

Document 2 – Summary of Crossing Locations Examined

Sources: STO website (www.sto.ca) and the May 15th Technical Briefing to City Councillors

Analysis of Current Crossings

For the interprovincial link, the dedicated transit system would have to cross the Ottawa River. The six bridges connecting Gatineau and Ottawa were assessed based on the projected destinations of Gatineau riders. The Portage Bridge has been selected as the preferred link between the two cities.



The Champlain Bridge

This bridge is too far to the west and would mean a significant detour for riders in the Hull sector going to downtown Ottawa.

Nonetheless, the Champlain Bridge will always be used for regular STO buses heading to Tunney's Pasture.

The Prince of Wales Bridge

This bridge would not serve the primary function of this specific study. It is also too far to the west and would mean a significant detour for riders going to either downtown Gatineau or downtown Ottawa.

This option is not feasible as it would require that riders heading to downtown Ottawa would have to transfer to the O-Train system at the Bayview station. Over the longer

term, Ottawa's O-Train line 1 would not have capacity to carry everyone from Gatineau as well as everyone from the western parts of Ottawa.

The Prince of Wales Bridge however remains a potential future secondary transportation link between Ottawa and Gatineau.

The Chaudière Bridge

Surrounded by several buildings, some of which are heritage buildings, the bridge is not large enough to insert a dedicated public transit corridor.

The Macdonald-Cartier Bridge

This bridge is too far to the east and would mean a significant detour for riders between the Aylmer/Taché and Allumettières corridors, and downtown Ottawa. It will continue to accommodate regular STO buses. but would not serve the needs of this specific study.

The Alexandra Bridge

This would be a detour for riders from the Aylmer/Taché corridors heading to downtown Ottawa. The Alexandra Bridge does not yield enough benefits to justify the challenges and costs of integration, particularly on the Ottawa side.

However, the joint use of the Portage and Alexandra bridges could be a solution for future system growth.

Additional solutions were also considered, but eliminated, such as a tunnel under the river, the construction of a new bridge or independent transportation between the two downtowns. Given that the technical challenges and costs would be excessive, these solutions were not pursued.

The Portage Bridge

This would be the best option for most riders. The Portage Bridge has sufficient space, particularly if it were to accommodate a tram. It would deliver riders the primary destination of downtown Ottawa. It would also accommodate transfers to the O-Train system, in the vicinity of the Lyon station for other destinations.

The Portage Bridge has been chosen because it is the optimal link for an effective dedicated transit connection between the two cities, especially their downtowns.

Options that were considered but not retained

New Bridge and Tunnel to Downtown Ottawa

Was not retained because of the impact on protected Ottawa River landscapes and the downtown Ottawa stations would need to be at depths of approximately 50 m.



Tunnel Under the Ottawa River

Was not retained because the required depth to cross under the river would mean that the system would already have to be underground in downtown Ottawa and the downtown Ottawa stations would need to be at depths of approximately 50 m.



Independent Transportation Between Downtown Gatineau and Ottawa

Was not retained because it would add little value and would still require an interface between the STO and Ottawa transit systems and would require multiple transfers.

