

Rouge Park Bridges Transportation Master Plan (TMP) Public Consultation Report – Phase 1

December 2021

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Contents

- 1. Introduction 1
- 2. Notification Summary 1
- 3. Overview of Consultation Activities 2
 - 3.1 Indigenous Communities..... 2
 - 3.2 Agencies 2
 - 3.3 Stakeholder Meeting 2
 - 3.4 Parks Canada **Error! Bookmark not defined.**
 - 3.5 Toronto and Region Conservation Authority (TRCA) 2
 - 3.6 Virtual Public Meeting 3
 - 3.7 Social Pinpoint 3
 - 3.8 Email and Phone..... 3
- 4. Feedback Summary 4
 - 4.1 Indigenous Communities..... 4
 - 4.2 Agencies 4
 - 4.3 Stakeholder Workshop..... 5
 - 4.4 Parks Canada 4
 - 4.5 TRCA 4
 - 4.6 Virtual Public Meeting 5
 - 4.7 Social Pinpoint, Email and Phone 6
- 5.0 Next Steps..... 8

1. Introduction

The City of Toronto is undertaking a Transportation Master Plan (TMP) to study five bridges within the Rouge National Urban Park (RNUP). Many of these historically and architecturally significant bridges were built in the 1900s and now require repairs. The bridges provide crossings over the Rouge River and Little Rouge River. Additionally, there are two CP Rail corridor underpasses in the RNUP and are a consideration in the TMP. Once complete, the TMP will recommend a set of priorities, design options and strategies to support any necessary repairs, replacement or closures.

This report summarizes Phase 1 public consultation activities and feedback.

2. Notification Summary

Public, stakeholder, and agency notification is an important component of the Rouge Park Bridges Transportation Master Plan to disseminate information about the Study and solicit feedback. A project website (www.toronto.ca/rougebridges) was developed in December 2020 including sections on News and Updates, Study Area and Project Background. As part of the website, visitors could email the City staff to be added to the project contact list to receive project updates and information about public consultation milestones.

Due to the COVID-19 Pandemic, consultation activities were delayed. The Notice of Commencement and Notice of Public Consultation were sent at separate time periods. In addition, certain print mediums were unavailable due to restrictions on physical distribution during the pandemic.

A Notice of Commencement was issued the week of December 14, 2020 and published on December 24, 2020. A Notice of Public Consultation was issued the week of October 4, 2021. The Notices were distributed through:

- Advertisement published in the Mirror (Scarborough-East) and Pickering News
- Flyer delivered to 25,867 residents and businesses in the study area
- Posting on the project website
- Email and letter sent to Indigenous communities
 - Notice of Study Commencement sent December 15, 2020
 - Notice of Consultation sent October 8, 2021
- Email to all mandatory and applicable agencies and utility companies
 - Notice of Study Commencement sent December 15, 2020
 - Notice of Consultation sent October 8, 2021
- Email to stakeholders (community groups, see Section 3.3)
- Email to subscribed members of the public
- Notification sent to City Councillor for Ward 25 (Scarborough-Rouge Park)

>> Appendix A includes a record of the Notice of Study Commencement, the print advertisement and the Notice of Public Consultation.

3. Overview of Consultation Activities

This section describes activities that took place during Phase 1 consultation. Please note that the stakeholder and public consultation events were conducted online and by telephone based on the expert advice of the City of Toronto's Medical Officer of Health.

3.1 Indigenous Communities

The Notice of Commencement and Notice of Public Consultation were sent to the following Indigenous communities via email: Alderville First Nation, Beausoleil First Nation, Chippewas of Georgina Island, Chippewas of Rama First Nation, Curve Lake First Nation, Hiawatha First Nation, Huron-Wendat First Nation, Mississaugas of Scugog Island First Nation, Mississaugas of the Credit First Nation. The project team offered to meet each community individually. Comments were not received at the time of drafting this report, but are expected for the subsequent phases of consultation.

3.2 Agencies

The Notice of Commencement was sent on December 15, 2020 to all relevant agencies and utilities to inform them of the project. The Notice of Public Consultation was sent on October 8, 2021 to inform them of feedback opportunities. A total of 12 agencies corresponded with the project team through this process and all comments were received, recorded and responded to when needed.

3.3 Parks Canada

The City of Toronto owns and manages transportation infrastructure within its boundaries and provides basic municipal services; however, Parks Canada is the agency responsible for the Rouge National Urban Park (RNUP). As a major stakeholder, the project team met with Parks Canada on several occasions. Members of the project team are also a part of a City-wide working group with Parks Canada to coordinate, develop and execute several projects within the RNUP.

3.4 Toronto and Region Conservation Authority (TRCA)

The TRCA aims to support the well-being of watershed communities, including the Rouge River and its surrounding area. As a major stakeholder, the project team met with several team members of the TRCA independently and collected and reviewed their comments from formal letter.

3.5 Stakeholder Meeting

On October 14, 2021, local stakeholder organizations listed below were invited to meet with the project team, learn about the Study, share information, and discuss the bridges and local transportation issues in advance of the public meeting.

The meeting included a formal presentation delivered by members of the project team as well as over an hour for questions, comments and feedback. Stakeholders in attendance of the meeting included the following:

- Advocacy for Respect for Cyclists
- Beare Road Landfill
- City of Pickering

- Concerned Citizens of Twyn Rivers Drive
- Cycle Toronto
- Doctors for Safe Cycling
- Environment Canada
- Friends of the Rouge
- Hillside Outdoor Education
- Morningside Heights Neighbourhood
- OCAD University
- Ontario Power Generation (Pickering Nuclear Plant),
- Parkbus
- Parks Canada,
- Park People
- Rosewood Pet Resort
- Royal Ontario Museum
- Rouge Park Hikers Group
- Rouge Valley Conservation Centre
- Save the Rouge
- Scarborough Health Network
- Scarborough Preservation Panel, Town of Whitby
- Toronto and Region Conservation Authority
- Toronto Centre for Active Transportation
- Toronto East Cyclists
- Toronto Zoo
- Tourism Toronto
- Town of Markham
- University of Toronto Scarborough
- U travels and Tours
- WalkTO
- York Region
- 10,000 Trees

3.6 Virtual Public Meeting

The Virtual Public Meeting was hosted through Webex Events on Thursday, October 21, 2021 from 6 – 8 pm, and was attended by approximately 30 participants. Participants were able to register in advance and join online via smartphone, tablet or computer or call-in via phone. The meeting included a formal presentation delivered by members of the project team as well as over an hour for questions, comments and feedback.

3.7 Social Pinpoint

The project team set up a [Social Pinpoint map](#) to allow people to provide comments in a spatial format. The map was open from October 6 to November 6, 2021, and garnered 167 total visits and 8 comments. The Social Pinpoint map was promoted through the printed notice, project web page, virtual public meeting and email correspondence.

3.8 Email and Phone

In total, during the first consultation period (from October 6th to November 6th, 2021), 20 emails were recorded and 1 phone call was recorded. All comments were reviewed and circulated to the project team as well as responded to accordingly when needed.

>> Appendix B includes a copy of the public event presentation and screen shots of the Social Pinpoint map.

4. Feedback Summary

4.1 Indigenous Communities

There were no responses to the individual meeting invitations with Indigenous communities.

At time of writing this report, the Stage 1 Archeology Report review remains outstanding and, through the dissemination of this report, the project team will offer individual meetings with communities.

4.2 Agencies

No feedback was expressed from mandatory/applicable agencies.

4.3 Parks Canada

The project team had several meetings with Parks Canada. The following feedback was recorded and ongoing discussions occur around themes, regarding the following:

- Continue coordination among park and internal City of Toronto stakeholders who also work on RNUP projects
- Share relevant documents
- Consider future plans and planning documents for RNUP, including new visitor centres, trails and trail removals, pedestrian bridges, etc
- Enhance, improve and/or maintain trails and connectivity
- Prioritize safety for vulnerable road users
- Ensure baseline conditions are reviewed, addressed and considered

4.4 TRCA

Comments from TRCA were received through meetings and formal letters, including the considerations described below:

- Consider in the project scope:
 - o Ice jamming
 - o Road closures
 - o Hydraulic analysis
 - o Methods to improve ecological function as an evaluation criteria
- Do not make flooding worse
- Coordinate with:
 - o Parks Canada
 - o Meadoway project
 - o Regional-level trail systems
 - o Federal-level trail systems
- Conduct a geotechnical study to measure slope stability and inform recommendations
 - o Account for methods which do not trigger the destabilization of the slopes/banks
 - o Review slope stability
- Milne's Bridge has TRCA-owned lands adjacent to the bridge
 - o Any construction, staging, stockpiling or access may need an archaeological assessment prior to construction
- Review TRCA's flora and fauna dataset

- Reference TRCA's Trail Strategy
 - o Existing and proposed trails in the study area include:
 - The Meadowway (Finch)
 - Rouge Trail
 - Rouge Valley Trail
 - o Local trail and active transportation corridor connection opportunities should be planned and accommodated
 - o Interest in seeing trail use patterns overlaid with plans
 - o Prioritize pedestrian safety access
- Conduct (two) fluvial geomorphology studies/assessments
 - o Sewell's, Milne and Stott's are on the Lower Rouge River
 - o Hillside and Maxwell are on the Little Rouge River
- Sewell's Bridge
 - o Elaborate on Bank Swallow Habitat
- Milne Bailey Bridge
 - o Replace piers
- Hillside Bridge
 - o Is a pinch-point for the watercourse
- Stott's Bridge
 - o Eastern bank is heavily eroded
- Maxwell's Bridge
 - o South bank is undercut; northern bank is a depositional zone
- Submit a Voluntary Project Review to understand impacts related to flooding, erosion, pollution and conservation of land

4.5 Stakeholder Workshop

During the stakeholder feedback and question and answer period, the following feedback was heard and responded to by the project team:

- Apply an ecological lens to the evaluation of these bridges and next steps
 - o Improve fish habitat
 - o Increase project budget to include ecological restoration
- Consider noise disturbances to people and habitat
- Consider lighting (i.e. so that it does not interfere with the natural environment, but increases safety)
- Increase safety for people walking and cycling
 - o Use a Vision Zero approach
 - o Encourage the use of alternate forms of transportation to vehicles
 - o Increase safety measures on Twyn Rivers Dr
- Name bridges after significant people who have contributed to the park
- Ensure increased bridge capacity does not equate to a greater amount of heavy trucks or increased vehicle traffic
 - o Concern that there will be heavy traffic flow from growing suburbs
 - o Analyze traffic data
- Update the Steeles Avenue East EA
- Consider building an additional bridge
- Ensure coordination with other stakeholders in the park (i.e. Parks Canada and Toronto Zoo)

4.6 Virtual Public Meeting

During the public meeting the following feedback was heard and responded to by the project team:

- EMS vehicles need to cross bridges
- Consider if widening the bridges will increase traffic flow, especially given increased development in the area
- Add a second, parallel bridge next to existing bridges
- Consider other winter road maintenance options instead of salts
- Modify the steep gradients or the road itself to enhance vehicle safety
- Ensure Town of Pickering is providing project feedback
- Ensure safe passage for people walking and cycling
- Improve pedestrian crossings
- Enhance historical signage (especially at Bailey Bridge)
- Clarify if the purpose of the project is to prioritize vehicles crossing the bridges (and therefore increase the potential for greater traffic congestion)

4.7 Social Pinpoint, Email and Phone

The Rouge National Urban Park Social Pinpoint allowed participants to interact with a map showing the study boundaries and the bridges. By clicking on each of the five bridges within the study, participants could learn more information and specifications. Participants were also able to drag a comment pin to a specific location and write a comment.

If they preferred, email and phone comments were also received by the project team.

Comments collected through all of these mediums have been divided into themed categories below.

* Asterisk indicates a frequently heard comment.

Heritage

- Encourage heritage value and aesthetics of the structure
- Rehabilitate heritage bridges

Environment

- Protect species*
 - o Conduct bat and snake surveys (protected under the Endangered Species Act)
 - o Protect fish and mussel species that live in the river
 - o Do not disrupt flora and fauna through widening bridges
- Improve runoff quality and salt management
- Improve wildlife connectivity at these crossings
 - o Reduce wildlife mortality around these structures
 - o Assess and prioritize opportunities for habitat bridges
- Complete a geotechnical study
 - o Protect and restore natural landforms, features and functions
- Adhere to relevant policy documents, including:
 - o Rouge National Urban Park Act, Fisheries Act and Species at Risk Act.
 - o Migratory Birds Act and Navigable Waters Act.
 - o Ontario Environmental Assessment Act and federal Assessment Act.
 - o Ontario Greenbelt Plan and Provincial Planning Policies.
 - o Ontario Lakes and Rivers Improvement Act and Ontario Water Resources Act.
 - o Conservation Authorities Act, Regulation 166 and TRCA Living City Policies.
- Protect, mitigate and remediate flooding, erosion and climate change risks

Avoid disruptions

- Minimize the level and spread of noise*

- Avoid light pollution
- Major construction may be economically disruptive/costly

Vehicles/Traffic

- Traffic concerns
 - o Heavy traffic during rush hour*
 - o Many accidents on tight curve following slope before Sewells and Milne's bridges
 - o New developments in Pickering and Stouffville may cause more traffic
 - o Bridge widening would lead to an increase in vehicle speeds
- Traffic management
 - o Consider "red for stop, green for go" on specific bridges
 - o Single lane bridges inherently reduce traffic and decrease attractiveness of the particular route
 - o Close bridges to vehicles
 - Opportunity to reduce cars and create peace and quiet in the park
 - Main entrance to the park has all the parking needed and several entry points
 - o Separate people walking, cycling and driving
 - o Consider closing Twyn Rivers for emergency vehicles only
 - o Replace bridges to code
 - o Widen the bridges
 - o Restrict the use of heavy vehicles over the bridges
 - o Enforce height restriction near CP rail bridge to avoid collisions and road closures
- Replace bridges to code

People walking and cycling

- Improve pedestrian and cycling infrastructure on or adjacent to the structures
- Address access by pedestrians, hikers, cyclists and casual users*
 - o Widen bridges for pedestrian and cyclist (multi-use) safety
 - o Use Stott's bridge as a pedestrian/cycling-only bridge
 - o Use the bridges as observation decks
- Connect to trails

Twyn Rivers Drive

- Both Stott's and Maxwell bridges are located on Twyn Rivers Dr
- A very important east-west connection between Toronto and Pickering
 - o Is also identified in the City of Pickering Integrated Transportation Master Plan

Sewells Road Bridge

- Has poor sight lines unless vegetation is cut back frequently
- Rehabilitate with potential widening
- Retain or replace to code
 - o Is an attractive, special and historic rarity

Milne's Bridge

- Replace**
 - o It is narrow and noisy
- Not designated as indicated in the report, it is listed as heritage

Hillside Bridge

- Rehabilitate* or replace to code

Maxwell's Bridge

- Retain or rehabilitate with potential widening
- Blend in with trails and shoulders of the road

Stott's Bridge

- Retain or rehabilitate with potential widening

5.0 Next Steps

The project team will develop alternative solutions and evaluation criteria based on consideration of data collection, related area projects, technical study requirements and comments received via public and stakeholder feedback.

The project team will also engage in discussions with Indigenous communities, the Scarborough Preservation Panel, TRCA, Parks Canada, Friends of the Rouge and identified key stakeholders.

The alternative solutions and evaluation criteria will be presented at the next phase of public events that will take place in 2022.

Appendix A

Notice of Study Commencement



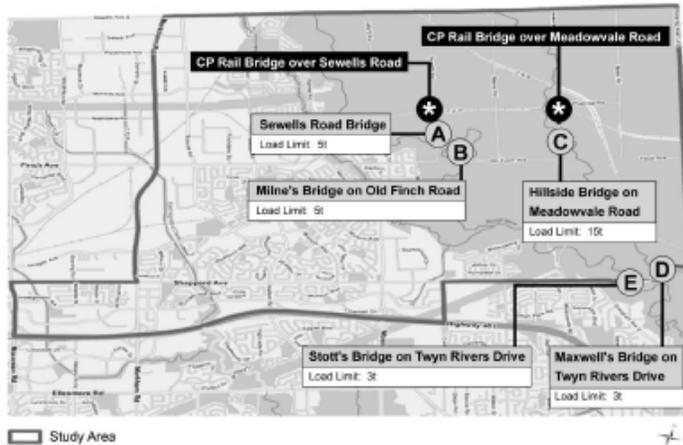
Notice of Study Commencement

December 14, 2020

Rouge Park Bridges Transportation Master Plan (TMP)

The City of Toronto is undertaking a Transportation Master Plan (TMP) that will study five bridges within the Rouge National Urban Park (RNUP). Many of these historically and architecturally significant bridges were built in the 1900s and now require repairs. The bridges provide crossings over the Rouge River and Little Rouge River. Additionally, there are two CP Rail corridor underpasses in the RNUP that will also be considered as part of the TMP. Once complete, the TMP will recommend a set of priorities, design options and strategies to support any necessary repairs, replacement, or closures.

Map of Rouge Park Bridges under study and CP Rail Underpasses under review



About the Bridges

Here's some information about each of the five bridges and their history.

A	Sewells Road Bridge ¹	1912	One of the oldest bridges in former Scarborough, it is believed to be the only remaining suspension bridge on a public road in Ontario.
B	Milne's Bridge on Old Finch Road ²	1988	A two-span Bailey Bridge, which replaced the previous structure from 1954.
C	Hillside Bridge on Meadowvale Road ¹	1917	The bridge is a Pony Warren Truss. It carries local traffic across the Rouge River to the Hillside community.
D	Maxwell's Bridge on Twyn Rivers Drive ¹	1927	Built over Little Rouge River for access to saw and grist mills and a woolen factory, 19 th century industries that reflect the historic rural environment.
E	Stott's Bridge on Twyn Rivers Drive ¹	1915	A one-lane wide, steel pony truss bridge. This bridge was temporarily closed for repairs in the summer of 2020.

¹ Designated as heritage for historical and structural reasons.

² Listed for possible heritage designation.

Each bridge has a load limit in place, which limits their use by heavy vehicles, such as trucks and emergency vehicles.

What is a Transportation Master Plan?

As part of the agreement with Parks Canada, the agency responsible for the Rouge National Urban Park, the City of Toronto owns and manages transportation infrastructure within its boundaries and provides basic municipal services, such as Police, Fire and Emergency Services and winter maintenance among others.

A Transportation Master Plan, or TMP, is a long-range plan that examines the transportation needs within an area and provides a framework and vision for the implementation of the recommended infrastructure improvements over a period of time. The study will be carried out as a Municipal Class Environmental Assessment (MCEA) Study (Schedule B). The MCEA process, an approved planning process under the Ontario Environmental Assessment Act, includes providing opportunities for public input at key stages.

What will the study include?

The study will look at opportunities to improve access, conditions, and safety for all road users. Key features of the study include:

- Improving pedestrian and cycling accommodation
- Supporting safe connections for vulnerable road users
- Measuring traffic volumes, future demands and capacity
- Maintaining the heritage character of the bridges
- Identifying narrow crossings, safety concerns and other key structural conditions
- Maintaining access to the park to continue accommodating park functions
- Coordination with plans for future park facilities
- Considering service/emergency vehicle access
- Balancing the needs of local, regional and tourist access
- Maintaining access to private properties
- Minimizing archaeological and natural heritage impacts

For each bridge, the study will look at four possible options.

Do Nothing Continue to maintain the bridge with load limits.	Rehabilitate Make repairs to strengthen the structures and increase posted load limits.	Replace Put in a new structure that meets today's bridge code requirements.	Close Retire the existing structure and either remove or repurpose for recreational use.
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Recent Emergency Bridge Work

As a result of an inspection, the City of Toronto temporarily closed the Twyn Rivers Drive over Rouge River in July 2020. The emergency repairs were completed in August 2020. As a result of another inspection, the City of Toronto temporarily closed the Hillside Bridge in November 2020. The emergency repairs are expected to be completed in early 2021.

We would like to hear from you

Public participation is an important part of this study. We welcome your feedback by phone, mail and email. Opportunities for public feedback into the study will be provided in the coming months.

For more information, contact:

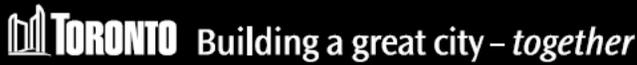
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Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

Rouge Park Bridges Transportation Master Plan

Municipal Class Environmental Assessment - Notice of Study Commencement

Background

The City of Toronto is undertaking a Transportation Master Plan (TMP) that will study five bridges within the Rouge National Urban Park (RNUP). Many of these historically and architecturally significant bridges were built in the 1900s and now require repairs. The bridges provide crossings over the Rouge River and Little Rouge River. Additionally, there are two CP Rail corridor underpasses in the RNUP that will also be considered as part of the TMP.

As part of the agreement with Parks Canada, the agency responsible for the Rouge National Urban Park, the City of Toronto owns and manages transportation infrastructure within its boundaries and provides basic municipal services, such as Police, Fire and Emergency Services and winter maintenance among others. Once complete, the TMP will recommend a set of priorities, design options and strategies to support any necessary repairs, replacement, or closures.

What is a Master Plan?

A Transportation Master Plan, or TMP, is a long-range plan that examines the transportation needs within an area and provides a framework and vision for the implementation of the recommended infrastructure improvements over a period of time. The study will be carried out as a Municipal Class Environmental Assessment (MCEA) Study (Schedule B). The MCEA process, an approved planning process under the Ontario Environmental Assessment Act, includes opportunities for public input at key stages.

We would like to hear from you

Notification about future public consultation events will be posted on the project web page:

toronto.ca/RougeBridges

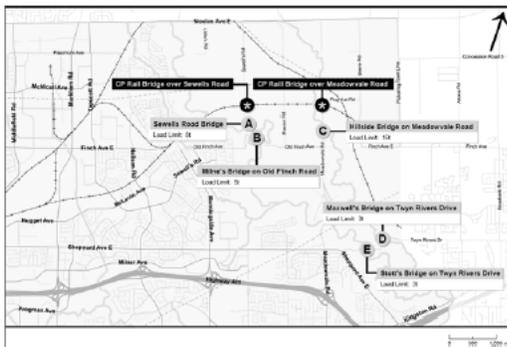
If you would like more information, please contact:

Tel: 416-338-0503
TTY: 416-338-0889
Email: alyssa.cerbu@toronto.ca
Visit: toronto.ca/rougebridges

Alyssa Cerbu
Public Consultation Coordinator
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Map



Notice of Public Consultation



Notice of Public Consultation

October 4, 2021

Rouge Park Bridges Transportation Master Plan (TMP)

The City of Toronto is undertaking a Transportation Master Plan (TMP) to study five bridges owned and managed by the City of Toronto within the Rouge National Urban Park (RNUF). Many of these historically-significant bridges were built in the 1900s and now require repairs. The bridges provide crossings over the Rouge River and Little Rouge River. The TMP will identify and evaluate alternative solutions to determine the long-term future of these bridges, based on the following guiding principles:

- Develop a long-term strategy for the crossings;
- Respect the heritage value of the structures;
- Improve the function of the crossings for various travel modes;
- Support the ecological environment of the Rouge National Urban Park; and
- Provide sustainable connections for users within the park.

Additionally, the TMP will be reviewing two CP Rail corridor grade separations at Sewells Road and Meadowvale Road.

Upcoming Virtual Public Meeting

We invite you to the first public meeting to learn more about the TMP and share your feedback on work completed to date. This public consultation event will be conducted online and by telephone based on the expert advice of our Medical Officer of Health. At the virtual public meeting, staff will present the project and provide an opportunity to ask questions. A copy of the presentation will be available online.



Attend the Virtual Public Meeting
Thursday, October 21, 2021
8:00 pm - 8:00 pm



Provide your feedback by
Thursday, November 4, 2021
Online, by email or by phone (see below)



Join the Virtual Public Meeting by computer, phone or tablet:

- Register at toronto.ca/RougeBridges



Join the Virtual Public Meeting by phone (audio only):

- Dial 416-915-6530
- Access Code: 2459 521 9815
- Phone line will open 5 minutes before the start of the meeting.

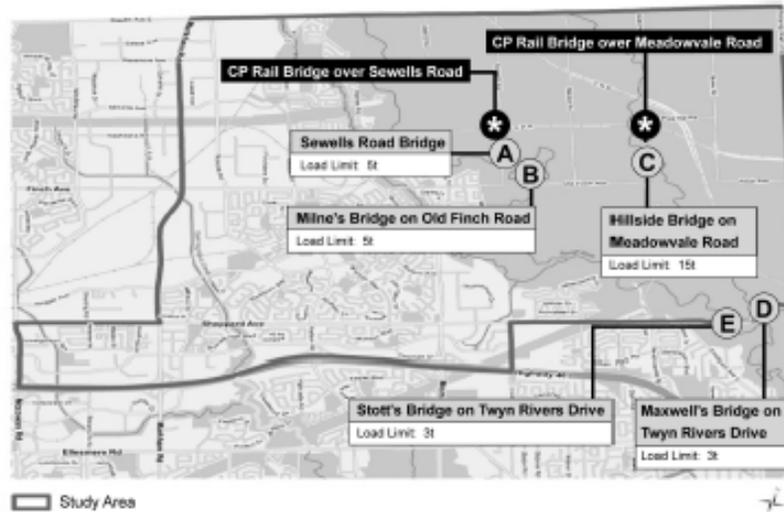


Visit the virtual map:

- Learn more about each of the five bridges
- Provide comments and feedback directly on the virtual mapping tool
- Visit toronto.ca/RougeBridges for a link and for more information

**If you have a specific accessibility need or require accommodation
or want to ask questions or provide comments via phone or email, please contact us:**
416-338-0503 alyssa.cerbu@toronto.ca

Study Area



Transportation Master Plan Process

A Transportation Master Plan (TMP) is a long-range plan that examines the transportation needs within an area and provides a framework and vision for the implementation of the recommended infrastructure improvements over a period of time. The TMP will complete 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 the identified problems and opportunities

The study will be carried out as a Municipal Class Environmental Assessment (MCEA) Study (Schedule B) and includes opportunities for public input at key stages.

Alternative Solutions

For each of the five City-owned bridges, the TMP will evaluate the following alternatives:

Retain	Rehabilitate	Replace	Remove
Keep the existing bridge with minimal changes. ("Do Nothing")	Keep the existing bridge with major changes and potential widening.	Construct a new bridge to current standards and remove the existing one.	Remove the existing bridge and not allow vehicle access across the river.

Next Steps

Following the Virtual Public Meeting, the TMP will evaluate alternative solutions and select a preferred solution for each bridge location. The preferred solutions will be presented at a second public meeting planned for Winter 2021/22. The Final Study Report will be shared on the project web site, toronto.ca/RougeBridges.

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Appendix B

Public Event Presentation

Full presentation can be viewed at the following link: <https://www.toronto.ca/wp-content/uploads/2021/10/96f5-Rouge-Park-Bridges-TMP-21-Oct-2021-PIC-FINAL2.pdf>



**Rouge Park Bridges
Transportation
Master Plan**

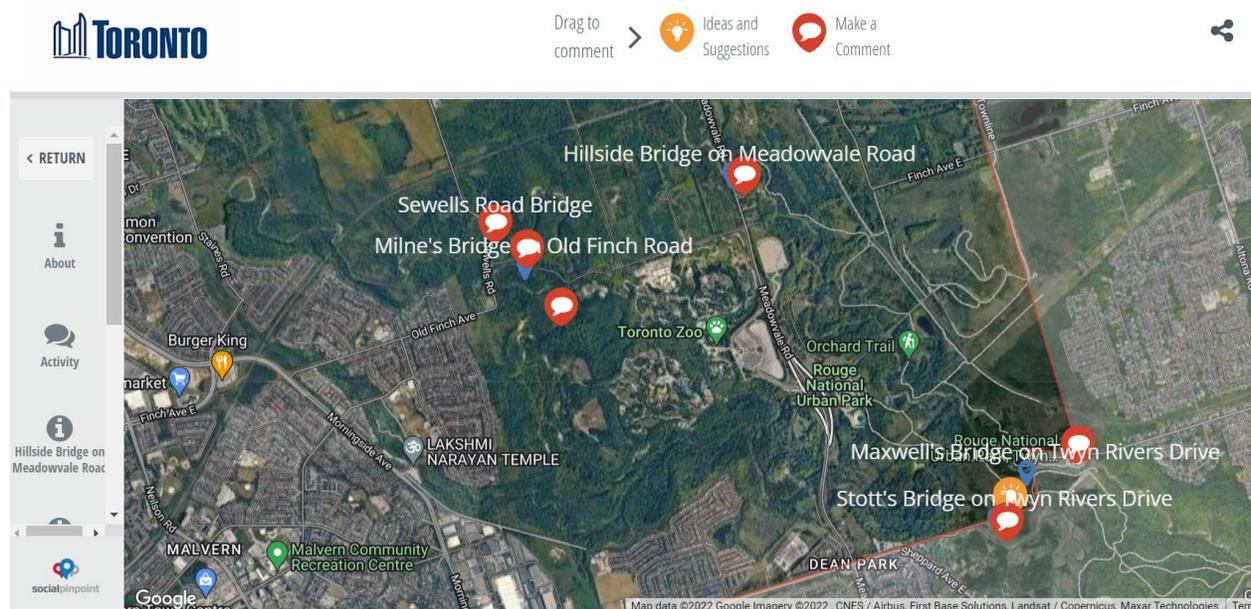
Virtual Public Meeting #1

Thursday, October 21st, 2021



Social Pinpoint Map

Social Pinpoint map is available at the following link:
<https://toronto.mysocialpinpoint.ca/rougebridges/>



The screenshot shows the Social Pinpoint Map interface. At the top left is the Toronto logo. To its right are three icons: a speech bubble for 'Drag to comment', a lightbulb for 'Ideas and Suggestions', and a speech bubble for 'Make a Comment'. A share icon is on the far right. The main area is a satellite map of the Rouge Park area with several red speech bubble icons placed over bridge locations. Labels on the map include: Hillside Bridge on Meadowvale Road, Sewells Road Bridge, Milne's Bridge, Old Finch Road, Toronto Zoo, Orchard Trail, Rouge National Urban Park, Maxwell's Bridge on Twyn Rivers Drive, and Stott's Bridge on Twyn Rivers Drive. A sidebar on the left contains a 'RETURN' button, an 'About' section, an 'Activity' section, and a 'socialpinpoint' logo. The bottom of the map shows 'Map data ©2022 Google Imagery ©2022, CNES / Airbus, First Base Solutions, Landsat / Copernicus, Maxar Technologies | TER'.

