



Manor Park
Community
Association

Association
Communautaire
de Manor Park

Interprovincial Transportation
The Threat and the Opportunity

Oct. 25, 2020

Overview

The problems

Historical overview

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MPCA position

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The Problems

- Movement of people
 - Many NCR residents live in one province and work in the other
 - Interprovincial transit and active transportation links are not well integrated
 - Fosters individual automobile use and peak hour congestion
- Movement of goods
 - Our economy has evolved to rely upon heavy trucks
 - No adequate truck route links Ottawa and Gatineau
 - Trucks are permitted only on the M-C and Chaudière bridges
 - No adequate link between Hwy 417 and Hwy 5/50
 - Unacceptable burden of pollution, noise and unsafe conditions on Lowertown and Sandy Hill

Historical Overview



Many studies; little action



Since 1960s several proposals to link MC-bridge and Hwy 417

Most would be detrimental to Ottawa residents and visitors



Several proposals to build an additional bridge, e.g.

Kettle Island
Lower Duck Island
MacLaurin Bay
Brittania



Three recent Kettle Island proposals (1990s and 2009-2013)

All failed in the face of overwhelming community opposition

INTERPROVINCIAL CROSSING CORRIDORS

The NCC refreshed existing studies on potential corridors for an additional crossing between Ottawa and Gatineau. The top three locations for a new interprovincial bridge:



SOURCE: NATIONAL CAPITAL COMMISSION DENNIS LEUNG/POSTMEDIA

Oct 08,
2020 Ottawa
Citizen:
***"A bridge to
Ottawa's past:
Kettle Island saga
isn't just a debate
– it's a journey
into history"***
Randy Boswell

Recent Developments - Political

- Steve Mackinnon, Liberal MP for Gatineau
 - Elected in 2015 and 2019 on a platform of building a sixth bridge
 - Currently Parliamentary Secretary to the Minister of PSPC
- Budget 2019
 - “Address the demonstrated need for an additional National Capital Region crossing”
 - Resulted in three new studies
 - Two by NCC and one by PSPC



Recent Developments-Completed Studies

- NCC *Refresh of Studies for a Sixth Interprovincial Crossing* June 2020
 - Re-evaluated technical studies conducted in the 2009-2013 exercise
 - Did not recommend a specific corridor
 - Next steps on a sixth crossing must be directed by the federal government
 - To proceed further requires:
 - Additional public and Indigenous engagement
 - EAs of multiple corridor options
 - Analysis of impact of COVID-19 pandemic
 - Mayors of Ottawa and Gatineau and Coun. King all publicly opposed to a new automobile bridge. Quebec and Ontario have offered no public comment.
- PSPC Study April 2020
 - Undertaken by the consultant (WSP Canada) also used by NCC
 - Question Period Notes Jan 2020 refer to an April 2020 deliverable
 - Never made public
 - Leaked to CBC Sept. 2020
 - Recommends a Kettle Island Bridge – estimated cost \$1.81B

Recent Developments - Ongoing Study

- NCC *Long-Term Integrated Interprovincial Crossings Plan* In progress
 - Determine “best way to manage congestion across the Ottawa River, from now to 2050”
 - Addresses the movement of both people and goods across the river
 - Comprehensive analysis
 - Demand management
 - Interprovincial transit
 - Active transportation
 - Impact of telecommuting
 - Ways to reduce impact of heavy interprovincial trucks
 - Collaboration with provincial and municipal governments and engagement
 - Currently in Phase 2 of 4 phases
 - **Public Questionnaire open Oct. 19-Nov. 2**

MPCA Position

- Problems are real and must be addressed
- Movement of people
 - 3 levels of government must focus on improvements to interprovincial transit and active transportation
- Movement of goods
 - Federal government must fund its share of a downtown tunnel EA
- Federal government should abandon advocacy of a sixth interprovincial bridge
 - No location exists that would not despoil residential communities and/or the environment

Why a Tunnel?

- To Clarify: Not a tunnel under the river; tunnel between M-C Bridge and 417
- Serious degradation from trucks in downtown must be addressed
- No suitable location for a new bridge
- A ring road would entail two new bridges
- A well-designed tunnel would greatly reduce environmental and community impact
- Cost of a tunnel would be comparable to cost of a bridge (~\$1.5B)
- Precedents: Miami, Dublin, Boston, etc.

What Can You Do?

- **Participate in the NCC Public Engagement**
 - Stage 2 Online Questionnaire closes Monday Nov. 2
 - <https://ncc-ccn.gc.ca/projects/long-term-integrated-interprovincial-crossing-plan#questionnaire>
- **Make your views known to our MP**
 - Mona.Fortier@parl.gc.ca
- **Follow developments and engage**
 - MPCA seeking a Bridge Committee chair

For Further Information

- MPCA Website <https://manorparkcommunity.ca/home/>
- NCC Integrated Crossings Plan <https://ncc-ccn.gc.ca/projects/long-term-integrated-interprovincial-crossing-plan>
- Sustainable Solutions durables <http://www.ssd-ottawa.ca/>