1ST REPORT OF THE

TRANSPORTATION ADVISORY COMMITTEE

Meeting held on January 23, 2018, commencing at 12:15 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: A. Farahi (Chair), S. Brooks, G. Debbert, J. Madden, J. Scarterfield and A. Stratton and J. Bunn (Secretary).

ABSENT: G. Bikas, D. Doroshenko, H. Moussa, and L. Norman.

ALSO PRESENT: K. Grabowski, Sgt. S. Harding and J. Kostyniuk.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. ORGANIZATIONAL MATTERS

2. Election of Chair and Vice Chair for the term ending November 30 2018

That it BE NOTED that the Transportation Advisory Committee elected A. Farahi and A. Stratton as Chair and Vice Chair, respectively, for the term ending November 30, 2018.

III. SCHEDULED ITEMS

3. Victoria Bridge Environmental Assessment

That it BE NOTED that the attached presentation from K. Grabowski, Transportation Design Engineer and J. Pucchio, AECOM, with respect to the Victoria Bridge Environmental Assessment, was received.

IV. CONSENT ITEMS

4. 10th Report of the Transportation Advisory Committee

That the 10th Report of the Transportation Advisory Committee, from its meeting held on November 28, 2017, BE RECEIVED.

5. Municipal Council Resolution - Ontario Traffic Council's Automated Speed Enforcement Working Group

That the Municipal Council resolution from its session held on November 28, 2017, with respect to the Ontario Traffic Council's Automated Speed Enforcement Working Group, BE RECEIVED.

6. Letter of Resignation - Jon Kostyniuk

That the letter of resignation from the Transportation Advisory Committee, dated December 5, 2017, from J. Kostyniuk, BE RECEIVED.

V. SUB-COMMITTEES & WORKING GROUPS

None.

VI. ITEMS FOR DISCUSSION

7. TAC Work Plan

That it BE NOTED that the Transportation Advisory Committee (TAC) held a general discussion related to the 2017 and 2018 TAC Work Plans.

VII. DEFERRED MATTERS/ADDITIONAL BUSINESS

8. (ADDED) Construction Notice - 2017 Kilally Road Reconstruction - Phase 1

That it BE NOTED that the Construction Notice, dated January 17, 2018, from T. Koza, Transportation Design Engineer, related to the 2017 Kilally Road Reconstruction Phase 1 project, was received.

9. (ADDED) Letter of Resignation - S. Greenly

That the letter of resignation from the Transportation Advisory Committee, dated December 5, 2017, from S. Greenly, BE RECEIVED.

VIII. ADJOURNMENT

The meeting adjourned at 1:00 PM.

NEXT MEETING DATE: February 27, 2018

Victoria Bridge
Municipal Class EA
Transportation Advisory Committee

John Pucchio, P. Eng., Project Manager

January 23, 2018

AECOM

Municipal Class Environmental Assessment

Class Environmental Assessment:

- Evaluated rehabilitation or replacement alternatives. Full range of alternatives are evaluated along with their impacts on social, technical, economic, natural and cultural environments.
- Currently at Phase 4 of Class C EA - Bridge Replacement is the Preferred Alternative.

Problem/Opportunity:

Constructed in 1926, Victoria Bridge is located on Ridout Street over the south branch of the Thames River in the City of London. Ridout Street is an important link to downtown and a designated north-south bicycle route. However, Victoria Bridge does not have sufficient width to accommodate dedicated bicycle lanes which is a safety concern. Recent bridge inspections also identified ongoing issues of deterioration which may reduce the structural capacity of the bridge. Given the age of the bridge, existing conditions, functional deck width, structural capacity, potential heritage value and other considerations, the Class EA study should identify a solution to address structural deficiencies and accommodate all users through bridge rehabilitation or replacement.

Background - Victoria Bridge

FUNCTION AND HISTORY

- The bridge is a modified Warren steel-pony truss bridge with an exposed concrete deck and overall span of 77.86 m
- Two span structure constructed in 1926. Components of the substructure are from 1875.
- The bridge supports Bell, sanitary sewer and watermain.
- Rehabilitation - abutment replaced (1956), deck replacement (1960), deck overly (1983), steel coating (1992)
- Two lanes of traffic and two cantilevered sidewalks

STRUCTURAL COMPETANCY

- Steel is deteriorating – critical repairs in 2016.
- Secondary members (stringers) structurally insufficient.

HERITAGE

- Heritage value but not designated under the Ont. Heritage Act.
- Some heritage attributes have been removed.

HYDRAULICS

- Elevation of existing structure slightly lower than 100 year flood.

Background - Transportation

RIDOUT STREET

- Important link to downtown and Old South / Wortley Village.
- Primary collector that carries 12,000 vehicles daily.
- Two lanes of vehicular traffic
- Pedestrian on 1.8 m, wide cantilevered sidewalks
- Public transit route.

ENTRANCES

- London Hydro entrance at northeast quadrant
- Thames Park entrance at southwest quadrant

BICYCLE FACILITIES

- shared bike facilities (sharrows) just south of bridge to York Street
- dedicated bike lanes south of Thames Park
- TVP (east-west) on north bank of Thames (restrictions to vertical and horizontal clearances below bridge)
- Secondary pathways (east-west) through Thames Park to Wortley Road

Preferred Alternative

PREFERRED PLANNING ALTERNATIVE

- Through the evaluation process and the feedback from the public, approval agencies and the City, the Preferred Planning Alternative from Phase 2 was Alternative C: Remove the Existing Bridge and Build a New Bridge on the Existing Alignment.

.

Function

- Replacement satisfies all geometric and safety design standards for vehicles, pedestrians and cyclists.
- Removal of centre pier will improve river flow and reduce debris build up.
- Potential to improve Thames Valley Parkway alignment for active transportation.

Structure

- Replacement bridge will be designed to current material and code standards.
- New structure will have a service life of approximately 100 years

Aesthetics / Heritage

- Design attractive elements such as lighting, railings, end post and other features into new bridge
- Add elements into bridge design to reflect heritage attributes

Costs

- Higher initial cost for new construction but lower life cycle and lower maintenance costs

Proposed Solution

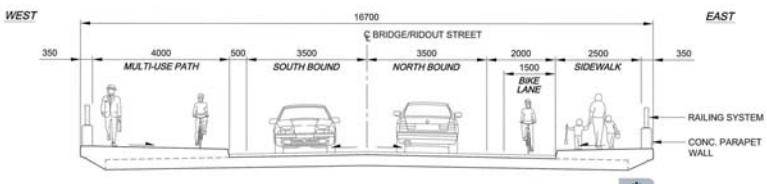
Bridge Replacement

- Alternatives reviewed
- Asphalt paved concrete deck surface
- Raised pedestrian sidewalk (east) and multi-use path (west)
- Preferred solution to be selected shortly

Road

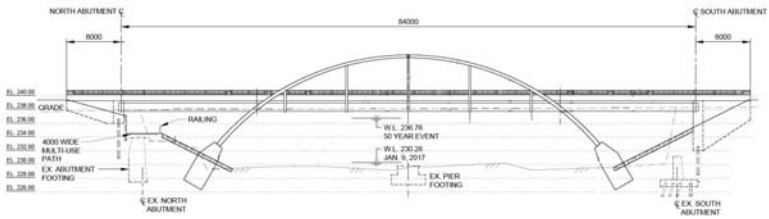
- Vertical road grade increase on Ridout Street (between Horton Street and Ingleside Place)
- Improves hydraulic grade line and passes 100 year flood
- Reconstructed entrances to London Hydro and Thames Park

Combined multi-use pathway and sidewalk on bridge



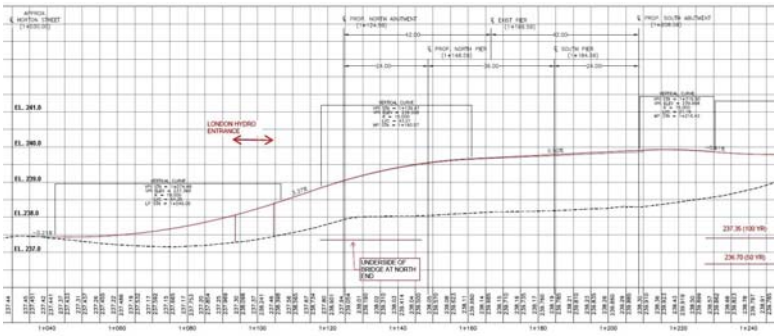
Proposed Bridge Solution

Through Arch
- Concrete Deck
- Floor beams and stringers
- Aesthetic qualities similar to existing bridge



Proposed Road Reconstruction

Ridout Street
- Two (2) lanes - 3.5 m wide
- Vertical road grade increase on Ridout Street (between Horton Street and Ingleside Place)
- Reconstructed entrances to London Hydro and Thames Park



Proposed Cycling Improvements

Ridout Street
- Existing southbound on-street shared bike lane on bridge upgraded to a 4.0 m combined northbound/southbound multi-use pathway and sidewalk.
- Existing northbound on-street shared bike lane upgraded to a designated 1.5 m wide on-road bike lane.
- North side of Horton Street intersection remains as on-street shared bike lane (sharrows).
- South of bridge, remains as a designated on-street bike lane.

TVP
- Pathway below bridge improved to 4.0 m wide with a 3.0 m vertical clearance.
- Existing multi-use pathway splits to combined multi-use pathway/sidewalk (on bridge) and multi-use pathway (under bridge).

Other
- New link to multi-use pathway in Thames Park.

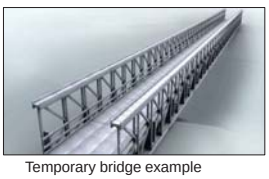
Detour Plan

Active Transportation Detour
- Ridout Street closed for full construction season.
- N-S passage via a temporary bridge across the river during construction for pedestrians and cyclists.
- TVP below the bridge closed for full construction season.
- E-W passage via local roads and/or temporary bridge across the river

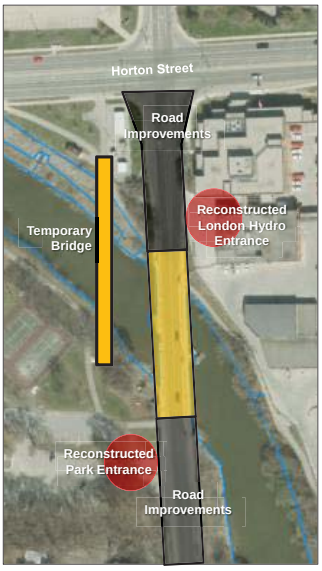
Vehicular Traffic Detour
- Because of the scale of work required to replace the bridge and limited space, a full road closure will be required on Ridout Street between Horton Street and Thames Park entrance.
- Traffic is required to be rerouted to roads capable of carrying the increased volume of traffic.
- Vehicular traffic will be directed to Wharncliffe Road to the west and Wellington Road to the east.
- Traffic management will be further refined during detailed design. Impacts to adjacent roads will also be monitored and addressed.
- Access to Ingleside Place and Thames Park will be maintained during construction.

Access Across River

- Temporary bridge across Thames River will be provide for pedestrians and cyclists. The bridge will also carry temporary services.



Temporary bridge example



Next Steps

- Prepare Environmental Study Report (ESR) and Environmental Impact Study (EIS) (January/February 2018)
- 30 Day Public Review of Report (March 2018)
- Detailed Design (TBD)
- Tender (TBD)
- Construction (TBD)