

The Gatineau-Ottawa Tramway



THE ISSUE

Over the last decade, **traffic** has become a major issue in Gatineau.

Back in 2011, there was already major **congestion** on Chemin d'Aylmer, Saint-Raymond and des Allumetières boulevards as people approached the interprovincial bridges, as well as on Highway 50.

Despite improvements, public transport was no longer able to meet needs: many Park & Ride parking lots were being **used to capacity**, and buses were **overcrowded** at rush hour.

Since 2014, the road network has been at a **saturation point** and the population of the Gatineau-Ottawa metropolitan area is **growing**: it now has 1.4 million inhabitants and will approach 1.6 million within 20 years.

With so many residents, Gatineau is ready for a **re-vamped public transit system**, in other words, a network that is aligned with the growth and development happening across the region.



WHY A TRAMWAY AND NOT A BUS RAPID TRANSIT (BRT)?

Between 2011 and 2021, a **variety of studies** were completed to assess the best solution for the region. They concluded that:

- A tramway system can transport three times as **many people** as a BRT.
- A tramway is more likely to **attract new public** transit users.
- A tramway will **better integrate** with the Ottawa O-train.



After several **consultations**, the ideal route has been identified:

- The south line will run along chemin d'Aylmer and boulevard Alexandre-Taché (between the University of Quebec, Outaouais campus, and the Outaouais River, and the north line will run along boulevard du Plateau.
- The Portage bridge has been chosen as the route across the river.



The goal is to offer an **efficient, affordable, and environmentally** sustainable alternative to the personal vehicle. To reach those goals, the tramway is the best option.

WHO IS OVERSEEING THIS INTERPROVINCIAL PROJECT?

Société de transport de l'Outaouais. Also involved:



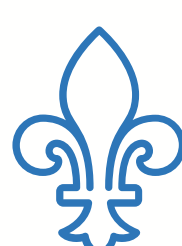
The City of Gatineau



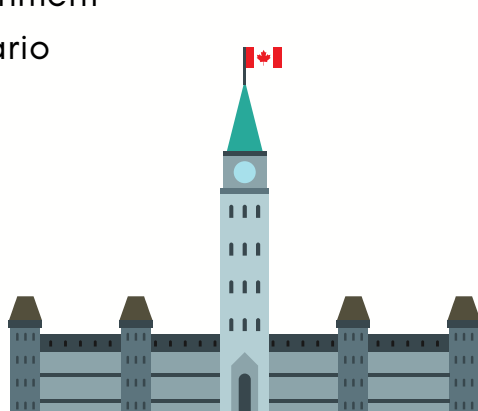
The City of Ottawa



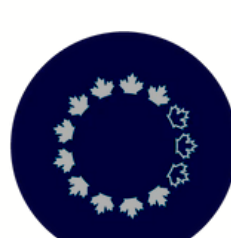
The Government of Ontario



The Government of Quebec



The Federal Government



The National Capital Commission (NCC)

With so many different jurisdictions involved, these types of projects are complex. Therefore, federal leadership is indispensable.

WHAT IS THE STATUS OF THE PROJECT?

The total cost of the project is estimated at **\$3.5 billion** (+ \$1 billion with the option of a tunnel under Sparks Street in Ottawa).

The tramway will help structure **urban development** and **densification** in Gatineau's west end. This high-frequency public transit axis will **help manage the area's expected growth**.

The Quebec government is prepared to pay for **60% of the bill** for the Quebec portion. The federal government launched an office for the project in April 2021, but has **not yet offered a promise of funding**.

The Quebec government, Ville de Gatineau and Société de transport de l'Outaouais **continue to call for federal leadership** in investing in this interprovincial project. Without federal commitment, the project cannot move forward at this time.

