

Fact Sheet – Interprovincial Trucks and the East End Bridge Study

There is a public expectation that a new bridge in the east end would provide a solution to the high number of interprovincial trucks using downtown streets.

Exhibit 29 of the Phase 2B Interprovincial Crossings Study Report (reproduced below) shows the projected truck volumes that will cross the Ottawa River over the available bridges once a new bridge is built at any one of the options currently under study. These volumes are based on projected 2031 volumes, assuming a 2% yearly increase from today’s numbers (Today these numbers are 2600 daily trucks using the Macdonald-Cartier Bridge and a further 900 trucks using the Chaudière Bridge via the truck route network that includes Bronson Ave/Scott St or Preston Ave/Carling).

According to this Study, under the scenario where trucks are severely restricted from using the current King Edward, Rideau, Waller, Nicholas (KERWN) route to the Macdonald-Cartier Bridge, the vast majority of them would shift to the Chaudière Bridge, still leaving the majority of trucks travelling through Ottawa’s downtown core. Under all scenarios, **more than 50% of the trucks are still expected to travel through downtown streets** and significant increases in trucks, compared to today, are expected on the Chaudière Bridge.

Under Option 4, which was recommended in Phase 1 of the Study, the number of trucks expected on Rideau and King Edward in 2031 would be almost the same number as today.

What is being proposed would not provide a resolution to the longstanding (since 1965) problem of using Ottawa’s downtown streets as a major interprovincial trucking route.

This is an unacceptable result particularly when combined with the following other weaknesses of a project that:

- Adds significant volumes of vehicles and congestion to Ottawa streets and neighbourhoods
- Significantly degrades large areas of currently undeveloped natural environments and greenspace
- Will result in lower interprovincial transit effectiveness (any improvement due to the existence a new bus lane would be more than offset via enabling reduced auto travel times)
- Has high costs relative to the benefits (>\$500m, including road widenings on the bridge approaches).

The proposed project envisions constructing multi-lane high speed, high volume arterial roads leading to a major new 6-lane bridge focused on accommodating peak period auto traffic. These roads will cross multiple intersections which will have 9 and 10 lane wide configurations. This is reminiscent of 1960’s style planning that proposes large scale road projects in the name of urban and transportation planning.

Ultimately, the decision will be a political one. **Please make your views known to your elected representatives at all three levels of government.**

For more information about the issues of trucks in this interprovincial crossings study, we refer you to the following website: www.ssd-ottawa.ca (SSD: Sustainable Solutions / Solutions durables).

Exhibit 29 – Forecasted Daily Truck Traffic on Interprovincial Crossings, 2031 Projection

| KERWN Truck Route Designation or Regulation Options | Daily Truck Volume | | | | | | | | | | |
|--|--------------------|--------------------------|--------------------------|-------------------|------------------|--------------------------|-------------------|------------------|--------------------------|-------------------|-------|
| | Base Case | | Alternatives | | | | | | | | |
| | Chaudière Bridge | Macdonald-Cartier Bridge | Corridor 5 | | Corridor 6 | | Corridor 7 | | | | |
| | | Chaudière Bridge | Macdonald-Cartier Bridge | Corridor 5 Bridge | Chaudière Bridge | Macdonald-Cartier Bridge | Corridor 6 Bridge | Chaudière Bridge | Macdonald-Cartier Bridge | Corridor 7 Bridge | |
| Option 1 – Removing truck route designation | 5,803 | 0 | 3,266 | 0 | 2,538 | 3,422 | 0 | 2,381 | 3,579 | 0 | 2,224 |
| Option 2 – Removing heavy trucks except those making local deliveries | 4,924 | 927 | 2,598 | 927 | 2,296 | 2,608 | 927 | 2,287 | 2,803 | 927 | 2,090 |
| Option 3 – Prohibiting heavy truck traffic from 7:00 pm to 7:00 am | 2,254 | 3,589 | 1,788 | 2,053 | 2,002 | 1,787 | 1,863 | 2,192 | 1,823 | 2,098 | 1,920 |
| Option 3 Variation – Prohibiting heavy truck traffic from 7:00 am to 7:00 pm | 3,630 | 2,197 | 2,361 | 1,257 | 2,210 | 2,421 | 1,140 | 2,265 | 2,504 | 1,284 | 2,038 |
| Option 4 – Heavy truck traffic status quo | 1,508 | 4,343 | 1,477 | 2,484 | 1,889 | 1,443 | 2,254 | 2,152 | 1,454 | 2,539 | 1,856 |