

Council Member Inquiry/Motion Form
Demande de renseignements d'un membre du Conseil
/Formulaire de motion

From/Exp. :
Councillor/Conseiller
M. Fleury

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File/Dossier :
TRC 08-12

To/Dest. : Deputy City Manager, Planning and Infrastructure
cc: Deputy City Manager, City Operations

Subject/Objet : / Interprovincial Crossings / Liaisons interprovinciales

Inquiry/Demande de renseignements

At the 3 October 2012 meeting of the Transportation Committee, Councillor Fleury raised the following inquiry:

Given that one of the main purposes of a new interprovincial crossing is to remove non-local interprovincial trucks from Ottawa's downtown, and that all of the scenarios proposed in the current NCC study project continued (55% or higher of total interprovincial volumes) truck traffic to be carried by the KERWN corridor and Chaudière Bridge by 2031, what does the City propose to do to ensure that the NCC study analyzes a scenario that moves all/majority of non-local interprovincial trucks from the downtown routes to a new interprovincial crossing?

Furthermore, what does the City propose to do to ensure that, when the KERWN corridor is removed from the truck route network (as per the Official Plan) upon the completion of a new interprovincial crossing, that the Chaudière Bridge and its approaches do not see a significant increase in truck volumes over current levels as is currently projected in the Interprovincial Crossings Study Phase 2B?

À la réunion du 3 octobre 2012 du Comité des transports, le conseiller Fleury a soulevé la question suivante :

Étant donné que l'un des buts principaux d'une nouvelle liaison interprovinciale est d'éliminer du centre-ville d'Ottawa les camions provenant de l'extérieur de la région, et que tous les scénarios proposés à la suite de la plus récente étude de la CCN prévoient que les camions (55% ou plus du total des volumes interprovinciaux) emploieront toujours le couloir KERWN et le pont Chaudière en 2031, qu'est-ce que la ville d'Ottawa propose faire pour s'assurer que la CCN étudie un scénario qui pousserait une grande majorité des camions provenant de l'extérieur de la région, voire l'ensemble de ceux-ci, vers un nouveau pont interprovincial?

Par ailleurs, qu'est-ce que la ville d'Ottawa propose faire pour s'assurer que, lorsque le couloir KERWN est retiré du réseau d'itinéraires pour camions (selon le Plan officiel) à la suite de la construction d'un nouveau pont interprovincial, que le pont Chaudière et ses abords ne voient pas une augmentation significative du nombre de camions par rapport aux niveaux actuels, comme l'indiquent les prévisions dans la Phase 2B de l'étude sur les liaisons interprovinciales?

Response/Réponse

Response to be listed on the Transportation Committee Agenda of November 7.

With regards to the first question raised by Councillor Fleury, it is important to clarify the objectives of the Interprovincial Crossings Environmental Assessment Study. As detailed in the Phase 1 *Planning, Feasibility, Needs Assessment and Justification Report*, available on the Study website at www.ncrcrossings.ca, the “reduction of heavy vehicle movement in Ottawa’s central business district” is one of the nine key factors that support and justify the need for improved interprovincial transportation. Therefore, one of the goals of the Interprovincial Crossings Environmental Assessment Study is to reduce heavy truck traffic; this does not necessarily require the removal of all non-local truck traffic from the King Edward Avenue, Rideau Street, Waller Street, Nicholas Street (KERWN) route.

The analysis of truck traffic undertaken for the draft *Transportation Report*, currently available for public review on the Study’s website, defined a “heavy truck” as a vehicle with three or more axles and tractor trailers. As detailed in the draft *Transportation Report*, a local truck trip is defined as a trip performed by any truck entering or leaving the KERWN Corridor at any location between Highway 417 and Autoroute 5.

With regards to Councillor Fleury’s specific concerns regarding the truck traffic analysis performed for the Study, Addendum 1 to the *Study Design Report* (SDR) developed in Phase 2A, which is available on the Study website, expands on the Transportation tasks listed in Appendix B and defines the analysis of truck traffic impacts between the Corridors under the following four options:

1. Truck route designation removed from the King Edward Avenue, Rideau Street, Waller Street, Nicholas Street route.
2. No “larger” heavy trucks (trucks with three or more axles and tractor trailers) permitted on the KERWN route with the exception of vehicles making local deliveries.
3. Heavy truck traffic use of the KERWN route limited to the hours of 7 p.m. to 7 a.m. (as per Addendum 1 of the SDR) or to the hours of 7

- a.m. to 7 p.m. (as per the original Appendix B of the SDR).
4. Heavy truck traffic status quo.

These options are interpreted as follow in the Transportation Report:

- Option 1 - all trucks would be prevented from using the Macdonald Cartier Bridge; and
- Option 2 - only trucks performing local deliveries would be allowed on the Macdonald Cartier Bridge.

In both cases, truck traffic is redirected to the Chaudière Bridge and the new Interprovincial Crossing.

With regards to the second question raised by Councillor Fleury of examining downstream and cumulative effects and the development of mitigation measures; these are included in the scope of this Environmental Assessment. These concerns will be considered by the Evaluation Committee and reported on with the results of their deliberations in early 2013.

Sera à l'ordre du jour de la réunion du Comité de transports le 7 novembre prochain.

French version to follow shortly.
La version française suivra sous peu.
