

## **SUMMARY OF THE 1999 JOINT INTERPROVINCIAL TRANSPORTATION INITIATIVE IN THE NCR**

The Joint Interprovincial Transportation Initiative was launched in 1998 by the former Region of Ottawa-Carleton in partnership with the Communauté urbaine de l'Outaouais and National Capital Commission. Component studies were aimed at providing a technical rationale for a comprehensive interprovincial transportation concept plan, at evaluating the economic impacts of various interprovincial corridor options in the east and west sectors of the region, at evaluating options for public-private partnerships in financing any future interprovincial linkages, and at examining the feasibility of establishing an interprovincial bridge or transportation authority involving the federal and provincial and local governments in the NCR.

The component studies were conducted by Totten Sims Hubicki in association with Tecresult with a mandate to develop an interprovincial transportation concept that would satisfy future travel demands.

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

- Based on the growth in the NCR it will be prudent to plan and protect new interprovincial transportation corridors in both the east and west in advance of future development. Three corridors in the east (Kettle Island, Duck Island and Petrie Island corridors) ranked high in providing a new transportation link and relief to travel demand from existing bridges. They all provide significant travel time and fuel savings which exceed the cost of construction.
- A new bridge to the east would permit truckers and commuters to bypass downtown Ottawa and thereby reduce commercial vehicle traffic over the Chaudières and MacDonald-Cartier crossings by about 25%.
- In the west an interprovincial link in the Aylmer-Kanata corridor could in 2021 accommodate a 24-hour traffic volume of slightly over 15,000 cars and trucks in both directions
- Defining both east and west links for crossings could develop a ring road system that could allow regional trips to avoid using the downtown bridge crossings
- By defining new crossing locations farther from the central business district can allow central transit initiatives to achieve the aggressive transit targets across the Ottawa River screenline
- To formally prioritize and receive environmental clearance for any new crossing will require an environmental assessment that would be a future study
- An interprovincial transportation agency for the NCR would be feasible and should be explored in more detail.