur Turcot.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
28. La reconstruction de l'échangeur Turcot devrait entraîner une réduction significative du trafic.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
29. La reconstruction de l'échangeur Turcot devrait permettre d'implanter de nouvelles lignes de transport en commun.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
30. Placer au sol la majorité des structures surélevées de l'échangeur Turcot est souhaitable.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

31. Avez-vous entendu des détails au sujet de la proposition du ministère des Transport du Québec (MTQ) à l'égard de la reconstruction de l'échangeur Turcot?

Oui Non Incertain

Si vous avez répondu OUI à la question 31

32. De quelle manière avez-vous entendu parler de cette proposition?

- Télévision
- Radio
- Journaux
- Groupe communautaire
- Bouche à oreille
- Autre : _____

33. Indiquez à quel point vous êtes en accord ou en désaccord cette proposition :

Encercler un choix :

- Tout -à-fait d'accord
- D'accord
- Indifférent
- Pas d'accord
- Pas du tout d'accord

Si vous avez répondu NON à la question 31, passez à la question 34

34. Avez-vous entendu parler de la proposition de Pierre Brisset suggérant la réduction de l'autoroute Ville-Marie (autoroute 720) et son remplacement par du transport en commun?

Oui Non Incertain

Si vous avez répondu OUI à la question 34

35. De quelle manière avez-vous entendu parler de cette proposition?

- Télévision
- Radio
- Journaux
- Groupe communautaire
- Bouche à oreille
- Autre: _____

Si vous avez répondu NON à la question 34, passez à la question 37.

36. Indiquez à quel point vous êtes en accord ou en désaccord cette proposition :

Encercler un choix :

- Tout-à-fait d'accord
- D'accord
- Indifférent
- Pas d'accord
- Pas du tout d'accord

37. Voulez-vous ajouter quelque chose qui n'a pas été mentionné dans ce questionnaire?

Coordonnées

Adresse : _____ Appartement : _____

Rue : _____

Code postal : _____

Nombre de personnes de 15 ans et plus dans la résidence : _____

Nombre d'enfants ayant moins de 15 ans dans la résidence : _____

Téléphone **(optionnel)**:

Numéro de téléphone résidentiel: _____

Numéro de téléphone cellulaire ou au travail: _____

Information personnelle

Âge: _____ Sexe: F / M

Êtes-vous un étudiant? Oui Non Incertain

Nombre d'années dans le quartier: _____

Avez-vous présentement un emploi ? Oui Non Incertain

