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| TO: | CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 12, 2016 |
| FROM: | JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER |
| SUBJECT: | FIELD MARSHAL WOLSELEY BRIDGE (QUEBEC STREET) PEDESTRIAN SAFETY |

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| RECOMMENDATION |
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That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** on the Field Marshal Wolseley Bridge:

- (a) the sidewalks **BE WIDENED** to improve the pedestrian environment at an estimated cost of \$190,000;
- (b) a trial installation of road bollards between the bike lane and general purpose lane **BE IMPLEMENTED** to investigate this separated bicycle lane configuration and its influence on road operations; and,
- (c) no further action **BE TAKEN** with respect to the staff report dated February 2, 2016.

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| PREVIOUS REPORTS PERTINENT TO THIS MATTER |
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- Civic Works Committee – July 20, 2015 – Quebec Street Bridge – Pedestrian Safety
- Civic Works Committee - February 2, 2016 – Field Marshal Wolseley Bridge (Quebec Street) Pedestrian Safety

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| 2015 – 19 STRATEGIC PLAN |
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The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by improving mobility and safety for pedestrians.

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| BACKGROUND |
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Purpose

This a supplementary report to the previous reports identified. This report provides a recommendation considering additional consultation with the public, advisory committees and the school board since the last report.

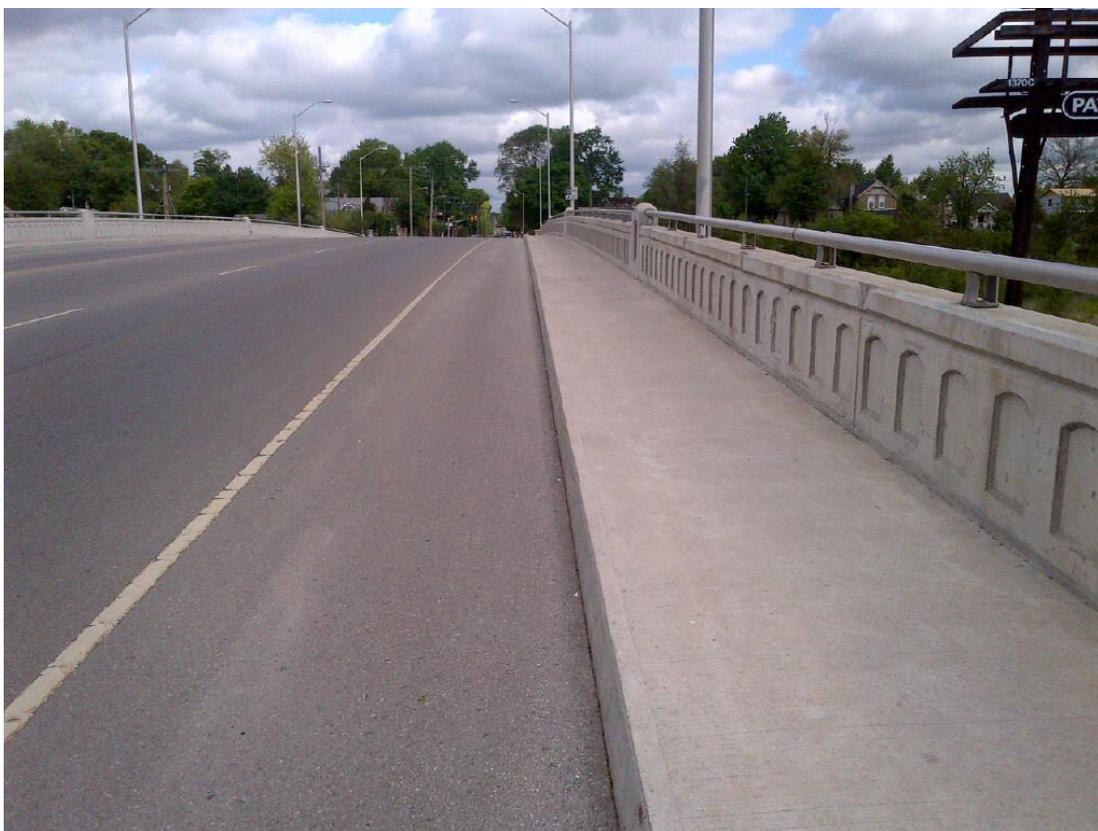
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Background

A pedestrian safety issue was suggested in response to the planned closure of Lorne Avenue Public School and the new requirement for students to travel across the Field Marshall Wolseley Bridge to Bishop Townsend Public School.

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| DISCUSSION |
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The bridge comprises three lanes of traffic (two northbound and one southbound), two bicycle lanes and two sidewalks. Below is a photo of the current bridge bicycle lane and sidewalk typical of both sides of the bridge.



The previous design and safety review indicated that the existing safety performance of the bridge is satisfactory. Given the potential for additional young vulnerable road users on the bridge, alternatives to improve the environment for active transportation were previously presented to Committee. Additional consultation on this topic has subsequently occurred with the Transportation Advisory Committee, Cycling Advisory Committee, Thames Valley District School Board and members of the public.

The City has learned that Thames Valley District School Board students required to cross the bridge to attend school will be provided bussing for the 2016/17 school year. This arrangement will subsequently be reviewed by the student transportation consortium over the next year and a half.

The advisory committees had a thorough debate on the topic. Both committees have provided recommendations to leave the bridge in its current configuration. However, the Transportation Advisory Committee expressed a preference for Alternative 3A presented in the February 2, 2016 report if student bussing was not to be confirmed for the long-term.

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Varied opinions were heard from the public. Support for the previously identified multi-use path alternatives was expressed; however there were concerns from some who cycle this route that the bridge grades introduce high bicycle speeds. The high bicycle speeds increase the pedestrian conflict concern with the multi-use path concept. Many indicated that the sidewalk was narrower than desired. Opinions on the height of the parapet wall were varied. Challenges with winter snow clearing were raised repeatedly.

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| RECOMMENDATION |
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Based on the feedback received, it is recommended that the sidewalks be widened by 0.60 m to a width of 2.2 m as shown in Appendix A. This is substantially wider than a standard sidewalk so would create a more comfortable walking environment.

With this recommendation, the bicycle lanes would remain at road level. A trial project introducing bollard separation between the bicycle lane and the general purpose lanes is also recommended. The impacts on winter maintenance will be assessed as part of this trial that would provide experience applicable to other roads in London. It is possible that the bollards may need to be removed to facilitate winter snow clearing operations and the bollards would be reinstated depending on the results of the trial.

Acknowledgements

This report was prepared with assistance from Jane Fullick, C.E.T., Technologist II, Karl Grabowski, P. Eng., Transportation Design Engineer of the Transportation Planning and Design Division.

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| PREPARED BY: | REVIEWED & CONCURRED BY: |
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| DOUG MACRAE, P. ENG. DIVISION MANAGER TRANSPORTATION, PLANNING & DESIGN | EDWARD SOLDI, P. ENG. DIRECTOR, ROADS AND TRANSPORTATION |
| RECOMMENDED BY: | |
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| JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER | |

Attach: Appendix A –Proposed Bridge Modification
 cc: G. MacDonald/J. Pucchio, AECOM Canada Ltd.

