

WELCOME TO THE CARRICK-VICKERS MULTI-USE BRIDGE OPEN HOUSE

Thank you for coming to the Carrick-Vickers Multi-Use Bridge Open House. We're here to help you learn about this project. The people here are the ones doing the planning and design, so be sure to tell us your thoughts and ask us questions.

October 4th, 2018



BACKGROUND

The City of Thunder Bay is looking to build a new multi-use bridge over the McIntyre Floodway at Carrick St. and Vickers St.

- There is no direct, dedicated, cycling route between the north and south sides of the city.
- The City wants to create a direct route by using existing trails, roads, and linear parks.
- In the new Active Transportation Plan, the City is proposing a “Fort-to-Port Express Route” to get from one side of the city to the other in 25 minutes by bike.
- The biggest problem is connecting Carrick St. and Vickers St. over the McIntyre Floodway, where a bridge is needed.
- This route is a practical, low-stress, and direct link between the north and south sides of the City.



Figure 1: Core-to-Core Express Route



Figure 2: New Bridge Study Area

ENVIRONMENTAL ASSESSMENT

Projects like this follow a Municipal Class Environmental Assessment (EA) Process. The process has five planning and design steps for municipal projects like water, wastewater, and roads. Part of the process is to present the project to the public and relevant agencies to gather feedback and review concerns.



Projects are grouped into Schedules based on their environmental impact:

Schedule A

- Small environmental impact.
- Usually maintenance activities (cleaning ditches, plowing, sanding, repaving parking lots).
- Pre-approved.

Schedule B

- Usually improvements to facilities that are already there.
- There needs to be a review process with stakeholders, including public consultation with those who may be affected.
- This project, the Carrick-Vickers Multi-Use Bridge, is Schedule B.

Schedule C

- Needs a very comprehensive consultation process that can take years.

ENVIRONMENTAL ASSESSMENT (EA)

EA PROCESS:

Step 1: Identify the Problem or Opportunity.

Step 2: Choose an EA Schedule fitting for the Project (Schedule B).

Step 3: Begin the consultation process and Publish a Notice of Study Commencement.

Step 4: Record the natural, social, and economic environment.

Step 5: Identify and evaluate different solutions and impacts.

Step 6: Get feedback from review agencies and the public.

Step 7: Select the best solution.

Step 8: Publish a Notice of Study Completion.

Step 9: Complete design and build it!



ARCHAEOLOGICAL POTENTIAL

What is this? Archaeological potential is the possibility that doing a project might disturb or destroy artifacts that are significant.

Archaeological potential is low for this area.

The ground has already been disturbed by past construction activities like building the trail, floodway, and roadway.

Built heritage resources and cultural heritage landscapes are not expected in this area.

A Phase 1/2 Archaeological Assessment is currently being completed.



PROBLEM

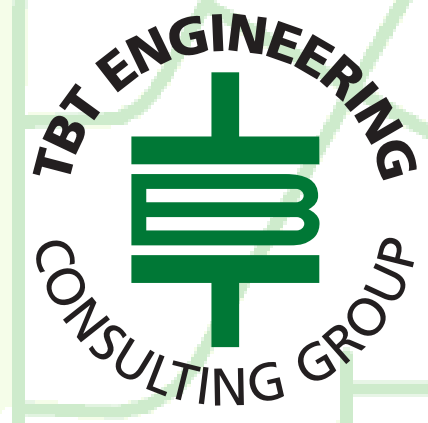
- This area has no public bridge making a safe crossing over the McIntyre Floodway to help people get to the bike lanes on Vickers St., the multi-use trail along the Floodway, and the future cycling route on Carrick St.
- People who are biking or walking must use busy streets with cars, buses, and trains like May St. and Balmoral Ave, to get from one side of town to the other. This is a problem for people who are not comfortable, safe, or able to ride on those roads.
- In order to cross the Floodway, people walking and cycling have to make a very long detour (over 850m!) to legally and safely cross the floodway.
- The other river crossings do not have assigned bike lanes.
- Some people might trespass and use the CN Rail bridge to cross the river.



BENEFITS AND OPPORTUNITIES

- A new bridge would link the existing trail on the north side of the McIntyre River to the south side.
- Connectivity between the north and south sides of the city would be improved for people who walk, roll, or bike.
- Cyclists would have a good option for riding away from busy roads.
- A new bridge would be safer for people biking and walking, than taking the busier streets or trespassing on the rail bridge.
- People would now have a direct route for crossing the floodway.
- A new bridge would provide people with easier access to services like grocery stores and clinics.
- The City received funding from the Ministry of Transportation Ontario's Municipal Commuter Cycling Program for this project.

ALTERNATIVE SOLUTIONS



OPTION

IMPACTS

1. Do Nothing

No bridge will be built in the study area.

- People who are biking or walking will have to use busy streets with cars, buses, and trains.
- Some people might trespass and use the CN Rail bridge to cross the river.
- The City will not use the funding they received for a new bridge.
- Access to important services will not be improved.
- The Fort-to-Port route may not get built

2. New Multi-Use Bridge

Multi-use bridge will be built in the study area.

- Improves trail system between north and south sides of the city.
- People can use the trail system away from busy streets with cars, buses, and trains.
- Will encourage people to bike and walk in Vickers Street area.
- The City may need more funding on top of the funding they already received.
- Low impact on fish as bridge will not be built in the river.
- Low impact on vegetation and animals during construction.
- New multi-use trail for public use.
- Simple design and construction.
- Can have public art built into it and can have really nice landscaping in the area.
- Could include information about the history of the area and some wayfinding.
- May need to purchase land where bridge will be built.
- Could impact maintenance of floodway.
- Short-term impacts from construction (noise, dust, odor, north side trail disruption).
- May need to change the existing trails to connect the new bridge.

3. Modify Existing CN Bridge

CN Rail Bridge will be modified with a multi-use lane.

- More complicated to design and construct with an existing bridge.
- Short-term impacts from construction (noise, dust, odor, CN Rail disruption).
- The City may need more funding on top of the funding they already received.
- Trail connections already exist on the north side but new trail connections have to be built on the south side.
- Low impact on fish as bridge will not be built in the river.
- Low impact on vegetation and animals during construction.
- New multi-use trail for public use.
- CN Rail must approve this project and come to an agreement with the City. The City must spend the money by a certain date. Getting an agreement and this project built might take longer than that.
- Need to build more trail to connect CN bridge to existing trails.

LOCATION OPTIONS: NEW MULTI-USE BRIDGE

Two locations are being considered for the new multi-use bridge at Vickers St. and Carrick Street.



Figure 3: Location Options

	LOCATION A	LOCATION B
Bridge Length	✓ 75 metres	✗ 105 metres
Cost	✓ Lower (shorter)	✗ Higher (longer)
Environmental Impact	✓ Very little – Abutments outside of river banks	✓ Very little – Abutments outside of river banks
Usability	✓ Almost directly in line with existing north to south route.	✗ Users will have a small detour to get to trails and bike lanes
Purchasing Land	✗ Likely required for north abutment	✓ Likely not required
Existing Infrastructure	✗ May need to move utilities, ditch, culvert for north abutment	✗ Close to CN Rail Bridge – can make river maintenance harder

LOCATION OPTIONS: MODIFY EXISTING CN BRIDGE

A multi-use lane will be built parallel to the train tracks on the existing CN Rail bridge.



Figure 4: Location of multi-use trail on existing rail bridge

Bridge Length

✓ Existing bridge is 75 metres long.

Superstructure Cost

✓ Modifying the existing bridge is probably less expensive than a new bridge

Environmental Impact

✓ Very little

Usability

✗ Users will have a detour to get to trails and bike lanes

Purchasing Land

✗ An agreement between CN Rail and the City must be made

Existing Infrastructure

✗ A trail connection will have to be built on the south side.

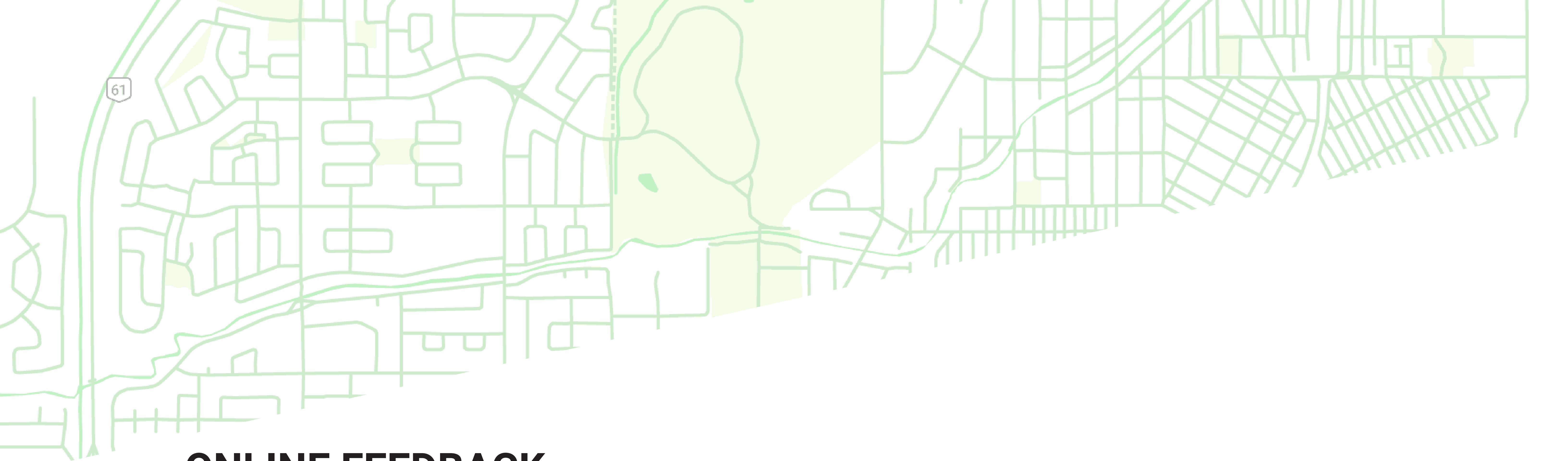




THE DREAM BOARD

TELL US YOUR DREAMS, THOUGHTS, AND IDEAS FOR THIS PROJECT.

WRITE IT! DRAW IT! BE INSPIRED.



ONLINE FEEDBACK

Please visit www.tbte.ca/Carrick-Vickers-Bridge to submit comments online.

Check back regularly for updates!



CONTACT INFORMATION

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