

SUMMARY OF THE JACPAT STUDY OF INTERPROVINCIAL BRIDGES

The JACAT Study of Interprovincial Bridges began in the mid-1980s when the federal government and the two provincial governments agreed to undertake a study to investigate the feasibility and optimum locations of future interprovincial bridges across the Ottawa River in the National Capital Region. The Study was sponsored by the Joint Administrative Committee on Planning and Transportation (JACPAT) consisting of senior staff from the Ontario Ministry of Transport, Ministère des transports du Québec, former Region of Ottawa Carleton, former Communauté urbaine de l'Outaouais, Public Works and Government Services Canada, and NCC.

The study was conducted by DelCan Corporation in association with Roche Ltée with a mandate to examine interprovincial travel needs and patterns and to determine appropriate interprovincial transportation strategies and priorities to satisfy future demands. Following extensive public consultations, JACPAT expanded the scope of the study to include recommendations on public transit, transportation demand management (TDM) and optimization of existing facilities. The comparative analysis and evaluation process followed and resulted in a series of recommendations.

A synopsis of the consultant's recommendations is as follows -

1. Initiate as high priority the appropriate environmental assessment process for a dedicated interprovincial transit facility between the Alexandra Bridge to the east and Lemieux Island to the west. The study should also take into consideration the importance of the Lemieux Island railway corridor for a variety of public transportation modes.
2. No further consideration be given to a new bridge in the Britannia-Deschênes and Champlain corridors.
3. The various levels of government take the necessary steps to secure and retain in public ownership the Kettle Island corridor for the possible implementation of a bridge in the long-term beyond 2011.
4. Optimize the existing bridges and their approaches through the introduction of simple operational type modifications to intersections should be pursued on an on-going priority basis by the agencies involved.
5. Initiate appropriate studies to optimize the use of existing bridges by such means as reversible lanes and improvements to approaches and pedestrian and cycling linkages.
6. Initiate a plan for implementing feasible "Transportation Demand Management" (TDM) measures including, but not restricted to, ridesharing, long-term parking and increased public parking fees for downtown Ottawa and Hull, telecommuting, high occupancy vehicle

- lanes, additional bicycling and walking incentives and variable work hours and/or compressed work weeks.
7. Pursue such means as a three corridor rapid transit system in the Outaouais, an increase in the Outaouais share of NCR employment, tolls on all interprovincial bridges and control of long-term parking supply in central areas, all aimed at reducing the need for travel as well as reducing the dependency on the single occupant vehicle.
 8. Monitor the degree of success of the various measures in deferring the timing for a new interprovincial bridge.
 9. Review, both in the years 2001 and 2011, the effectiveness of the recommended measures in defining the timing for a new crossing.
 10. Initiate an awareness campaign to educate the public on the more favourable aspects of public transit and high occupancy vehicles versus the single occupant vehicle.