Rouge Park Bridges Transportation Master Plan

Virtual Public Meeting #1

Thursday, October 21st, 2021

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This meeting is being recorded

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Thank you for joining today's virtual public meeting!

Questions will be taken at the end of the presentation.

We look forward to your participation and feedback.

David Hunter, P.Eng. & Alyssa Cerbu, MPl
City of Toronto

Chris Haines, MBA, P.Eng.
Dillon Consulting Limited

Today's Virtual Public Meeting

Time	What	Why	Who
6:00 – 6:15 pm	Welcome	Introduce the project team and meeting purpose	Alyssa Cerbu
6:15 – 7:00 pm	Presentation	Learn about the Rouge Park Bridges Transportation Master Plan (TMP)	Dave Hunter/ Chris Haines
7:00 – 7:55 pm	Questions	Ask questions and provide your feedback	Everyone
7:55 – 8:00 pm	Adjourn	Conclude the meeting	Alyssa Cerbu

Welcome & Introduction

Land Acknowledgement

To commence this meeting we would like to first take a moment to acknowledge the land on which we are meeting.

The land we are standing on today is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Huron-Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples.

We also acknowledge that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

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Code of Conduct

Be patient: Virtual meetings don't always run as smoothly as planned.

Be respectful: The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

Be brief: Limit yourself to one question or comment when called on to speak.

We want to hear from you – all questions are good questions!

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Webex Audio Trouble?

1. Click **the arrow** beside your mute button

2. Click “**Switch audio**”

3. Use **“Call me” function**
   - Enter your phone #
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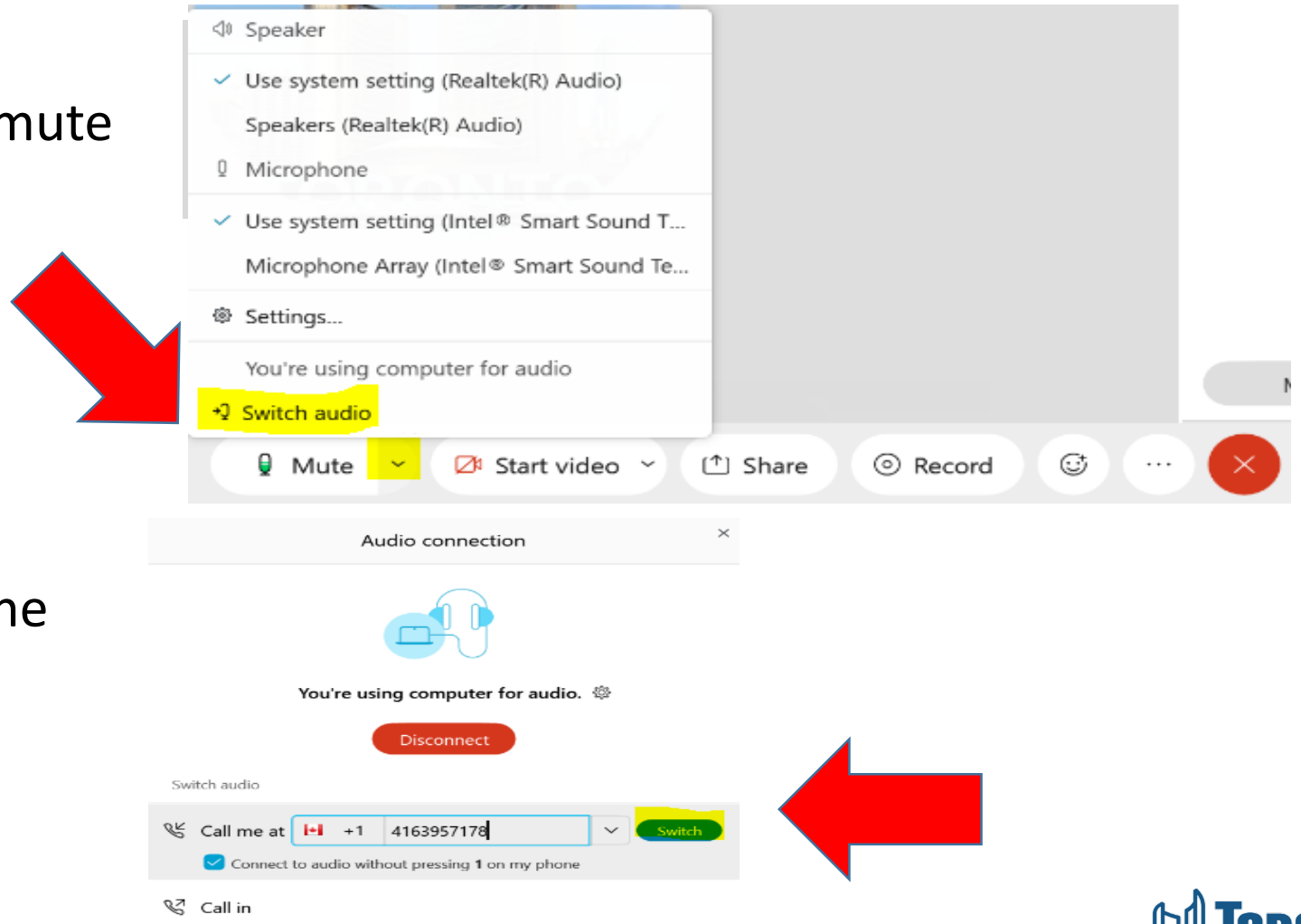
   - No long distance charges



Audio still not working?

Call Into the Meeting

Dial: **416-915-6530**

When prompted for a meeting number enter:

2459 521 9815

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Via the internet browser

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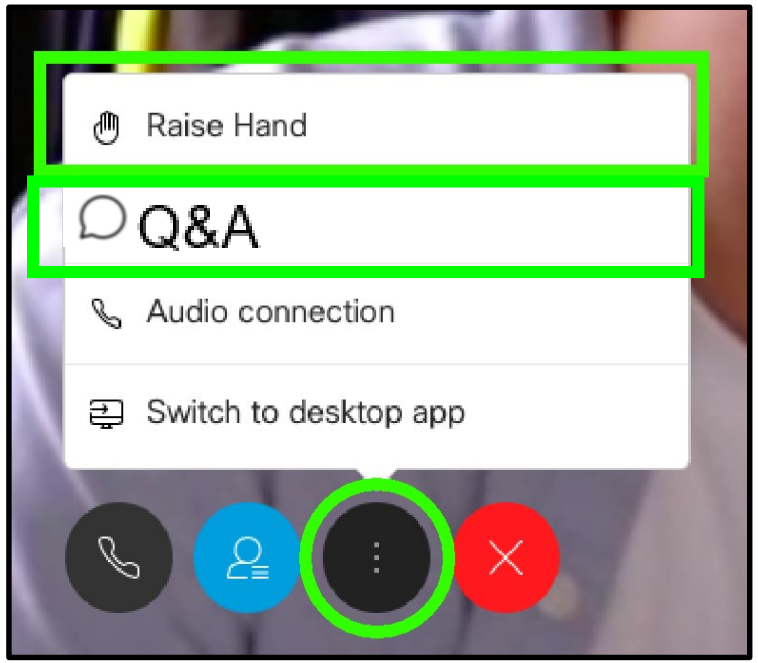

Via the Webex App

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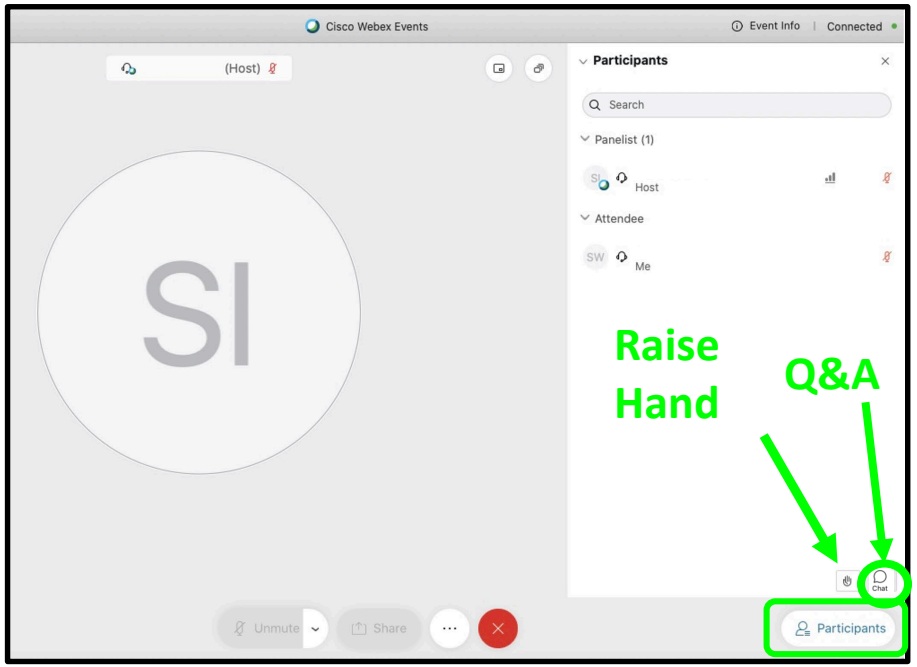

Participating by SmartPhone or Tablet

Raise your hand or type your question

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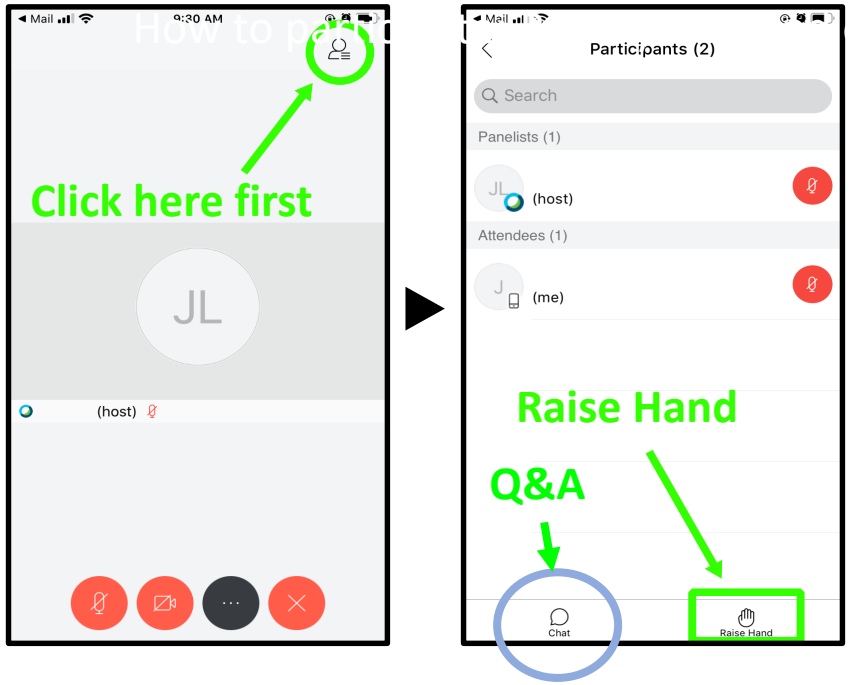

For tablets

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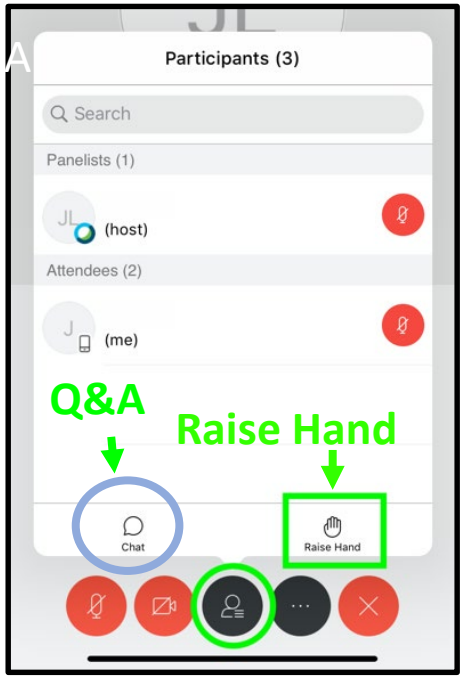

Raising your hand by Phone

To raise your hand virtually, **key in *3**.

- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

Overview

Overview

The City of Toronto is undertaking a Transportation Master Plan study **to determine the future of five bridges** within the Rouge National Urban Park (RNUP).

- The bridges provide crossings of the Rouge and Little Rouge Rivers.
- Four of the five bridges were built in the early 1900s and are designated heritage bridges, with the fifth having a long history of bridge crossings located at the site.
- In addition, there are two additional railway bridge locations within the study area being reviewed. While these railway bridges are not the focus of the TMP study, they may have an influence on the study findings.

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Study Area

A - Sewells Road Bridge

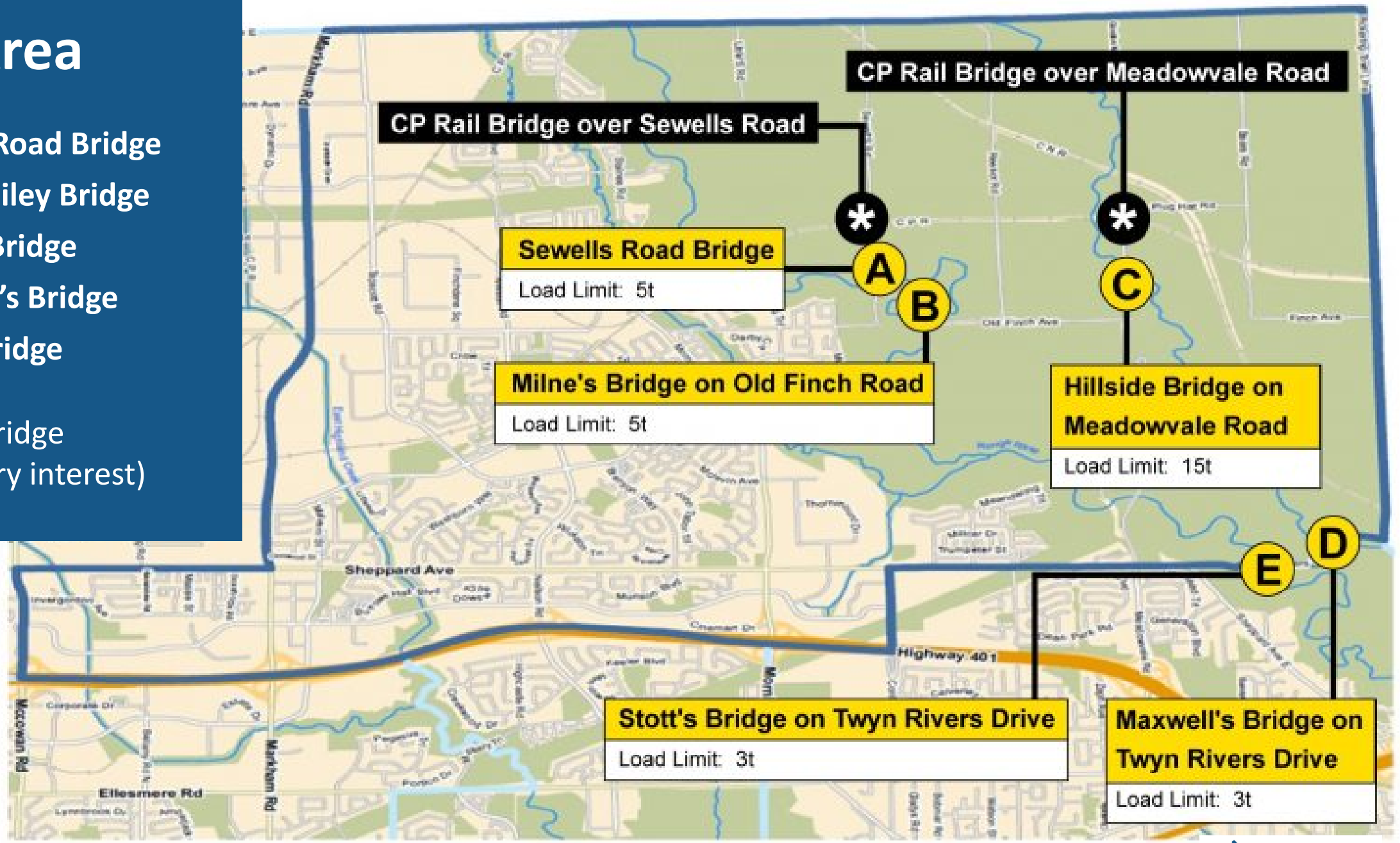
B - Milne Bailey Bridge

C - Hillside Bridge

D - Maxwell's Bridge

E - Stotts' Bridge

* - CP Rail Bridge
(secondary interest)



Reason for Meeting

→ **Provide Information**

→ **Seek your feedback**

- Study Purpose & Process
- Existing Conditions
- Problem & Opportunity Statement
- Initial Factors and Alternatives
- Next Steps

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Study Process

The Transportation Master Plan (TMP) Process

The TMP is following Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act:

- Phase 1: identify transportation problems and opportunities
- Phase 2: develop, evaluate and recommend alternatives to address identified problems and opportunities

Review Existing Conditions, Challenges & Opportunities

Develop Problem & Opportunity Statement

Oct 2021

We are here

Identify Alternative Solutions & Evaluation Criteria

Evaluate & Select Preliminary Preferred Alternative Solution

Dec 2021

March 2022

The TMP process **does not include** the following phases of the MCEA process:
Phase 3: Detailed Design & Mitigation
Phase 4: Environmental Study Report

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Background Studies

The Environmental Assessment process involves:

- **collecting and investigating existing conditions in the area,**
- **documenting key issues, and**
- **using the information for the evaluation of alternatives.**

- Overview of Existing Policies and Guidelines
- Natural Heritage Existing Conditions
- Stage 1 Archaeological Assessment
- Cultural Heritage Resource Assessment
- Transportation Network Overview
- Structural Existing Conditions
- Hydraulic Assessment
- Socio-economic and Land Use Overview
- Phase I Environmental Site Assessments
- Traffic Analysis

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Discussions to Date

- **Notice of Study Commencement (Fall 2020)**
- **Ongoing consultation with agencies**
- **Initial outreach to Indigenous Communities**

What We've Heard

- Preserve cultural and built heritage of bridges
- Consider Fire and EMS access routes
- Lengthen or raise bridges
- Study recommendations need to be sensitive to the natural environment
- Consider active transportation

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Problem & Opportunity

Problem & Opportunity Statement

The City of Toronto is undertaking a Transportation Master Plan (TMP) study to determine preferred alternatives for the future of five bridges located within the Rouge National Urban Park, recognizing the need to:

- **Address the deteriorating condition** of the bridges;
- **Maintain the rural character of the roadways** and the right-of-way, consistent with City policies;
- **Support the local transportation network** within the Park, including access for emergency services;
- **Follow heritage conservation principles** at each bridge;
- **Improve the safety and function** of these sites for all users; and
- **Mitigate potential impacts to the natural environment** of the RNUP.

Policy Context Overview

- Official Plan & OPA 346 (Greenbelt Plan)
- Site and Area Specific Policy 141: “The rural character of existing two lane roads will be maintained.”
- Parks Canada / RNUP Management Plan
- Traffic Operations Review - Twyn Rivers Drive

History of the Area

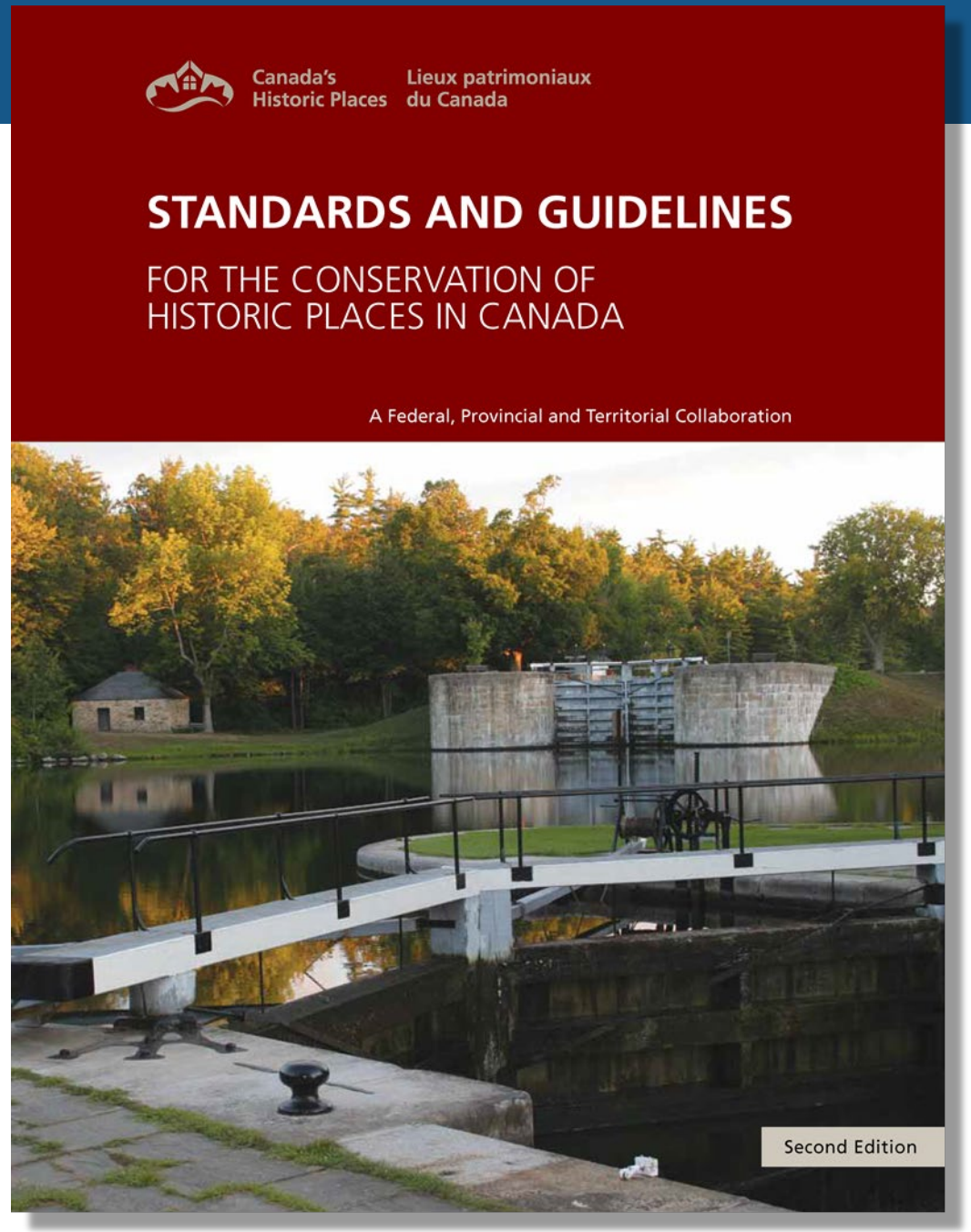
The Rouge River was an important First Nations settlement area:

> "Archaeological investigations in the Greater Toronto Area have identified nearly 300 sites related to Indigenous occupation—a powerful reminder that this area has been the homeland of Indigenous peoples for more than 10,000 years. Each site—whether a small, briefly-occupied hunting camp or a large village that housed hundreds of families—tells the story of the people and their way of life on the land."
>
> — Source: Toronto and Region Conservation Authority

History of the Area

Heritage Assessment will be conducted in compliance with City policies, with reference to appropriate Standards and Guidelines.

Heritage considerations can affect how a bridge is repaired or rehabilitated, and can influence how its legacy is commemorated in the event that removal is required.



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Existing Conditions

Existing Conditions - Bridge Summary Table

Bridge List and Roadway Type

BRIDGE												ROADWAY		
#	Bridge Name	Date	Watercourse	Bridge Type	No. Spans	Deck	Heritage	Load Limit	Vert. Clear	Posted (km/h)	No. Lanes	Road	Road Type	ADT
A	Sewell's Road Bridge (ID# 812)	1912	Rouge River	suspension	3	concrete	designated	5 t 8%	4.1 m	20	1	Sewell's Road	Collector-Residential	4,800 (2019)
-	CP Rail Subway	--	--	steel girder	1	--	--	--	3.5 m	50	1			
B	Milne Bailey Bridge (ID# 813)	1988	Rouge River	panel bridge	2	steel grating	listed	5 t 8%	--	50	1*	Old Finch Avenue	Collector-Residential	8,900 (2019)
C	Hillside Bridge (ID# 806)	1917	Little Rouge River	pony truss	1	steel grating	designated	15 t 25%	--	50	1	Meadowvale Road	Collector	12,700 (2019)
-	CP Rail Subway	--	--	steel girder	1	--	--	--	3.5 m	50	1			
D	Maxwell's Bridge (ID# 802)	1927	Little Rouge River	concrete bowstring	1	concrete	designated	3 t 5%	--	40	2	Twyn Rivers Drive	Collector-Residential Evacuation Route	8,000 (2019)
E	Stotts' Bridge (ID# 803)	1915	Rouge River	pony truss	1	steel grating	designated	3 t 5%	--	40	1			

* - Traffic signal lights at Milne Bailey Bridge (due to sight line limits).

% compared to a new bridge

A: Sewell's Bridge (1912)

- On Sewell's Road
- Suspension bridge (rare)
- Heritage Designation By-Law
- One lane wide
  (drivers yield to oncoming traffic)
- Very low posted load limit (5 t)
- Fire truck & ambulance constraint
- Concrete deck and curbs
- No species at risk observed
  (inactive Barn Swallow nests observed)

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B: Milne Bridge
(1988)

- On Old Finch Avenue
- Panel bridge (“Bailey Bridge”)
- Heritage Listed (monitored) by City
- One lane wide
  (Traffic signals at both ends of this bridge because curved roadway limits sight lines for drivers.)
- Very low posted load limit (5 t)
- Fire truck & ambulance constraint
- Open metal grating for deck
  (driver comfort, drainage into river)
- No species at risk observed
  (inactive Barn Swallow nests observed)

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C: Hillside Bridge
(1917)

- On Meadowvale Road
- Pony truss (somewhat uncommon)
- Heritage Designation By-Law
- One lane wide
  (drivers yield to oncoming traffic)
- Low posted load limit (15 t)
- Fire truck constraint
- Open metal grating for deck
  (driver comfort, drainage into river)
- No species at risk observed
- 2020: short-term closure for repairs

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D: Maxwell's Bridge (1927)

- On Twyn Rivers Drive (Evacuation route)
- Concrete arch (somewhat rare)
- Heritage Designation By-law
- Two lanes wide (no shoulder)
- Very low posted load limit (3 t)
- Fire truck & ambulance constraint
- Concrete deck and curbs
- No species at risk observed
- Hiking trails cross the road near both ends of bridge (safety issue)

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E: Stotts' Bridge (1915)

- On Twyn Rivers Drive (Evacuation route)
- Pony truss (somewhat uncommon)
- Heritage Designation By-law
- One lane wide (drivers yield to oncoming traffic)
- Very low posted load limit (3 t)
- Fire truck/ambulance constraint
- Open metal grating for deck (driver comfort, drainage into river)
- No species at risk observed
- 2020: short-term closure for repairs

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CP Rail Bridges

Two rail-over-road bridges:

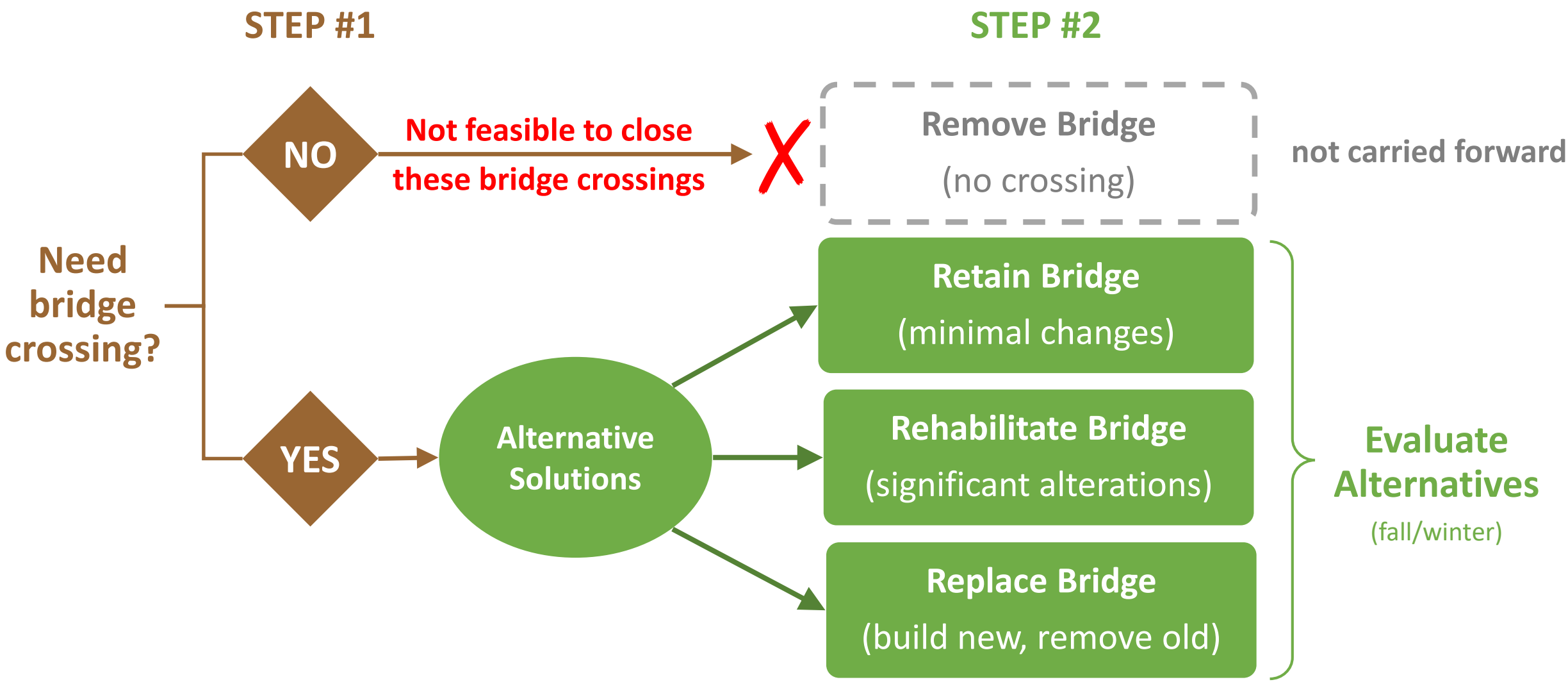
- Over Meadowvale Road
- Over Sewell's Road

- Operates as one lane wide (drivers yield to oncoming traffic)
- **Low vertical clearance (3.5 m)**
- Fire & large truck constraint
- Rail bridge replacement not in scope of the TMP study, but issues and opportunities will be identified (a separate/future process)

Note: Signs were replaced in 2021 to display the correct vertical clearance height of **3.5 m**.

Alternative Solutions

Decision Making Process



Step #1: Is a crossing needed at each location?

Fire and Emergency Medical Services:

- Response times need to be reasonable
- Multiple ways to access a property is desirable if a roadway is blocked
- Several of the bridges have weight restrictions, meaning all EMS vehicles can't use them

Evacuation Route:

- Tywn Rivers Drive is an emergency evacuation route for the Pickering nuclear power plant
- Service vehicles would use Tywn River Drive, with public vehicles routed to Highway 401

Vehicle and Active Transportation Access:

- Removing a bridge would disrupt access within and through the park as there are not many alternative river crossings

Cultural Heritage:

- Four of the bridges are designated heritage structures
- The fifth bridge has an historic setting

✓ Bridge crossings are needed

Step #2: What type of work to undertake at each bridge?

RETAIN
(minimal changes)

Keep bridge in existing condition with minor repairs

May include

- modest repairs to extend life
- improve roadway at bridge
- short service life extension

REHABILITATE
(significant alterations)

Strengthen and alter existing bridge to improve its function

May include

- add/replace components
- partially strengthen bridge
- alters appearance
- widen bridge
- modest service life extension

REPLACE
(build new, remove old)

Construct a new bridge in place of the old bridge

May include

- meets current standards
- wider bridge
- accommodate cyclists
- long service life extension

Step 2: Evaluation Criteria

The following is a **preliminary** set of criteria that will be used the evaluate the alternatives for each bridge. Each bridge will be evaluated individually. We are looking for YOUR feedback on the criteria.

Bridge Condition & Function

Public Uses in RNUP

Transportation

Natural Environment & Hydraulics

Cultural Heritage

Implementation

Bridge Condition & Function

Factors:

- Bridge condition
- Bridge life and maintenance
- Vehicle types crossing the bridge
- Bridge safety and function

Transportation

Factors:

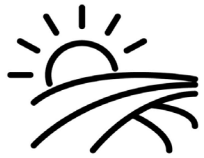
- Transportation safety
- Traffic operations
- Network connectivity
- Emergency access
- Active transportation
- Recreational access for users

Cultural Heritage

Factors:

- Historic role in the community, development of the Park
- Uniqueness of the bridge
- Archaeological findings

Natural Environment & Hydraulics



Factors:

- Terrestrial habitat
- Aquatic habitat
- River flow
- Climate Change

Public Uses in RNUP

Factors:

- Public and worker access to amenities at Rouge National Urban Park
- Public and worker access to Toronto Zoo

Implementation

Factors:

- Complexity (construction, duration, and utilities)
- Initial cost
- Lifecycle considerations (maintenance and future replacement)
- Constructability

Next Steps

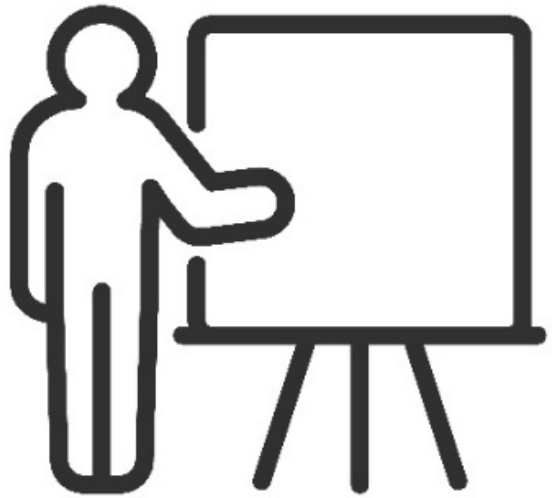
Next Steps

- Evaluate alternative solutions to identify preferred solutions for each bridge
- Additional stakeholder and public consultation
- Report to IEC and City Council Q1 2022 with recommendations

Next Steps

We want YOUR feedback!

- What additional issues or opportunities should be considered?
- Have we identified the right criteria for further evaluating the bridges?
- Are there other factors we should consider?
- It's been determined that a bridge crossing is needed at each location, but what are important things we should be considering in the decision to repair, rehabilitate, or replace these bridges?



Please comment by Nov. 4, 2021

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Questions

Thank you | Questions

How to Participate

- **By Phone** - To raise or lower your hand virtually, **key in *3**.
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CONTACT US

If you have any questions or concerns feel free to contact:

Alyssa Cerbu, Senior Coordinator
416.338.0503

toronto.ca/rougebridges

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Thank you!