Rouge Park Bridges Transportation Master Plan

Public Information Centre #2

July 20, 2022

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→ **Thank you for joining today's meeting!**

→ **The meeting is being recorded.**

→ **Questions will be taken at the end of the presentation.**

→ **We look forward to your participation and feedback.**

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Casey Morris – City PM

Wai Ming Lo – Planning

Alyssa Cerbu – Consultation

Neil MacKay - Heritage

DILLON CONSULTING

Chris Haines – Dillon PM

Brandon Fox and Sydney Tasfi – Environmental Planning

Land Acknowledgement

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

This land 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 with the Mississaugas of the Credit First Nation.

Tonight's Agenda

- → Project Overview
- → Preferred Alterative (for each site)
- → Next Steps
- → Q&A

Problem & Opportunity Statement

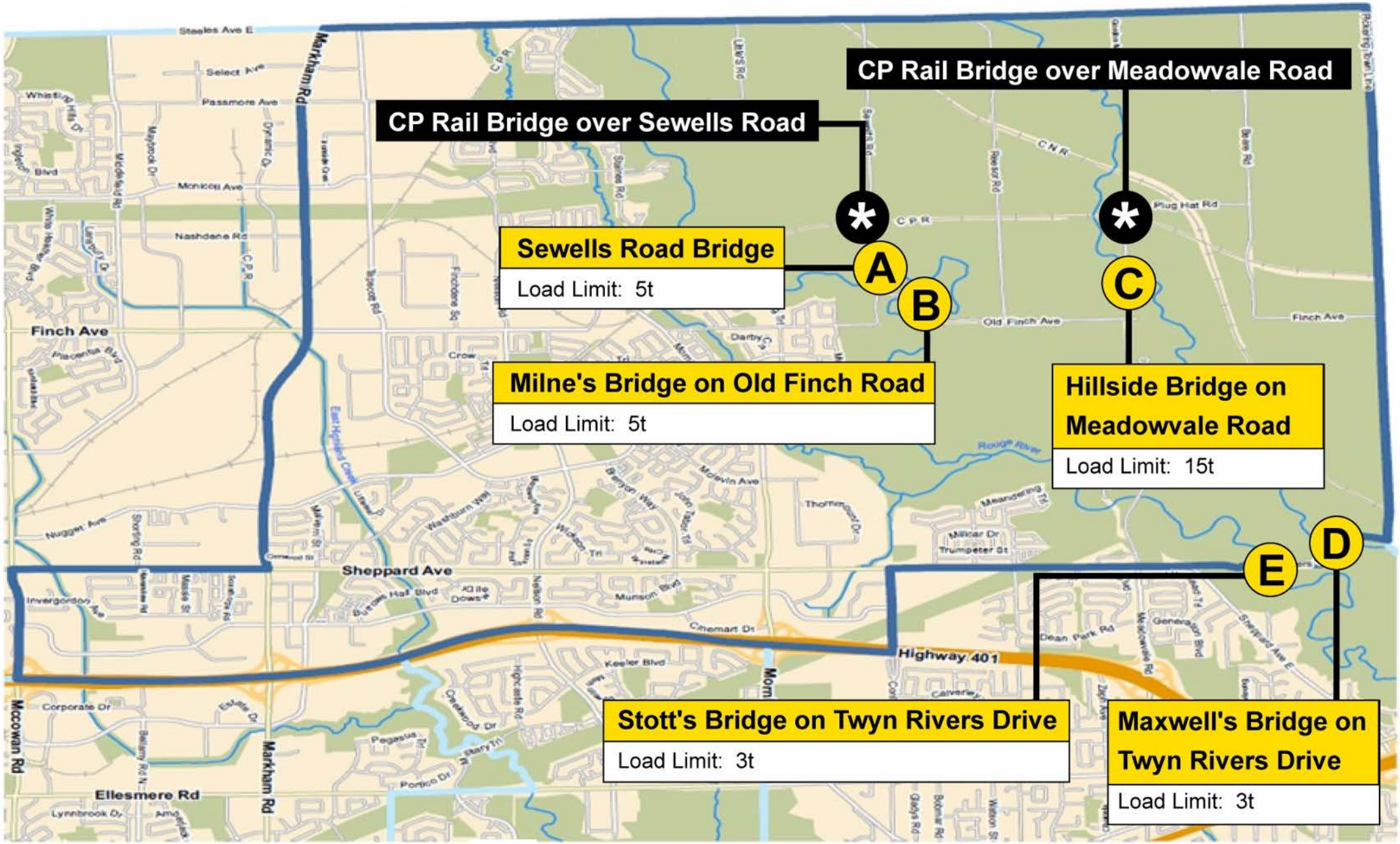
The City of Toronto is undertaking a Transportation Master Plan (TMP) study to determine preferred alternatives for the future of five bridges located within the Rouge National Urban Park, recognizing the need to:

- **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.

The Rouge National Urban Park

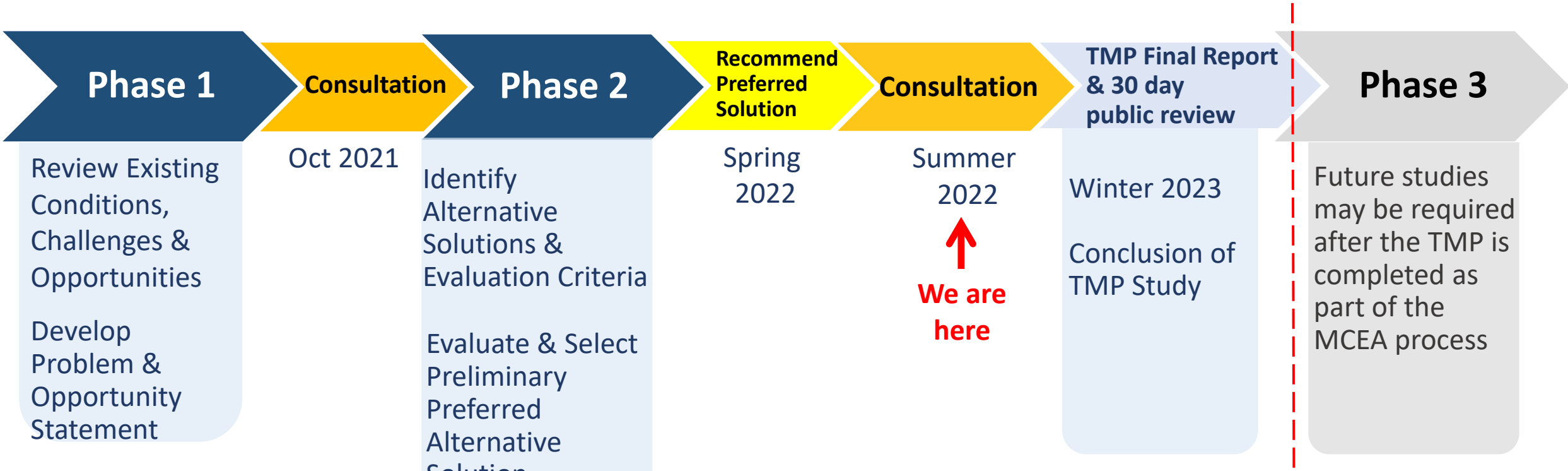
Federal jurisdiction of Parks Canada since 2019

The City maintains ownership and responsibility for public roads and bridges on its right-of-way


CP Rail Bridge over Meadowvale Road
CP Rail Bridge over Sewells Road
Sewells Road Bridge
Load Limit: 5t
A
B
C
Milne's Bridge on Old Finch Road
Load Limit: 5t
Hillside Bridge on Meadowvale Road
Load Limit: 15t
D
E
Stott's Bridge on Twyn Rivers Drive
Load Limit: 3t
Maxwell's Bridge on Twyn Rivers Drive
Load Limit: 3t
Highway 401
Sheppard Ave
Finch Ave
Markham Rd
Ellesmere Rd
Mccowan Rd
Steeles Ave E
Passmore Ave
Monicou Ave
Nashdene Rd
Old Finch Ave
Plug Hat Rd
Study Area

The Transportation Master Plan (TMP) Process

The TMP is following Approach 2 of the Municipal Class Environmental Assessment (MCEA) process for Master Plan studies, an approved planning process under the Ontario Environmental Assessment (EA) Act. Approach 2 includes completion of Phase 1 and 2 of the Class EA process.



Consultation to Date

Public Information Centre #1 (October 2021)

Interactive online mapping (Fall 2021)

Phase 1 Consultation Report (Fall 2021)

Consultation with public stakeholders and agencies, including Parks Canada, and TRCA.

Consultation with Indigenous Communities

What We've Heard

We heard a wide range of opinions...

Natural Environment

- Protect species/avoid disrupting flora and fauna
- Improve runoff quality and salt management
- Improve connectivity at crossings and improve habitat
- Adhere to relevant policy documents
- Avoid Disruptions
- Minimize the level and spread of noise
- Consider lighting

Vehicles/Traffic

- Traffic management at bridges and traffic concerns (heavy traffic during rush hour)
- Replace bridges to code
- Consider if widening or increasing capacity of bridges will increase traffic flow
- EMS vehicles need to cross bridges

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What We've Heard

Pedestrians & Cycling

- Improve pedestrian and cycling infrastructure on or adjacent to structures
- Increase safety for pedestrians and cyclists
- Address access by pedestrians, hikers, cyclists and casual users
- Connect to trails

Design

- Add a second, parallel bridge next to existing bridges
- Modify the steep gradients or the road itself to enhance vehicle safety

Heritage

- Enhance historical signage (especially at Milne Bridge)
- Name bridges after significant people who contributed to the park

Sewell's Bridge

- Poor sightlines unless vegetation is cut back frequently
- Rehabilitate with potential for widening
- Retain or replace to code

Milne Bridge

- Replace

Hillside Bridge

- Rehabilitate or replace to code

Maxwell Bridge

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

Stotts Bridge

- Retain or rehabilitate with potential widening

Evaluation Alternatives

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

partially wider 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

Evaluation Criteria

Bridge Condition & Function

- → Bridge condition
- → Bridge life and maintenance
- → Vehicle types
- → Bridge safety and function

Transportation

- → Roadway design
- → Traffic operations
- → Network connectivity & access
- → Active transportation

Heritage & Archaeology

- → Cultural heritage
- → Built heritage
- → Archaeological potential

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Evaluation Criteria

Natural Environment & Hydraulics

→ Terrestrial habitat
→ Aquatic habitat
→ River conveyance

Public Uses in RNUP

→ Rouge National Urban Park
→ Toronto Zoo

Implementation

→ Complexity & Constructability
→ Cost considerations

A: Sewell's Bridge (1912)

- On Sewell's Road
- Suspension bridge (rare)
- Heritage Property (designated under the Ontario Heritage Act)
- One lane wide (drivers yield to oncoming traffic)
- Very low posted load limit (5 t)
- Fire truck & ambulance constraint
- Concrete deck and curbs

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Evaluation of Alternatives – A: Sewell's Bridge

Least Preferred	Neutral	Most Preferred
✗	–	✓

Factor Area	Retain (minor repairs)	Rehabilitate (strengthen)	Replace (remove old)
Bridge Condition & Function	– Neutral	✗ Least preferred	✓ Most preferred
Transportation	– Neutral	– Neutral	✓ Most preferred
Heritage & Archaeology	✓ Most preferred	✗ Least preferred	✗ Least preferred
Natural Environment & Hydraulics	✓ Most preferred	– Neutral	– Neutral
Public Uses in Rouge National Urban Park	– Neutral	– Neutral	– Neutral
Implementation (Cost and Complexity)	✓ Most preferred	✗ Least preferred	✓ Most preferred
Overall	✓ Most preferred	✗ Least preferred	– Neutral

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

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Evaluation of Alternatives – B: Milne Bridge

Least Preferred	Neutral	Most Preferred
✗	–	✓

Factor Area	Retain (minor repairs)	Rehabilitate (strengthen)	Replace (remove old)
Bridge Condition & Function	✗ Least preferred	✗ Least preferred	✓ Most preferred
Transportation	– Neutral	– Neutral	✓ Most preferred
Heritage & Archaeology	✓ Most preferred	– Neutral	✗ Least preferred
Natural Environment & Hydraulics	✓ Most preferred	– Neutral	– Neutral
Public Uses in Rouge National Urban Park	– Neutral	– Neutral	– Neutral
Implementation (Cost and Complexity)	✗ Least preferred	✗ Least preferred	✓ Most preferred
Overall	✗ Least preferred	✗ Least preferred	✓ Most preferred

C: Hillside Bridge (1917)

- On Meadowvale Road
- Pony truss
- Heritage Property (designated under the Ontario Heritage Act)
- One lane wide (drivers yield to oncoming traffic)
- Low posted load limit (15 t)
- Fire truck constraint
- Open metal grating for deck
- 2020: short-term closure for repairs

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Evaluation of Alternatives – C: Hillside Bridge

Least Preferred	Neutral	Most Preferred
✗	–	✓

Factor Area	Retain (minor repairs)	Rehabilitate (strengthen)	Replace (remove old)
Bridge Condition & Function	✗ Least preferred	✗ Least preferred	✓ Most preferred
Transportation	– Neutral	– Neutral	✓ Most preferred
Heritage & Archaeology	✓ Most preferred	✗ Least preferred	✗ Least preferred
Natural Environment & Hydraulics	✓ Most preferred	– Neutral	– Neutral
Public Uses in Rouge National Urban Park	– Neutral	– Neutral	– Neutral
Implementation (Cost and Complexity)	✗ Least preferred	✗ Least preferred	✓ Most preferred
Overall	✗ Least preferred	✗ Least preferred	✓ Most preferred

D: Maxwell Bridge (1927)

- On Twyn Rivers Drive (Evacuation route)
- Concrete arch & deck
- Heritage Property (designated under the Ontario Heritage Act)
- Two lanes wide (no shoulder)
- Very low posted load limit (3 t)
- Fire truck & ambulance constraint
- Parks Canada has notified the City about improvements to trail safety and visitor infrastructure near Maxwell Bridge and Twyn Rivers Parking Area, commencing summer 2022.

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Evaluation of Alternatives – D: Maxwell Bridge

Least Preferred	Neutral	Most Preferred
✗	–	✓

Factor Area	Retain (minor repairs)	Rehabilitate (strengthen)	Replace (remove old)
Bridge Condition & Function	– Neutral	✗ Least preferred	✓ Most preferred
Transportation	– Neutral	– Neutral	✓ Most preferred
Heritage & Archaeology	✓ Most preferred	✗ Least preferred	✗ Least preferred
Natural Environment & Hydraulics	✓ Most preferred	– Neutral	– Neutral
Public Uses in Rouge National Urban Park	– Neutral	– Neutral	– Neutral
Implementation (Cost and Complexity)	✓ Most preferred	✗ Least preferred	✓ Most preferred
Overall	✓ Most preferred	✗ Least preferred	– Neutral

E: Stotts Bridge (1915)

- On Twyn Rivers Drive (Evacuation route)
- Pony truss
- Heritage Property (designated under the Ontario Heritage Act)
- One lane wide (drivers yield to oncoming traffic)
- Very low posted load limit (3 t)
- Fire truck/ambulance constraint
- Open metal grating for deck
- 2020: short-term closure for repairs

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Evaluation of Alternatives – E: Stotts Bridge

Least Preferred	Neutral	Most Preferred
✗	–	✓

Factor Area	Retain (minor repairs)	Rehabilitate (strengthen)	Replace (remove old)
Bridge Condition & Function	✗ Least preferred	✗ Least preferred	✓ Most preferred
Transportation	– neutral	– Neutral	✓ Most preferred
Heritage & Archaeology	✓ Most preferred	✗ Least preferred	✗ Least preferred
Natural Environment & Hydraulics	✓ Most preferred	– Neutral	– Neutral
Public Uses in Rouge National Urban Park	– Neutral	– Neutral	– Neutral
Implementation (Cost and Complexity)	✗ Least preferred	✗ Least preferred	✓ Most preferred
Overall	✗ Least preferred	✗ Least preferred	✓ Most preferred

CP Rail Bridges – Sewell's Road & Meadowvale Road

- → Vertical clearance is an issue for larger trucks, including fire trucks (access)
- → Proposed short-term TMP recommendation is to lower the road
- → Future bridge replacement or upgrades would need to be considered under a separate study process in consultation with the railway

Summary of Recommendations

A.

Sewell's Bridge:

Retain

B.

Milne Bridge:

Replace

C.

Hillside Bridge:

Replace

D.

Maxwell Bridge:

Retain

E.

Stotts Bridge:

Replace

Next Steps: We want your feedback!

→ Receive Feedback on the Recommended Alternatives from Public and Stakeholders (Summer 2022)

→ Report to Infrastructure and Environment Committee and City Council with recommendations (Winter 2023)

→ Complete TMP Final Report (Winter 2023)

→ TMP Final Report 30 day public review period (Winter 2023)

Please comment by: **August 3, 2022**

Visit: toronto.ca/RougeBridges

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