

# Memorandum



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To: Vivi Chi, City of Ottawa  
From: Christopher Gordon, Assistant Project Manager, Roche-GENIVAR  
CC: Gabrielle Simonyi, NCC, Mike Moroz, NCC  
Date: April 18, 2012  
Project: Interprovincial Crossings EA Phase 2B  
Project No.: 111-18339-00  
Re: City of Ottawa Truck Analysis Request

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Ms. Chi,

Below, please find responses to each of the 7 issues raised by the City's Transportation Committee:

**...that the Interprovincial Crossing Study proponents be requested to undertake a comprehensive study of the diversion of all trucks from the KERWN corridor and that this study:**

i) **Include an economic analysis of such a diversion on truck traffic;**

Phase 2B is following the process described in the Phase 2A Study Design Addendum 1, where an analysis of the impacts to truck diversion will be included in the evaluation of the three corridors. This is not an economic analysis per se, but rather a measure of an alternative's capability to divert truck traffic. However, Phase 2A Study Design Addendum 1 does suggest that the study "Consult with the trucking and business communities...to provide input to the economic impact analysis such as the potential impact of the various scenarios on businesses". This is a qualitative measure that will be determined through considering sub-factors (e.g. truck travel distances) to be used in the evaluation process. This analysis has been initiated by the consultant team and will be presented to the public during Round 3 Consultation (Fall 2012).

ii) **Include consultation with the affected business interests;**

Consultation with potentially affected business interests has been undertaken and will continue throughout the study. Groups such as trucking associations and commercial establishments (e.g. Rideau Centre, Rideau BIA, BOMA) have been engaged through Focused Segment Community Meetings (Spring 2012) and the Stakeholder Consultation Group Meetings (meetings occurring throughout the study).

iii) **Include analysis of safety considerations of continuing to mix heavy (articulated intercity transports) trucks in the Central Area given the availability of a proposed alternative;**

While the Phase 2A Study Design Addendum 1 did not require analysis of safety in the Central Area, safety considerations for goods movement will be analyzed and considered in the evaluation of alternatives. Traffic safety analysis will be based on several criteria ranging from conflict points, potential for speed variations and driver expectancy. The reason Phase 2A Study design did not include safety considerations related to heavy trucks in the Central Area is that would not be a distinguishing factor between the corridors. However, one of the core needs to be satisfied through this study is the diversion of truck traffic from the Central Area to a new crossing location. By extension, as heavy trucks are diverted, safety for users of the KERWN Corridor will increase. The degree to which each of the three corridors under consideration divert truck traffic will be documented in the Transportation Report, which follows the Phase 2A Study Design Addendum 1 process.

**iv) Determine how the corridors under study would provide a viable alternative for intercity heavy trucks so that all such trucks could be diverted from the KERWN corridor;**

Using the TRANS regional transportation model, various truck diversions scenarios were assessed based on the process described in the Study Design Addendum 1. The degree to which the alternatives divert truck traffic will be an integral consideration in the evaluation process and will be documented in the Transportation Report. The Transportation Report will be presented to the public in the Round 2 Consultation (Spring 2012).

**v) Become a direct input into Phase 2B analysis;**

All components of this motion were directly used in the development of the Phase 2A Study Design Addendum 1 and are currently being considered and/or analyzed by the consultant undertaking Phase 2B of the study. Specifically, truck diversion and the related issues (e.g. safety) are included in the list of factors to be used in the evaluation process (Study Design, Appendix A).

**vi) Is completed prior to the selection of a recommended corridor; and**

The work described above must and will be completed prior to the evaluation process (Fall 2012).

**vii) Completion of the truck origin-destination study for inclusion in Phase 2B.**

Included in the scope of work for Phase 2B is to evaluate the three corridors and determine differences between them, related to the attraction and accommodation of heavy truck traffic from the King Edward Avenue corridor. In addition to the estimates of truck traffic volume diversion for the four scenarios identified, Phase 2B will determine the proportion of local versus interprovincial truck traffic, assess the travel distance differences and qualitatively assess the potential business/economic impacts of each of the corridors.

Specifically, the Phase 2A Study Design Addendum for the Analysis of Truck Traffic the identified the following objectives:

Determine the differences between the corridors related to the attraction and accommodation of heavy truck traffic. *Heavy trucks are defined as a commercially licensed motor vehicle having a carrying capacity in excess of one (1) tonne or any vehicle having a gross weight in excess of four and one-half (4.5) tonnes, but does not include a bus travelling on an established bus route, an ambulance, or a school bus*

Estimate the volume of heavy truck traffic diverted to each of the three potential future Interprovincial Bridge Corridors under the following scenarios:

1. Truck route designation removed from King Edward Avenue, Rideau, Waller, Nicholas.

2. No “larger” heavy trucks (trucks with 3 or more axles and tractor trailers) permitted on the King Edward Avenue, Rideau, Waller, Nicholas route with the exception of vehicles making local deliveries.
3. Heavy truck traffic use of the King Edward Avenue, Rideau, Waller, Nicholas route limited to the hours of 7 p.m. to 7 a.m.
4. Heavy truck traffic status quo.

All scenarios assume that the rest of the truck route designation in the National Capital Region remains the same.

The Phase 2A Study Design Addendum referred to a data collection program potentially through a licence plate survey, while the Commercial Goods Movement Study was anticipated to undertake an origin-destination survey. The Phase 2B work instead conducted an extensive traffic count program and video recording of the corridor, in both Ottawa and Gatineau, in October 2011. This count program produced much more exhaustive and comprehensive truck and traffic count data collection than what could have been captured through either a licence plate trace or origin-destination survey. In addition, the count program also captured the volume of truck traffic at each hour of the day that provides the information to address time-of-day restriction; differentiated various categories of truck sizes; and identified the local versus regional nature of the truck traffic trips. Along with the regional origin-destination modeling work, the forecasting of truck volumes for each of the three corridors will be completed.