

Prince of Wales Bridge Interim Multi-Use Pathway Project

Online engagement starting:
February 22, 2021

Please provide your comments
by: March 8, 2021

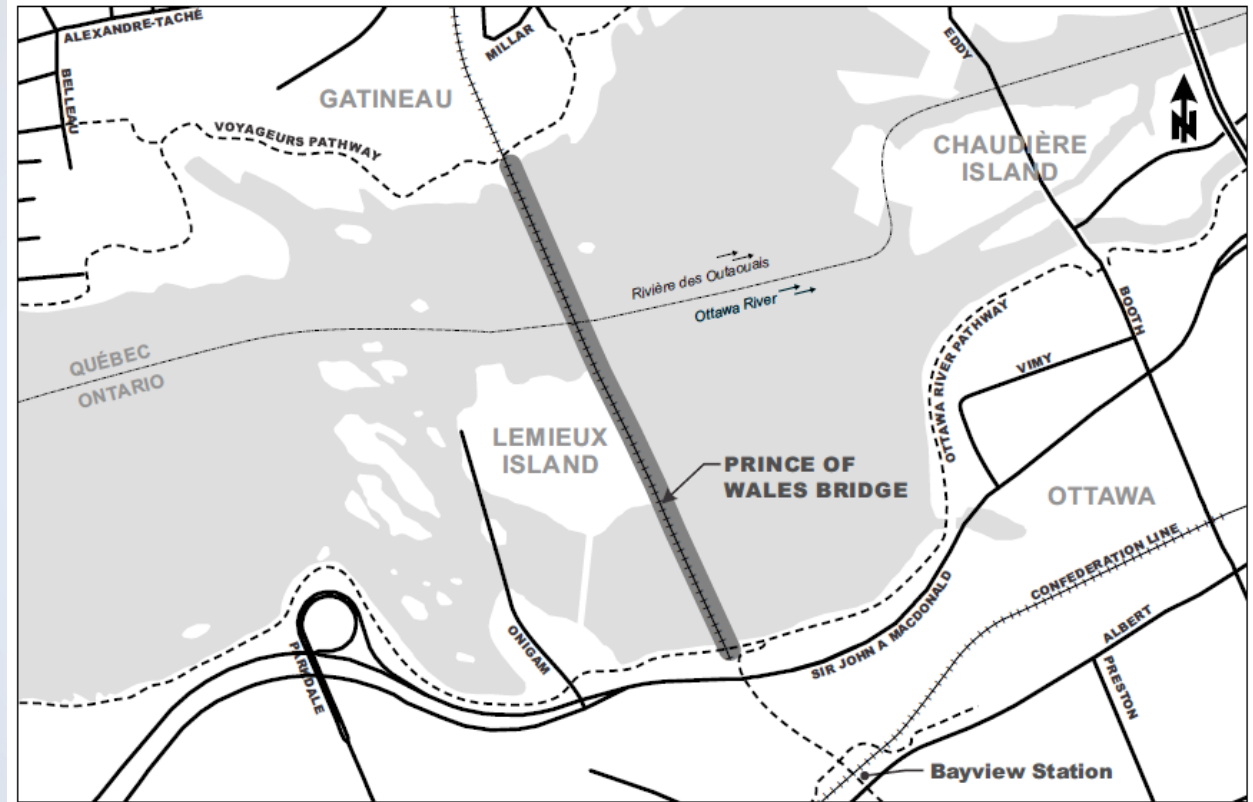


Introduction

Thank you for taking the time to review information on the work completed to date for the Prince of Wales Bridge Interim Multi-Use Pathway project.

The objective of this presentation is to provide interested stakeholders with the opportunity to learn about the study and gain feedback on the project. The information presented includes:

1. The Project's Environmental Assessment Process
2. The existing conditions within the Study Area
3. The range of Alternatives Solutions examined
4. The Preliminary Preferred Solution
5. Next Steps in the Study



Project Consultation Activities

Consultation is an integral part of the project's planning and design process, where input from key stakeholders and the public contributes to the success of the project. The consultation strategy includes:

- Fulfillment of the Municipal Engineers Association (MEA) Class Environmental Assessment process as a Schedule B project
- Key stakeholder meetings with provincial (both Ontario and Quebec) and federal agencies
- Study Notifications in area newspapers and on the City's Website
- On-line presentation of materials to the public
- Outreach to Indigenous Groups
- Information posted on the City's Website: www.ottawa.ca/princeofwalesbridge

Your feedback is important to the success of this study and ask that you provide your comments by March 8, 2021.

Background

The Prince of Wales Bridge is located on the inactive section of the O-Train Trillium Pathway north of Bayview Station crossing the Ottawa River between Ottawa, Ontario and Gatineau, Quebec.

Currently the Prince of Wales Bridge is closed to public use consistent with the City's regulatory obligations. The City of Ottawa maintains the structure and performs periodic inspections and evaluations to assess the condition and ensure the integrity of the bridge.



Source: <http://www.capitalgems.ca/prince-of-wales-bridge.html>

Background

While the Prince of Wales Bridge is being retained as a future rail transit bridge, the City sees the bridge as an asset that can be improved to elevate active transportation use between Ottawa and Gatineau, as an interim use. Offering impressive views of the river, Parliament Hill and LeBreton Flats, the bridge can serve as an interprovincial link for cycling commuters, recreational users, and visitors.

On December 9, 2020 Ottawa City Council approved a motion to undertake an Environmental Assessment and design work for the interim use of the Prince of Wales Bridge as a Multi-Use Pathway.



Images of the Existing Bridge and Surrounding Study Area



North Bridge, looking north



Source: MMM, 2014

North Bridge, looking north towards Gatineau



Source: MMM, 2014

Ottawa River Pathway, looking west



South Bridge, looking south



Source: MMM, 2014

North Bridge, looking north



Source: MMM, 2014

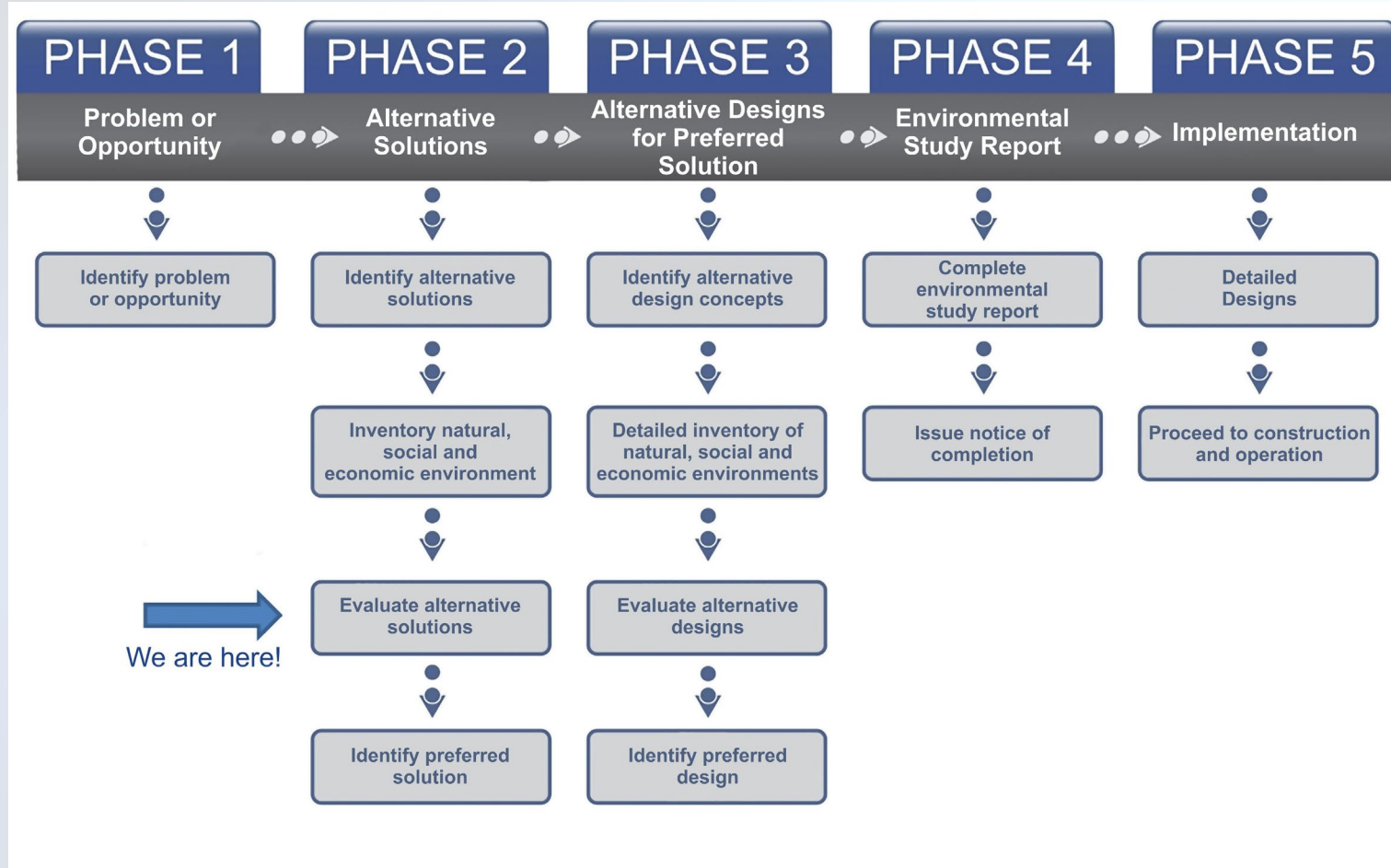
Voyageurs Pathway, Gatineau

Environmental Assessment Process

As a municipal infrastructure project, the study is following the Municipal Engineers' Associations' Class Environmental Assessment Process, an approved process under the Ontario Environmental Assessment Act. As the project is taking place partially outside the City of Ottawa municipal boundary, the study is required to follow a Schedule B process.

Schedule B projects are required to fulfill Phases 1 and 2 of the environmental assessment process which requires a review of the need or opportunity for the project, an inventory of environmental conditions, and the evaluation of alternative solutions to respond to the need or opportunity.

The outcome of the process will be the identification of a Preferred Solution to inform the design and implementation of the project.



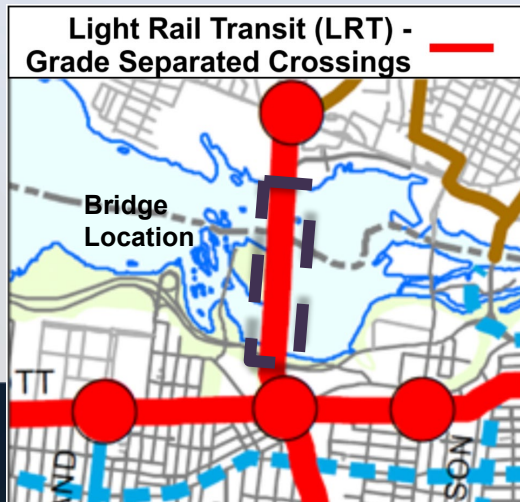
The Opportunity

While the bridge is being preserved for future rail use, the City recognizes its value as an asset that can be retrofitted to accommodate a Multi-Use Pathway in the interim. The use of the bridge for active transportation (walking and cycling) is imbedded in the plans of the National Capital Commission, as well as the City's of Ottawa and Gatineau, including:

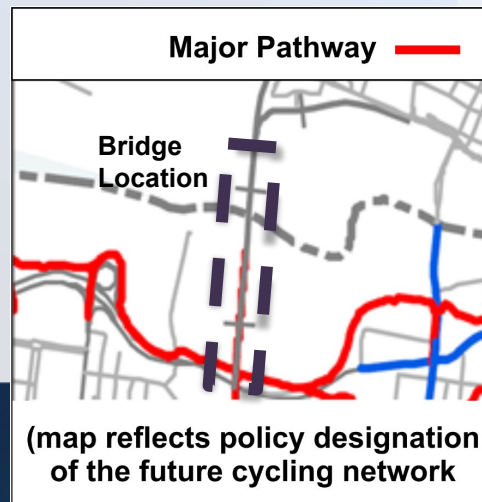
- City of Ottawa Transportation Master Plan
- City of Ottawa Cycling Plan
- City of Ottawa Pedestrian Plan
- City of Gatineau Plan Directeur du Reseau Cyclable
- National Capital Commissions' Plan for Canadas Capital and Capital Pathways Strategic Plan

Providing a Multi-Use Pathway on the bridge as an interim use also promotes a positive shift towards walking and cycling thereby providing an overall positive impact on the region's overall contribution to Greenhouse Gas Emissions from transportation sources and a healthy lifestyle.

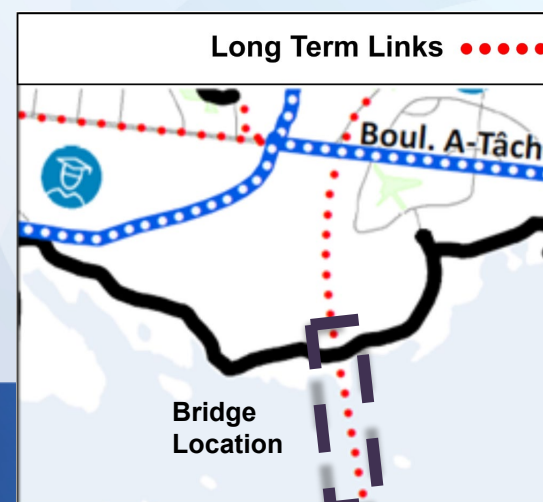
Ottawa Transportation Master Plan
(Ultimate Network)



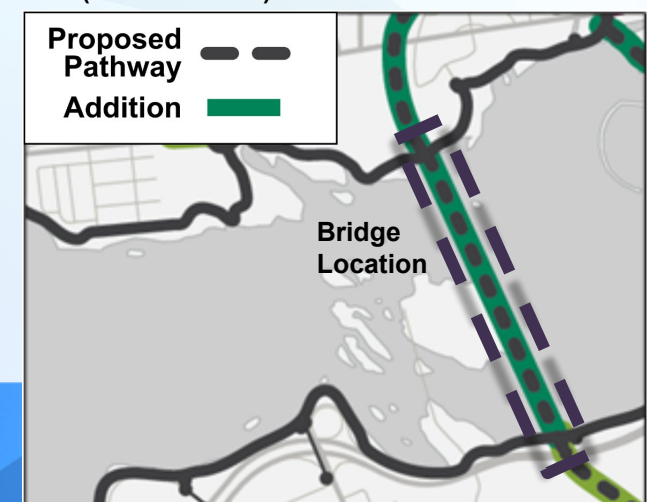
Ottawa Transportation Master Plan
(Primary Urban Cycling Network)



City of Gatineau Plan Directeur du Reseau
Cyclable (Projets à l'horizon 2025: centre-ville)



NCC Capital Pathway Strategic Plan
(Ideal Network)



Status of Existing Conditions

The City is conducting various studies to inform the project's planning and design, including:

Social Conditions

- Existing Land Ownership
- Cultural Heritage Evaluation Report and Heritage Impact Assessment
- Pedestrian and Cycling Network

Biophysical Conditions

- Natural Heritage
- Geotechnical Overview
- Phase 1 Environmental Site Assessment

Technical Conditions

- Bridge Condition

The figures below identify property ownership surrounding the bridge within Ottawa, Ontario and Gatineau, Quebec. The Prince of Wales Bridge and Lemieux Island are owned by the City of Ottawa.

Ontario



Quebec



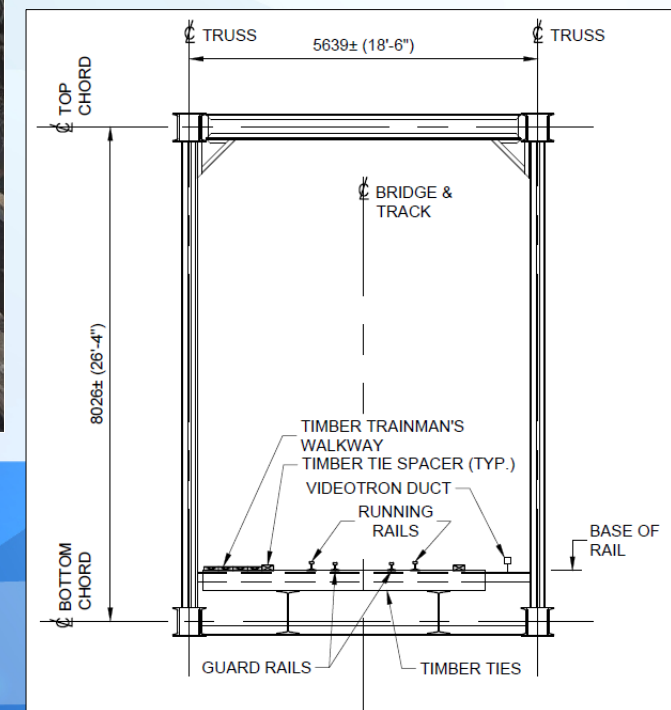
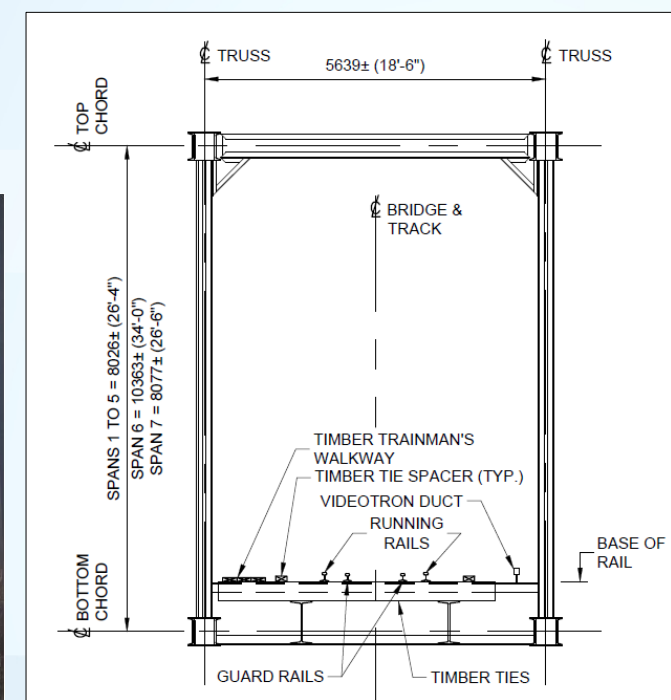
Pedestrian and Cycling Network

A Multi-Use Pathway connection across the Prince of Wales Bridge between Ottawa and Gatineau would connect to the City of Ottawa's Trillium Pathway to the south. The Trillium Pathway is a north-south pathway that connects to the City's Bayview Light Rail Transit (LRT) station and beyond. It would also connect to the National Capital Commission's Ottawa River Pathway (at the south approach) and Voyageurs Pathway (at the north approach), both being east-west pathways along the shores of the Ottawa River.



Bridge Condition

- The crossing consists of two separate structures: Prince of Wales Bridge South spanning between the Ontario shore and Lemieux Island, and Prince of Wales Bridge North spanning between Lemieux Island and the Quebec shore.
- The total length of the crossing (including Lemieux Island) is approximately 990 metres.
 - The South Bridge consists of six (6) identical riveted steel Pratt through-truss spans of 48.0 metres for an overall bridge length of 289 metres.
 - The North Bridge consists of seven (7) riveted steel Pratt through-truss with four 48 metre spans, one 43 metre span, one 80 metre span and one 51 metre span for an overall bridge length of 368 metres.
- Both steel structures, built in 1926 by the Canadian Pacific Railway, are supported on unreinforced stone masonry piers and abutments founded on bedrock, originally built between 1879 and 1881.
- The bridge deck consists of an open deck system with timber ties connected to stringers, with tracks fastened directly to the ties. A “trainman’s” timber walkway is located on the west side of both structures.



Alternative Solutions

A range of alternative solutions were developed that are reasonable in addressing the identified need and opportunity to provide an interim Multi-Use Pathway connection between Ottawa and Gatineau. Each alternative includes repairs to the bridge's substructure. A description of the alternatives considered include:

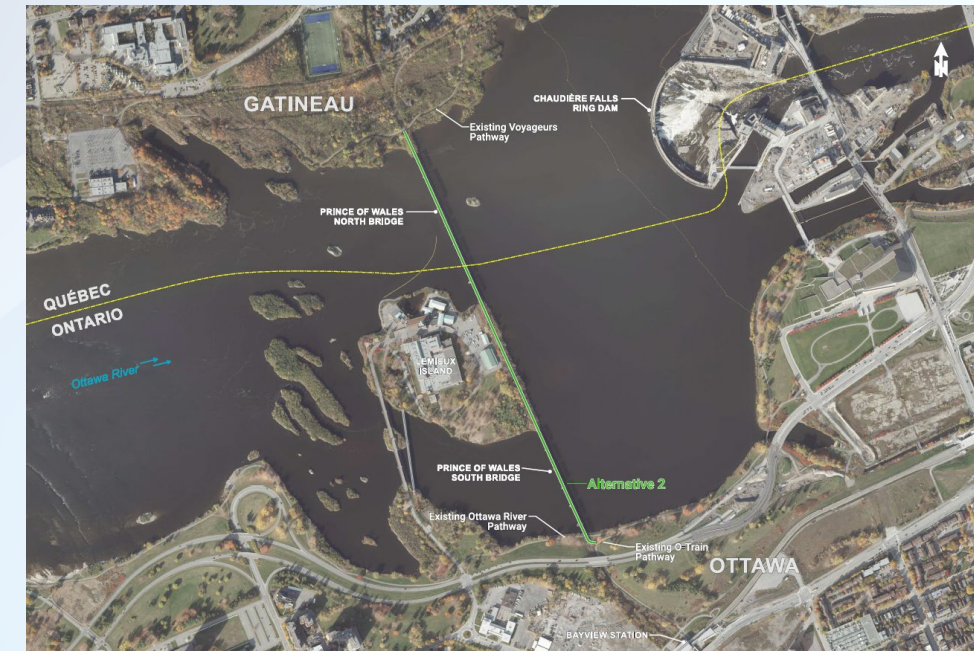
Alternative 1: Do Nothing. Assumes that a Multi-Use Pathway would not be implemented and used as a baseline for the consideration of impacts. Ongoing maintenance of the bridge would continue, and it will remain closed to the public.

Alternative 2: Provide Interim Decking. Includes a new raised Multi-Use Pathway deck to be installed on the existing railway deck, retaining in-place the steel rails for future rail transit bridge use.

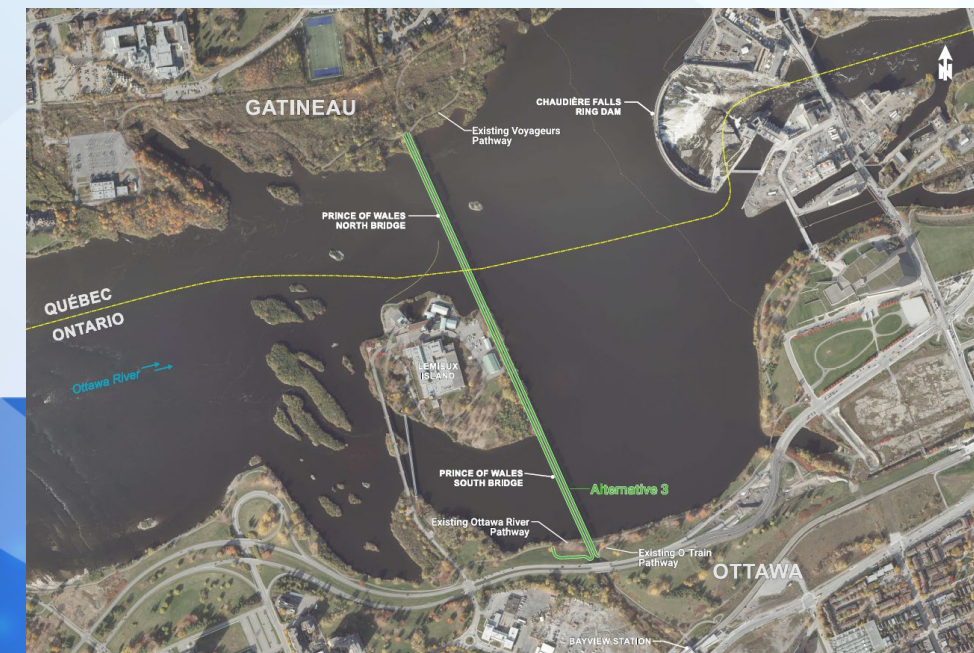
Alternative 3: Provide New Cantilevered Deck. Provides a new cantilevered Multi-Use Pathway would be added to either side of the existing structure and require new retaining walls and abutments to support the structure.

Alternatives 2 and 3 both include modifications to the rail bed on Lemieux Island to accommodate the interim Multi-Use Pathway connection.

Alternative 2 – Interim Decking



Alternative 3 - New Cantilevered Deck



Preliminary Preferred Solution

Informed by an evaluation that considered multiple social, bio-physical and technical criteria, the preliminary preferred solution would be to install a new raised Multi-Use Pathway deck on the existing railway deck, retaining in-place the steel rails for future rail transit bridge use, together with modifications to the rail bed on Lemieux Island to accommodate the interim Multi-Use-Pathway connection. This preliminary preferred solution would:

- Best meet the need and objective of providing an interim Multi-Use Pathway connection between Ottawa and Gatineau in accordance with municipal and federal plans
- Have a positive impact on modal shift to active modes of transportation
- Best maintain the heritage components and visual appearance of the bridge
- Provide a direct connection to Light Rail Transit stations
- Be least complex to construct, have shortest construction duration, and have least construction related impacts
- Enable the decking to be removed to allow for use by rail in the future
- Have the lowest capital cost



Next Steps

Following this public meeting, the study team will review comments and address concerns or questions that were raised. Next steps and milestones for the project include:

- Confirm the Preferred Solution (Spring 2021);
- Prepare an Environmental Screening Report including identifying impacts and suggested mitigation measures (Spring 2021);
- Initiate the statutory 30-Day Public Review Period (Spring 2021);
- Upon completing the 30-Day Public Review Period, the City will proceed to complete the detailed design for this project.

Pending completion and findings of the Environmental Assessment and subsequent design work, it is the City's objective to be in a position to commence project implementation in 2021, subject to confirmation of funding.

Please provide your comments or questions to the City's project manager by March 8, 2021.

Thank you,

Lei Gong, PhD, P.Eng., Senior Engineer
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