

**Title:** Installation of Temporary Walkway Port Robinson  
**Report Number:** PWCS2018-22  
**Meeting Date:** Tuesday, June 05, 2018  
**Report Prepared:** Thursday, May 24, 2018

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### **RECOMMENDATION(S):**

1. That Council authorize staff to enter into a contract with Rankin Construction Inc. to complete the construction of a temporary pathway from South Main Street to Cross Street along River Street in the amount of \$97,746.25 plus HST to be funded from the 2018 Curb and Sidewalk Program.
2. That the Mayor and Clerk be authorized to execute the necessary agreements.

### **REPORT:**

The old South Main Street Bridge was at one point the only connection between the subdivision to the south and the centre of the Port Robinson Community. Sometime in the 1970's the South Main Street Bridge was abandon for vehicle traffic and River Street was constructed to carry the traffic from the Subdivision to the south to the Port Robinson Community. The Bridge was abandon from vehicle traffic and closed but not removed, in the years from then until now the Bridge has not been maintained by the City as it was closed.

As part of the Bi-Annual bridge inspection program this bridge was identified and inspected to ensure it was not a safety hazard. Unfortunately, the inspection revealed that the bridge is not in a safe condition and should be removed prior to it falling down. Staff identified this in the 2018 budget and began the process of removal of the bridge. In this process a public information centre (PIC) was held to ensure knowledge on the part of the residents as well as receive feedback for the removal. This PIC was very well attended with nearly 90 people attending in overwhelming support of the bridge being repaired.

The participants in the PIC identified the bridge as a key pedestrian connection between the subdivision and the Community of Port Robinson. Staff reviewed options to create this pedestrian connection while the bridge is out of service which is estimated to be a minimum of two years.

Options that were reviewed are as follows:

Option 1 - Bisecting River Street in half using concrete barrier walls and traffic signals to make River Street a one way at a time road and using the other half for pedestrians,

Option 2 – Completing Option 1 but adding to the west side of River Street to create the second lane but installing and maintaining the concrete barriers, thus eliminating the need for temporary signals,

Option 3 - The installation of a temporary asphalt path along the east side of River Street but not on the road and utilizing the existing steel barriers to separate vehicle traffic from the pedestrian traffic.

The Option 3 was the most cost effective option and therefore seen as the preferred option. With this information and the preferred option of the temporary path another PIC was held on May 23rd with 20 people attending. We received 7 comments (included as attachment) at this point and these comments reflected the displeasure with the bridge removal and the process for deciding on the next course of action.

The design calls for the installation of a 1.5 metre wide Multi-Use trail to connect the intersection of South Main Street and Rosedale to the intersection of River Street and Cross Street amounting to 450m of trail.

A comment that was repeated a few times is to skip the Environmental Assessment Process and skip the temporary path and start the design for the reconstruction. Two of the comments were in support of this temporary action.

Since, the design for the rehabilitation of the bridge will take some time and no matter how we proceed to fix, replace or remove the bridge there is going to be a significant period of time that the bridge is out of service. Staff recommends the Council approve the installation of the temporary path by Rankin Construction for \$97,746.25 plus HST as negotiated with Rankin under appendix "C" of the Procurement Policy in order to expedite the installation of the temporary walkway.

#### **BUDGETARY STATUS:**

Project funds will be utilized from the 2018 Curb and Sidewalk Program.

#### **STRATEGIC PLAN:**

Maintain Effective Infrastructure

#### **CANADIAN CONTENT:**

Rankin Construction Inc. is a wholly owned Canadian Company

**ATTACHMENTS:**

Appendix A – public comments received at the second PIC

**PREPARED BY: “original signed” Sean Dunsmore, Engineering Manager**

**SUBMITTED BY: “original signed” George Stojanovic, Director of Public Works and Community Services**

**APPROVED BY: “original signed” Manoj Dilwaria, Chief Administrative Officer**

(Resulting from Conversations with Port Robinson Residents since the April 26, 2018 PIC)

**MAY 23, 2018.....2 pages.....ADDENDUM # 2**

to the DUE DILIGENCE RESPONSE FROM THE RESIDENTS OF PORT ROBINSON EAST  
to the suggestion by the City of Thorold to demolish the South Main Street Bridge

**INTRODUCTION:** This ADDENDUM is for the May 23, 2018 PIC...in response to the e-mail/memo from Sean Dunsmore, of approx. May 9, 2018...outlining a two-stage approach to the study of the South Main Street Bridge:

**QUOTE:** "The second phase of the project is to develop a long-term strategy for the pedestrians. This process will include the development of a Class Environmental Assessment (CEA). This CEA will include the development of options to create connectivity and more meetings with the public to evaluate the options.

"In order to do this the City will be hiring an Engineering consultant and then completing the study.

"The very preliminary schedule for this work is estimated as follows":

1. Hired consultant - early July 2018
2. Commence Study - mid July 2018
3. Develop alternatives - August to September 2018
4. Stake Holder Consultation - October 2018
5. PIC - November 2018
6. Finalize report and recommendation - December 2018
7. Development of detailed design - January to March 2019
8. Construction of Solution - Summer 2019

**MY ANALYSIS:**

1. As per the Public Information Meeting held at the Port Robinson Community Center on Monday, April 23, 2018: **The Port Robinson residents have already spoken!** By our signed petition forms, we've told the City Staff we don't want the Bridge demolished. **NO ALTERNATIVES! JUST REPAIR IT!** It is unclear why it takes all this delay and "bureaucracy" to do that! Above, it says to "develop options". If the bridge is not repaired, does that mean it's demolished (Very Expensive) and still "build" something else? **That doesn't seem like fiscal common sense!** It is simple **common-sense** to assume that repairing/upgrading the condition of the Bridge railings, deck and structural supports under the Bridge deck is a **minor cost** compared to demolition and replacement of the Bridge. After these repairs are done, given the same weather conditions and current recreational-use conditions, it is reasonable to expect that little or no additional annual maintenance would be required...so the Bridge can continue to be an extremely-low-cost (averaged annually), valuable, utilitarian and recreational asset to Port Robinson East for at least another 50 years!  
**Repairing the BRIDGE is the Long-Term, Low Maintenance and LOW-COST option!!**

**2. Summary of Collection of PETITION FORMS** from Port Robinson Residents in **OPPOSITION** to demolition:  
**Responses to date:**

- A. 92 signed Petition Forms collected...with SIGNATURES of 210 Adults, + 50 children counted in those households. **THESE WERE SUBMITTED TO THE CLERK'S DEPARTMENT ON THUR., APRIL 26, 2018.**
- B. As of **May 23**, an additional 16 signed Petition Forms have been collected, with SIGNATURES of 39 Adults, + 9 children counted in those households. THESE ADDITIONAL FORMS will be SUBMITTED TO THE CLERK'S DEPARTMENT BY THURSDAY, May 24, 2018.

Therefore, the **TOTAL** Number of Petitions collected to date:

**108 signed Petition Forms** have been collected,  
with SIGNATURES of **249 Adults, + 59 children** counted in those households.

- C. Forms will continue to be collected up to the day that Council makes a decision on the Operations Staff Report.  
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3. In a previous e-mail from the City staff, it said: QUOTE: "It was noted that the Bridge was beyond its life cycle, which would need to be a consideration."

**MY COMMENT: NO WAY is that Bridge beyond its life cycle as a pedestrian and cycling bridge!**  
Proper repairs will easily prolong its life for at least another 50 years...under the conditions that the Bridge is currently being usedl.....(Turn over for Page 2)

4. The Bridge fulfills a role similar to that of the Boardwalk in Mel Swart Park, where the natural, outdoor "experience" can be enjoyed with minimum interference/destruction of the natural habitats of the ecosystem!

5. When the request for tenders to DEMOLISH the Bridge went out in APRIL, the notice said that demolition was planned to start on JUNE 1, 2018...a little over a month from that time.

But, according to Dunsmore's e-mail, NOW it could take over a year to BEGIN to repair it? Please explain!

6. The required CLASS ENVIRONMENTAL ASSESSMENT (CEA) will confirm several facts:

A. The ecosystem and its habitats around the Bridge are very MATURE and LONG ESTABLISHED, a very valuable natural resource. They have existed in a significantly-natural state since approximately 1970...48 years.

B. There are VERY LARGE snapping turtles in this section of Chippawa Creek with shells as large as the size of a banana box. In June, they climb up to the top of the Creek bank on the WEST side of the Bridge to lay their eggs in the gravel along the EAST side of the guardrail that lines River Road at this location. The heat of the Sun, warming the gravel, promotes the development and hatching of the eggs.

Any construction activity in this Creek Bank Area on the west side of the Bridge...and along the guardrail...will significantly-disrupt, even DESTROY...this traditional egg-laying area and this egg-laying activity...which maintains the Turtle population.

C. The underside of the Bridge is a nesting habitat of Barn Swallows.

(They also nest on the underside of the Moyer Road Bridge over Chippawa Creek at Grassy Brook Road.)

**IN ONTARIO, the BARN SWALLOW is a bird that is a THREATENED SPECIES!**

**Habitat:** Barn Swallows forage in open areas including agricultural fields, beaches, and over open water such as lakes, ponds, rivers and creeks. Breeding habitat must include open areas for foraging, structures or cliffs to build nests on, and a source of mud such as a riverbank to provide the material for building nests.

**Nesting and Nest Placement:** Preferred sites include eaves, rafters, and cross beams of barns, sheds and stables, as well as the undersides of bridges, wharfs, and culverts.

**Nest Description:** Barn swallows build the nest cup using mud. They collect mud in their bills and often mix it with grass stems to make pellets. When built on the underside of a Bridge, or other vertical surface the result is a semicircular, half-cup-shaped nest. **SOURCE:** [https://www.allaboutbirds.org/guide/Barn\\_Swallow/lifehistory](https://www.allaboutbirds.org/guide/Barn_Swallow/lifehistory)

**IN ONTARIO, the BARN SWALLOW is a bird that is a THREATENED SPECIES!**

Ontario's Endangered Species Act protects endangered or threatened species — birds (like Barn Swallows), animals and plants that are in decline and disappearing from the province.

Specific environmental rules must be followed to repair, maintain, modify, replace or demolish a building or a structure that is the nesting habitat for barn swallows.

**SOURCE:** These rules and procedures can be viewed on the website:

<https://www.ontario.ca/page/alter-structure-habitat-barn-swallow>

D. The egg-laying/hatching habits of the snapping turtles and the nesting habits of the Barn Swallows would appear to be in conflict with item #8 (Construction of Solution - Summer 2019) in the City's two-stage plan: The construction/repair activities undertaken on the Bridge would therefore be limited to times AFTER the seasonal end of the life-cycle activities of the Turtles and Barn Swallows...GENERALLY, Sept. to December.

### **THREE RECOMMENDATIONS:**

1. In light of the ENVIRONMENTAL ASSESSMENT CONSIDERATIONS in Items 6A, 6B, 6C, and 6D, it is recommended that the repair work NOT be delayed until 2019, but rather be completed in September to December 2018...to be of minimal impact to the Turtles and Barn Swallows and to accommodate the re-establishment of NORMAL use of the Bridge by Port Robinson Residents in 2019, rather than 2020.

2. Doing the repair work in the Fall of 2018, will also prevent any further FREEZE-THAW DAMAGE to the existing cracks in the Bridge's support piers in the 2018-19 Winter...to maintain the existing integrity of the Bridge's deck.

3. The City of Thorold JUST NEEDS TO GET BUSY AND START FIXING IT...that is the cheapest alternative!!! NO EXPENSIVE ENGINEER'S STUDY is NEEDED to present an "OPTIONS" or "ALTERNATIVES" Report.

**Angie McDermott**

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**From:** [REDACTED]  
**Sent:** Thursday, May 24, 2018 10:17 AM  
**To:** thoreng  
**Subject:** temporary pedestrian walkway-River st

The temporary walkway is a necessary step but a retaining wall will be necessary as well as guard rail repair or replacement along that area of roadway. Also a reduced speed limit is warranted

As seniors living in port Robinson we appreciate the concern for the preservation of the old bridge but at the same time, replacement costs vs new build are also an issue. Budgets never cover these projects, just look at the ramp in Niagara Falls which has run way over time and budget due to surprises. My husband and I feel that we want the best bang for our tax dollars even if that means removal and replacement.

This area is a beautiful spot for citizens to enjoy nature and we trust all measures will be looked at and the best decision made for the citizens of Port Robinson.

[REDACTED]



TEMPORARY PEDESTRIAN WALKWAY – RIVER STREET  
WEDNESDAY, MAY 23, 2018

DARLENE RYAN PORT ROBINSON COMMUNITY CENTRE - 5:00 p.m. TO 8:00 p.m.

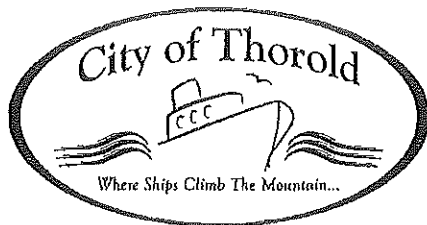
COMMENT SHEET

<b>NAME &amp; ADDRESS:</b> [REDACTED]
<b>COMMENTS:</b> Please tell me how come there is no money in the budget for sewers. But they can find money to take a bridge down that we need. Help me think straight.

Please forward the completed sheet to the Public Works & Community Services Department by Friday, June 1, 2018 using one of the following methods:

- 1) Mail – 3540 Schmon Parkway, P.O. Box 1044, Thorold, ON L2V 4A7
- 2) Hand deliver to the Public Works & Community Services Department at 1543 Beavercams Road
- 3) Fax to Public Works @ 905-227-3666
- 4) Email comments to [thoreng@thorold.com](mailto:thoreng@thorold.com)

Your comments are greatly appreciated.



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COMMENT SHEET

<b>NAME &amp; ADDRESS:</b> [REDACTED]
<b>COMMENTS:</b> I know we need to have a walkway but it is <del>so</del> a shame to spend more money to have the temporary walk but I don't see that you have a choice - I know you will make the best decision possible 😊

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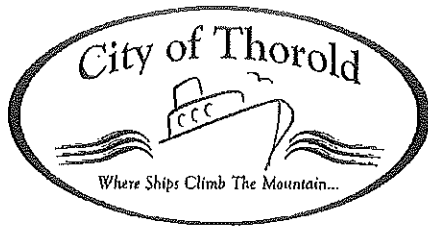
COMMENT SHEET

<b>NAME &amp; ADDRESS:</b> [REDACTED]
<b>COMMENTS:</b> My concern is that <del>the</del> the City will try to make the temporary walkway permanent + hopefully make us forget about the bridge repairs. The bridge is part of our history + should be saved.

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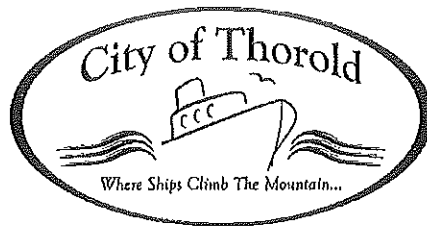
COMMENT SHEET

NAME & ADDRESS: [REDACTED]
COMMENTS: * Appreciate chance for input + Councilors Whelan + Ugo. in attending. Would like council to assert collectively that rehabilitation is the preferred solution for a number of reasons (environmental, historical, practical scenic etc.) Understand need for walkway regardless of final bridge plan. Will copies of all assessment reports be made available to residents?

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COMMENT SHEET

**NAME & ADDRESS:**  
[REDACTED]

**COMMENTS:**  
Thank you for coming to our great town again!  
We may be small, but we care very deeply for our community.  
The bridge is an absolute necessity to keep pedestrians safe!!  
It is used every day, all year round.  
I will be having an engineer investigating the structure (sight test) and giving me/us a proposal. As far as we can see it is minimal damage and work to be done on the pillars.  
Please forward the completed sheet to the Public Works & Community Services Department by Friday, June 1, 2018 using one of the following methods: *below.*

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↙ The main issue is the railings.  
This would be a much cheaper fix, if this was the only issue.  
[REDACTED]