BLACKFRIARS BRIDGE

Environmental Assessment

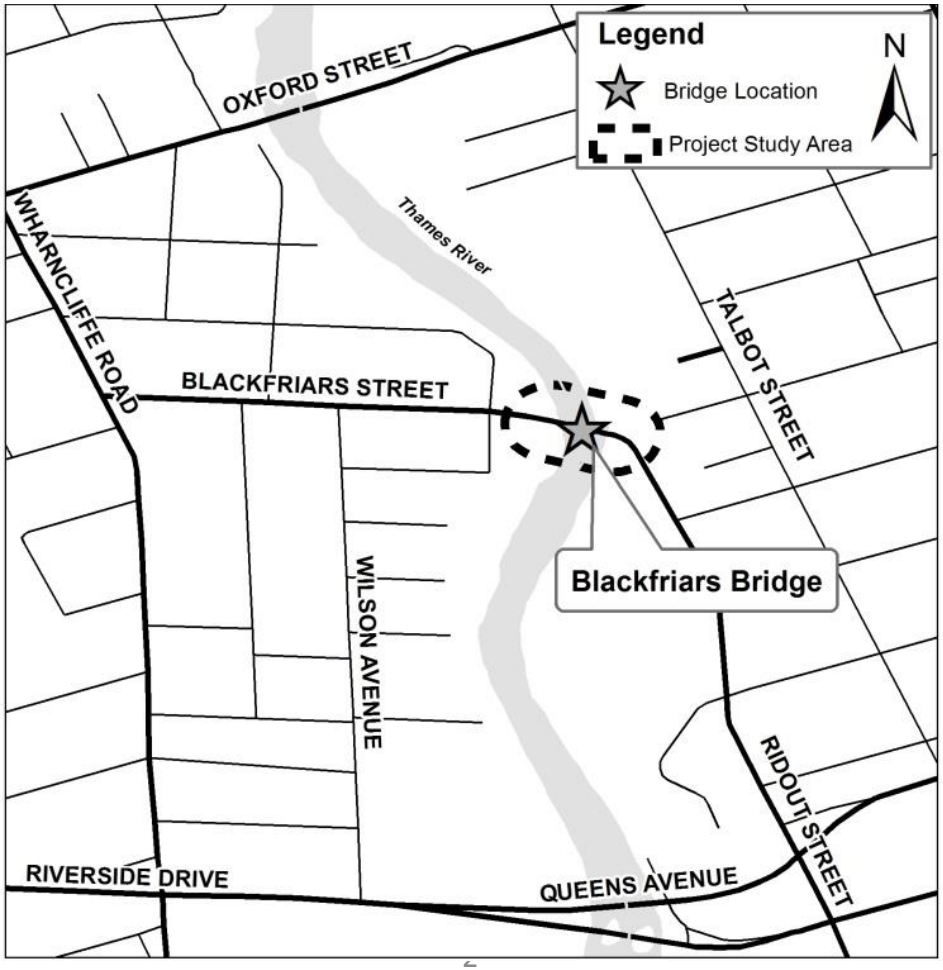
February 2, 2016

Civic Works Committee

Transportation Planning & Design

London
CANADA

Study Area


Legend
Bridge Location
Project Study Area
N
OXFORD STREET
WHARNCLIFFE ROAD
Thames River
TALBOT STREET
BLACKFRIARS STREET
Blackfriars Bridge
WILSON AVENUE
RIDOUT STREET
RIVERSIDE DRIVE
QUEENS AVENUE

History and Significance

- Opened on September 27, 1875
- An important social, political, and economic link between London and Petersville
- An important part of the Cultural Heritage of the City
- Oldest metal bridge on the Ontario Heritage Bridge List

- At 216 ft (65.8 m), it is the longest-span bridge of its type and origin remaining, and only one in Canada.
- Canadian Register of Historic Places

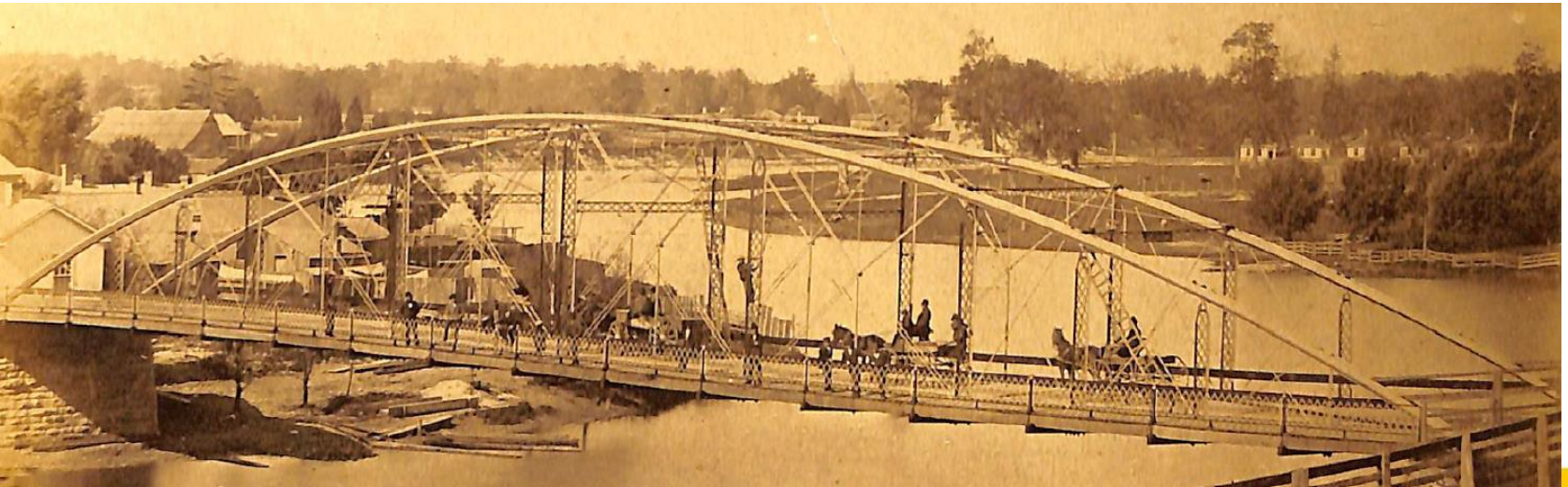
London CANADA

Consultation

- Two Public Information Centres, including enhanced outreach to the wider City of London community (mobile signs, newspapers, information cards)
- www.BlackfriarsBridge.ca
- Consultation with agencies, local organizations and interest groups
- Technical Agencies Committee including UTRCA
- First Nations
- Discussions with property owners and interested Londoners
- Support for rehabilitation

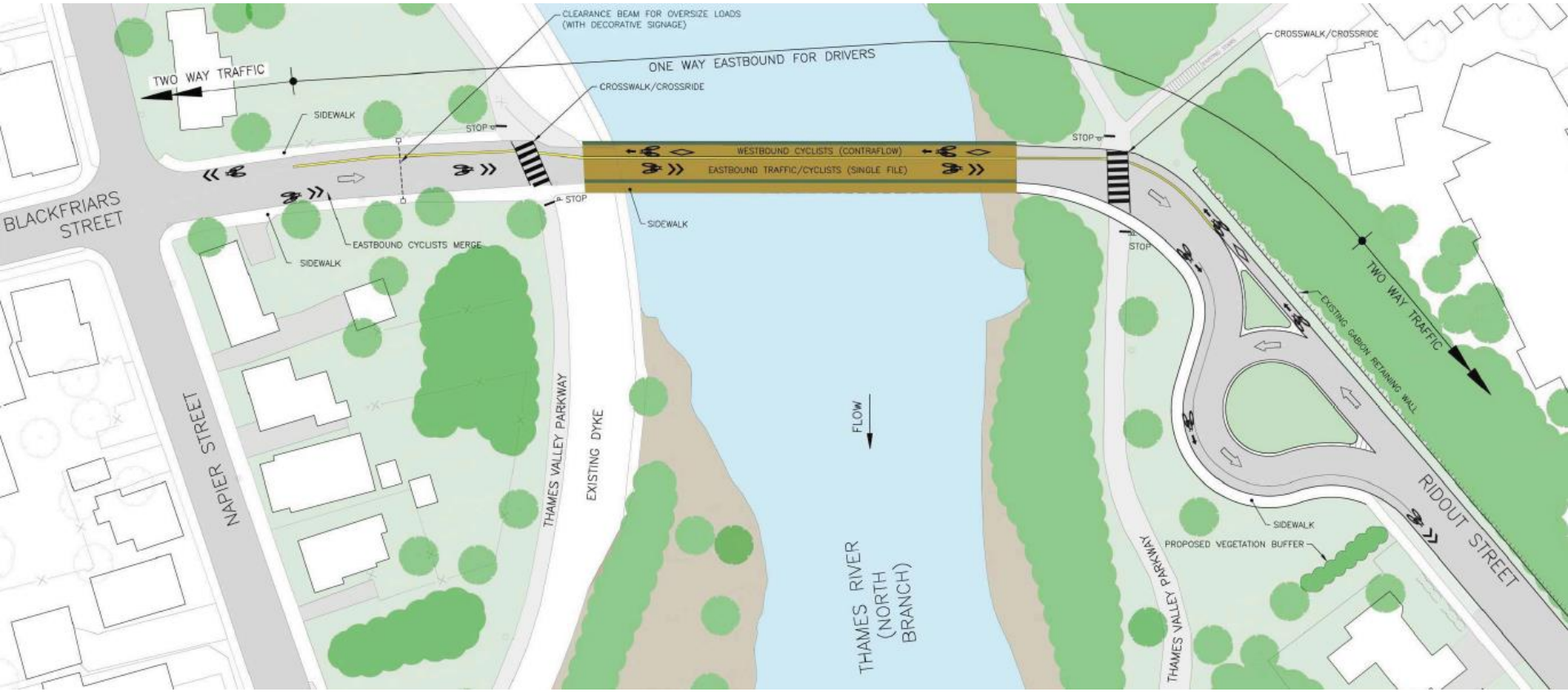
Alternatives

- **Rehabilitate** for vehicle/pedestrian/cyclist use
    - two-way and one-way vehicular traffic
- **Rehabilitate** for pedestrian/cyclist use only
- **Replace** for vehicle/pedestrian/cyclist use
- **Remove** for storage or demolition



London
CANADA

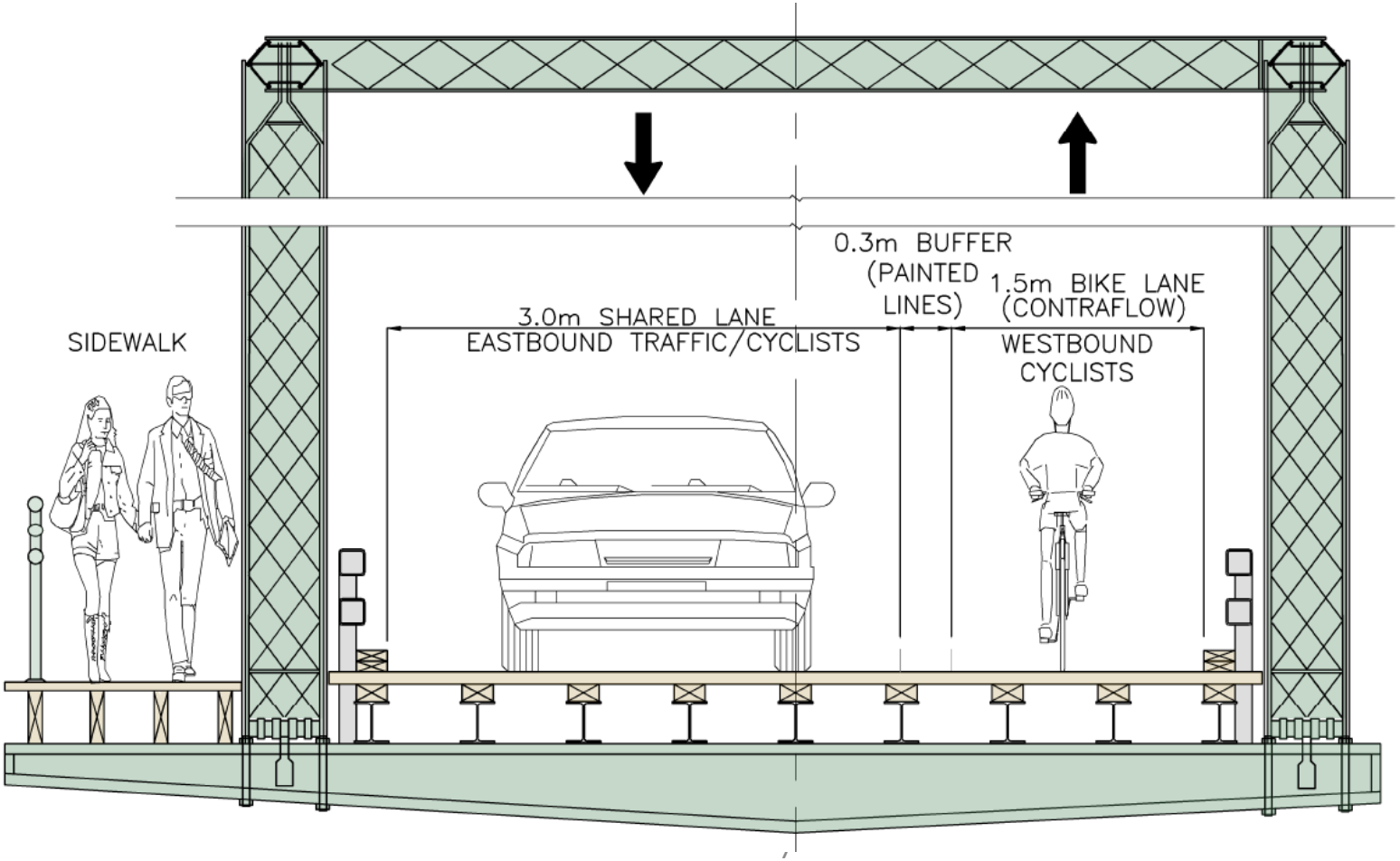
The Recommended Alternative:



Rehabilitate Bridge for One Way (Eastbound) Vehicle Use and Two Way Pedestrian/Cyclist Use

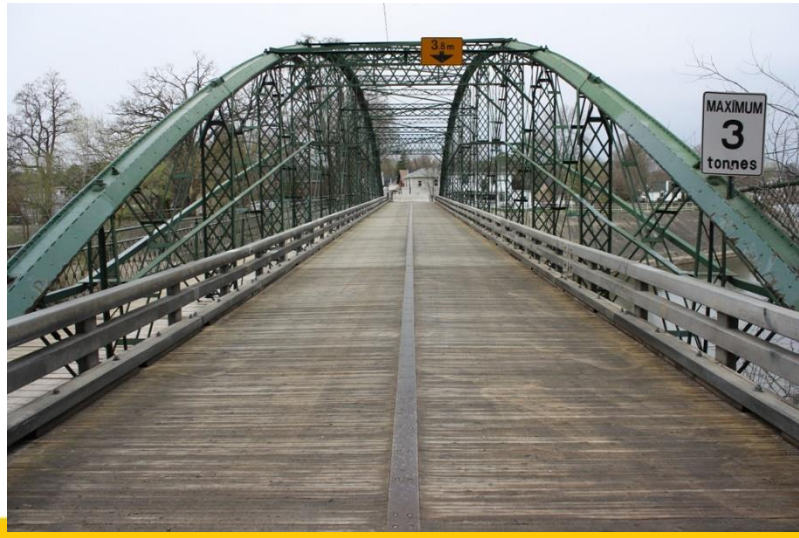
Recommended Cross Section

(LOOKING WEST)



Benefits of this Balanced Approach

- ✓ Heritage/cultural significance – Retained and better protected. The major risk to structure is eliminated by removing westbound traffic.
- ✓ Commuter and traffic concerns – River crossings into the downtown are constrained. Eastbound traffic will benefit road network users particularly in the morning peak.



Benefits of this Balanced Approach

- ✓ Cyclist/pedestrian safety – Improved safety at crossings leveraging new HTA Regulations. Dedicated westbound cycling lane. River crossing maintained.
- ✓ Economics – Similar cost to rehabilitate for pedestrians only. Greatly reduced maintenance costs with a long-term rehabilitation.
- ✓ Neighbourhood – Long-term connectivity maintained.

London CANADA

Potential Implementation

- 2016 – Detailed Design
  - Open to pedestrians and cyclists
- 2017 – Year 1 Rehabilitation
  - Closed to all users
- 2018 – Potential Limited Year 2 Rehabilitation
  - Short-term closure

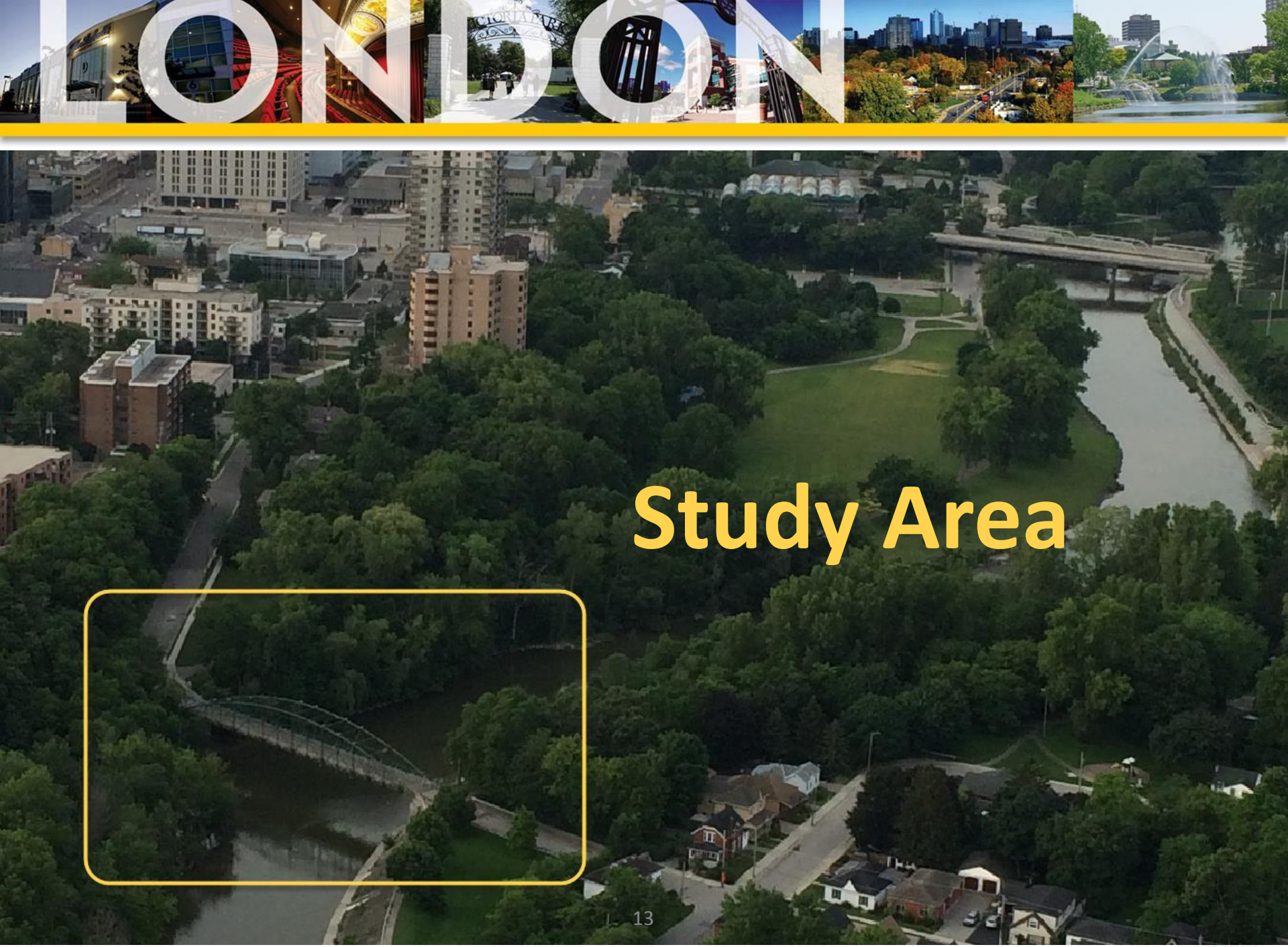
Estimated Bridge Rehabilitation Cost = $4.0M

- Road modifications and landscaping required for any rehabilitation or removal alternatives an additional $600,000.

Questions

slides after this not used…

London CANADA



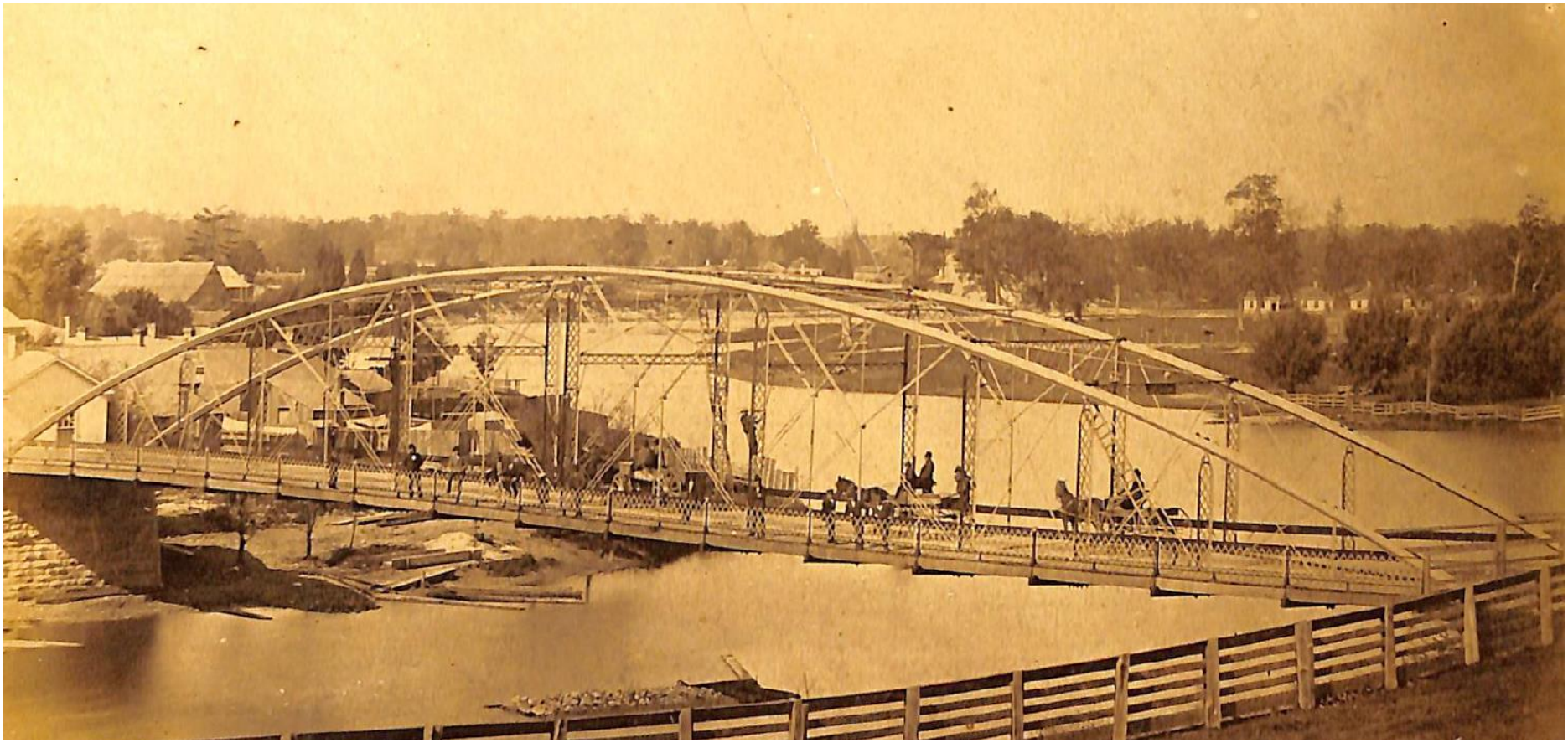
Study Area

Problem / Opportunity Statement

To determine the future requirements of the river crossing at Blackfriars Street, including rehabilitation, replacement, or removal of the existing bridge, recognizing:

- its importance as a significant heritage structure,
- its role as a component of the parks and pathway system,
- its role in the transportation network (including cycling and pedestrian transportation), and
- its socio-economic value to the community.

History and Significance



Previous Rehabilitations

- 1875 construction, Isaac Crousse / Wrought-Iron Bridge Company of Canton, Ohio
- 1951 Rehab & Strengthening – to address strength and vibration
- 1986 new stringers, deck and bridge rail

Study Context

15 19 STRATEGIC PLAN FOR THE CITY OF LONDON 2015 • 2019

shift MOVING LONDON FORWARD

A comprehensive and environmentally sound planning process

LONDON BIKES

London CANADA

Technical Considerations

- Roadside Safety
- Vehicular Traffic
- Pedestrian & Cyclist Traffic
- Structural Considerations
- Maintenance
- Natural Environment
- EMS
- Residential Use
- Commercial Use