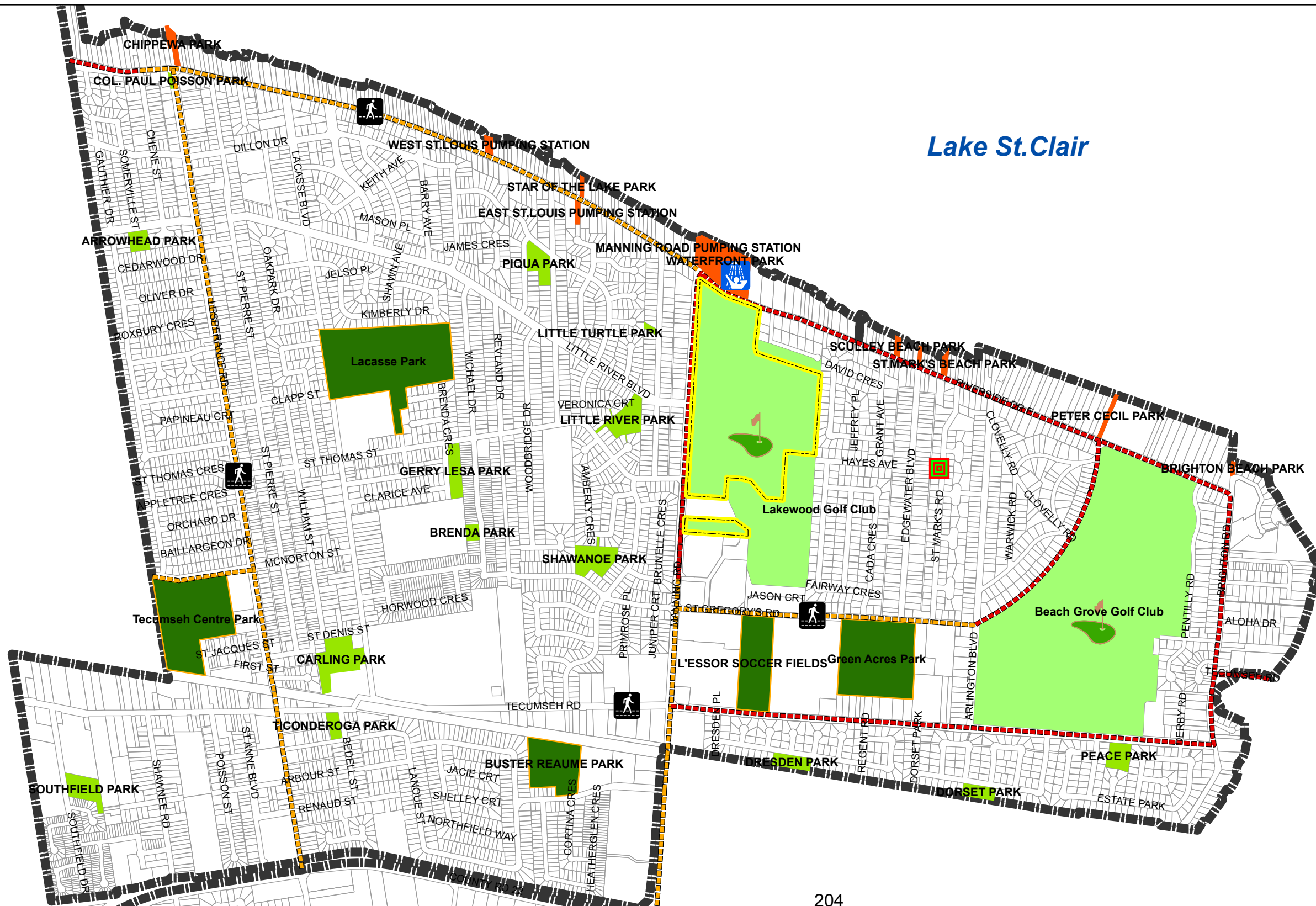




Town of Tecumseh Existing and Proposed Facilities & Multi-use Pathways


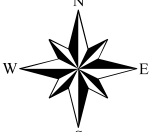



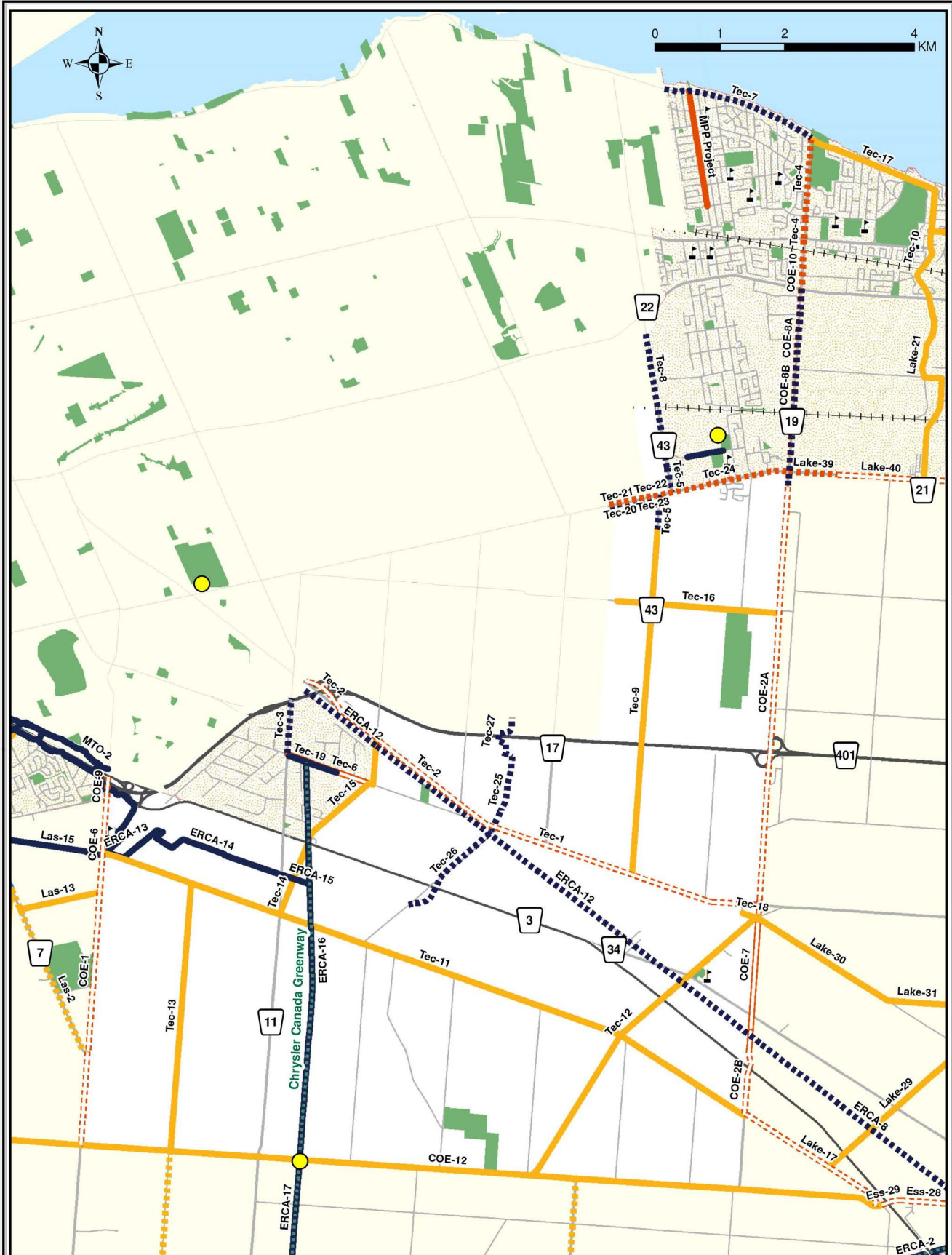
North District Map 1

Legend

-  Existing Multi-use Pathways
-  Proposed Multi-use Pathways
-  Proposed Splashpad
-  Community Park
-  Neighbourhood Park
-  Specialized Park
-  Golf Course
-  Portion of Lakewood Golf Course Acquired by Town
-  North Boundary
-  Parcel

1:15,000



**COUNTY WIDE ACTIVE TRANSPORTATION SYSTEM
TECUMSEH**

Proposed

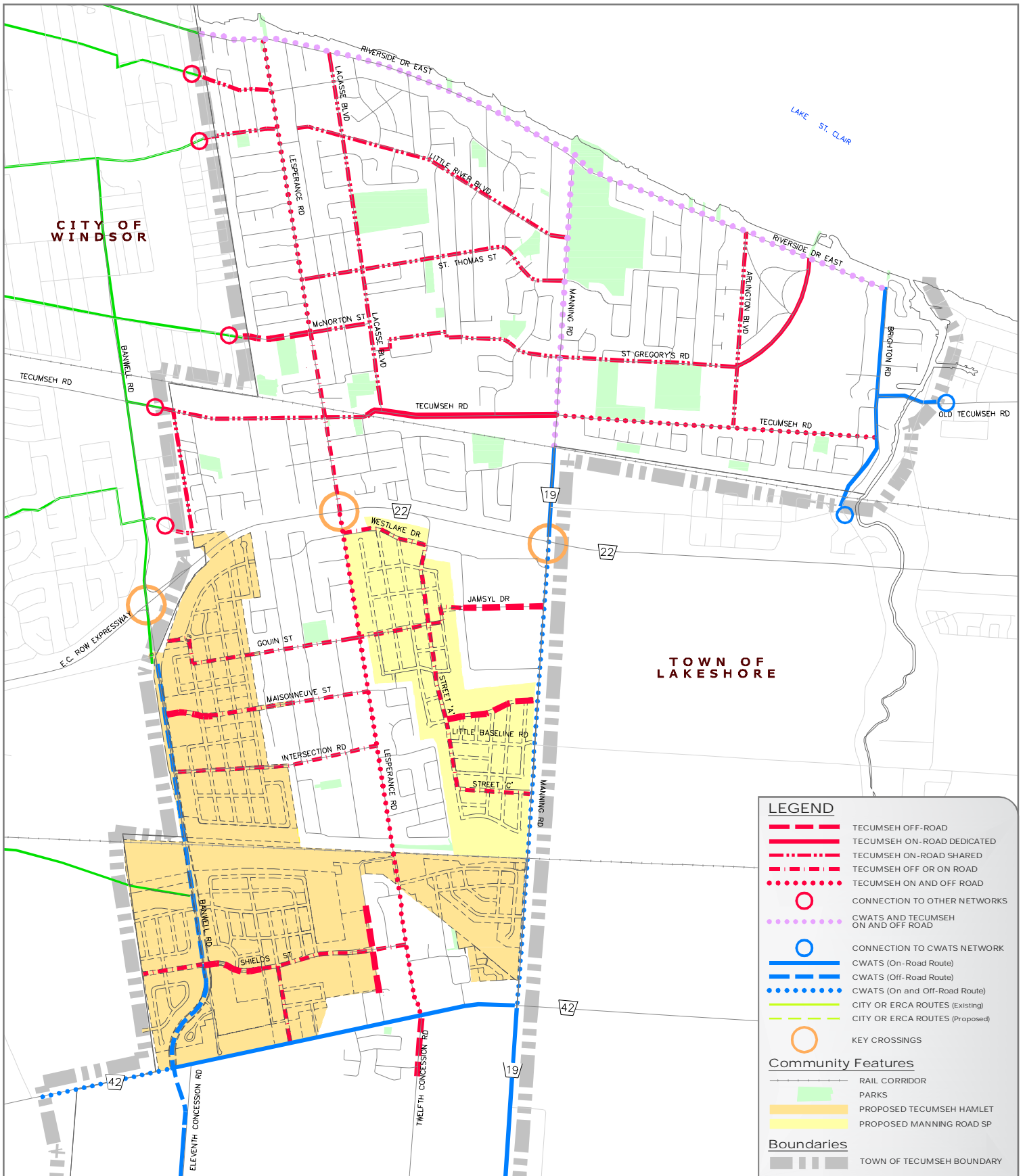
- Bike Lane
- Cycle Path
- Multi-Use Trail
- Paved Shoulder
- Signed Route

Built to Date

- Bike Lane
- Cycle Path
- Multi-Use Trail
- Paved Shoulder
- Signed Route

- Conservation Areas
- School
- Winery

- Greenway
- Railroad
- Recreation Areas
- County Urban Area



LEGEND

- TECUMSEH OFF-ROAD
- TECUMSEH ON-ROAD DEDICATED
- ... TECUMSEH ON-ROAD SHARED
- TECUMSEH OFF OR ON ROAD
- ... TECUMSEH ON AND OFF ROAD
- CONNECTION TO OTHER NETWORKS
- ... CWATS AND TECUMSEH ON AND OFF ROAD
- CONNECTION TO CWATS NETWORK
- CWATS (On-Road Route)
- CWATS (Off-Road Route)
- CWATS (On and Off-Road Route)
- CITY OR ERCA ROUTES (Existing)
- CITY OR ERCA ROUTES (Proposed)
- KEY CROSSINGS

Community Features

- RAIL CORRIDOR
- PARKS
- PROPOSED TECUMSEH HAMLET
- PROPOSED MANNING ROAD SP

Boundaries

- TOWN OF TECUMSEH BOUNDARY



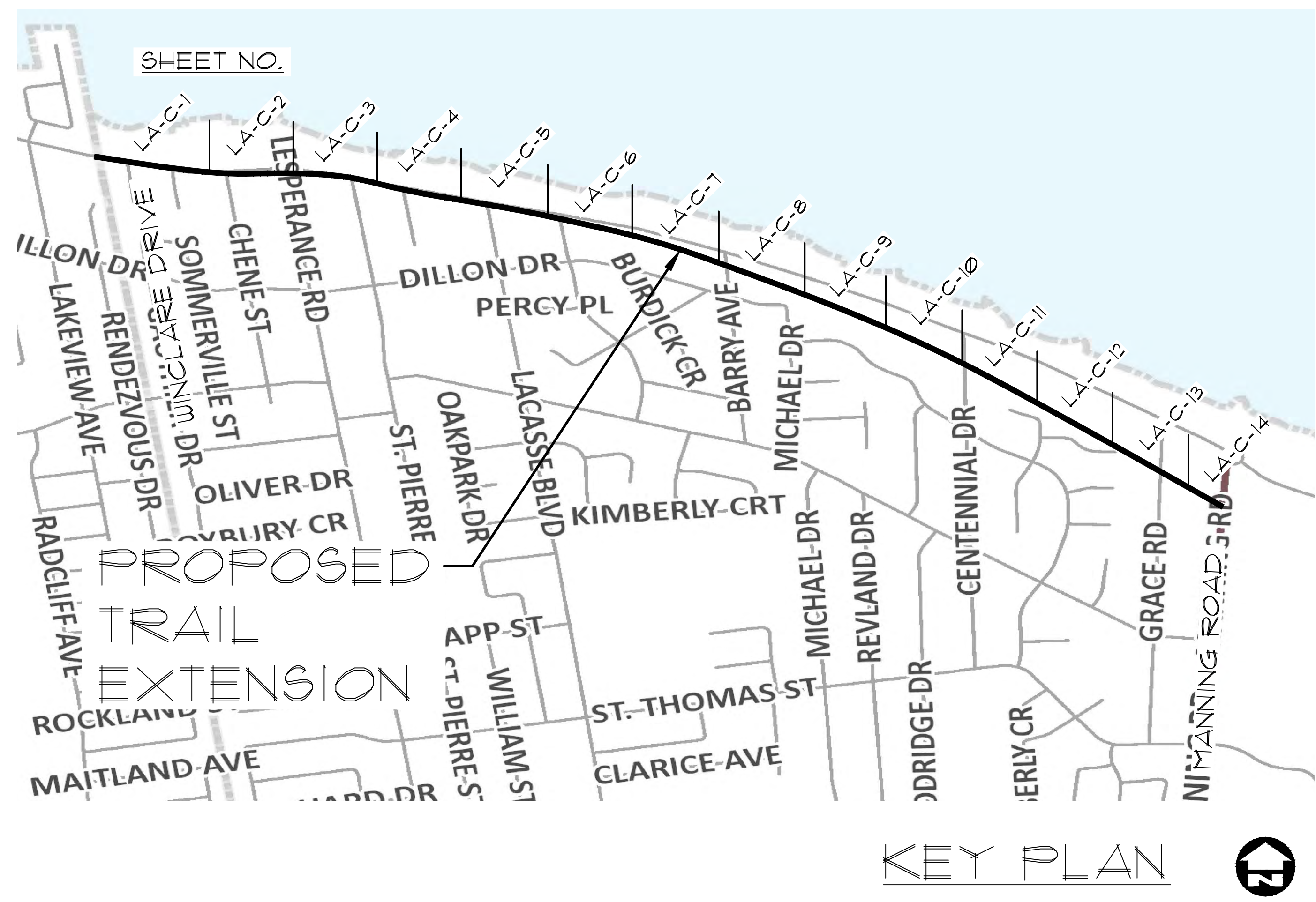
Dillon Proj.No.: 15-2937
 STATUS: FINAL
 DATE: NOVEMBER 2016
 REVISED: JUNE 2017



**THE TOWN OF TECUMSEH
 TRANSPORTATION MASTER PLAN UPDATE
 ACTIVE TRANSPORTATION
 NETWORK
 (URBAN AREA)**

FIGURE ES15

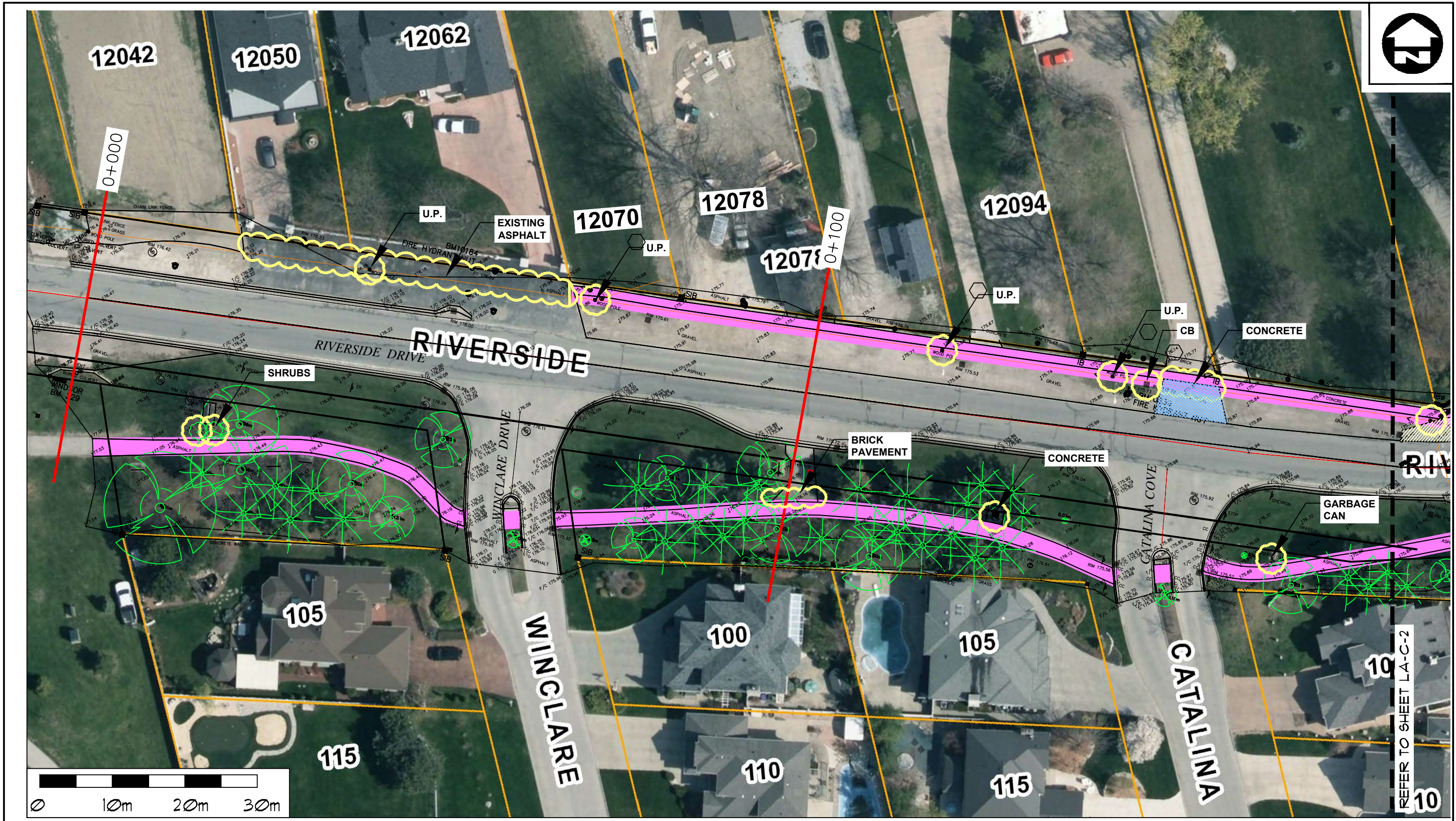
GANATCHIO TRAIL EXTENSION TRAIL LOCATION CONCEPT FROM EXISTING EAST END (WEST OF WINCLARE DRIVE) EAST TO MANNING ROAD



BP
Bezaire Partners
Planners, Landscape Architects

3514 Walker Rd., Unit 1A
Windsor, ON N8W 3S4
p: 519 966 6844
f: 519 966 4088
gbezaire@bezaire.ca

DATE: JULY, 2017
PROJECT: 1267



BP
Bezaire Partners
 Planners, Landscape Architects

3514 Walker Rd., Unit 1A
 Windsor, ON N8W 3S4
 p: 519 966 6844
 f: 519 966 4088
 gbezaire@bezaire.ca

PROJECT:
GANATCHIO TRAIL EXTENSION

CLIENT:

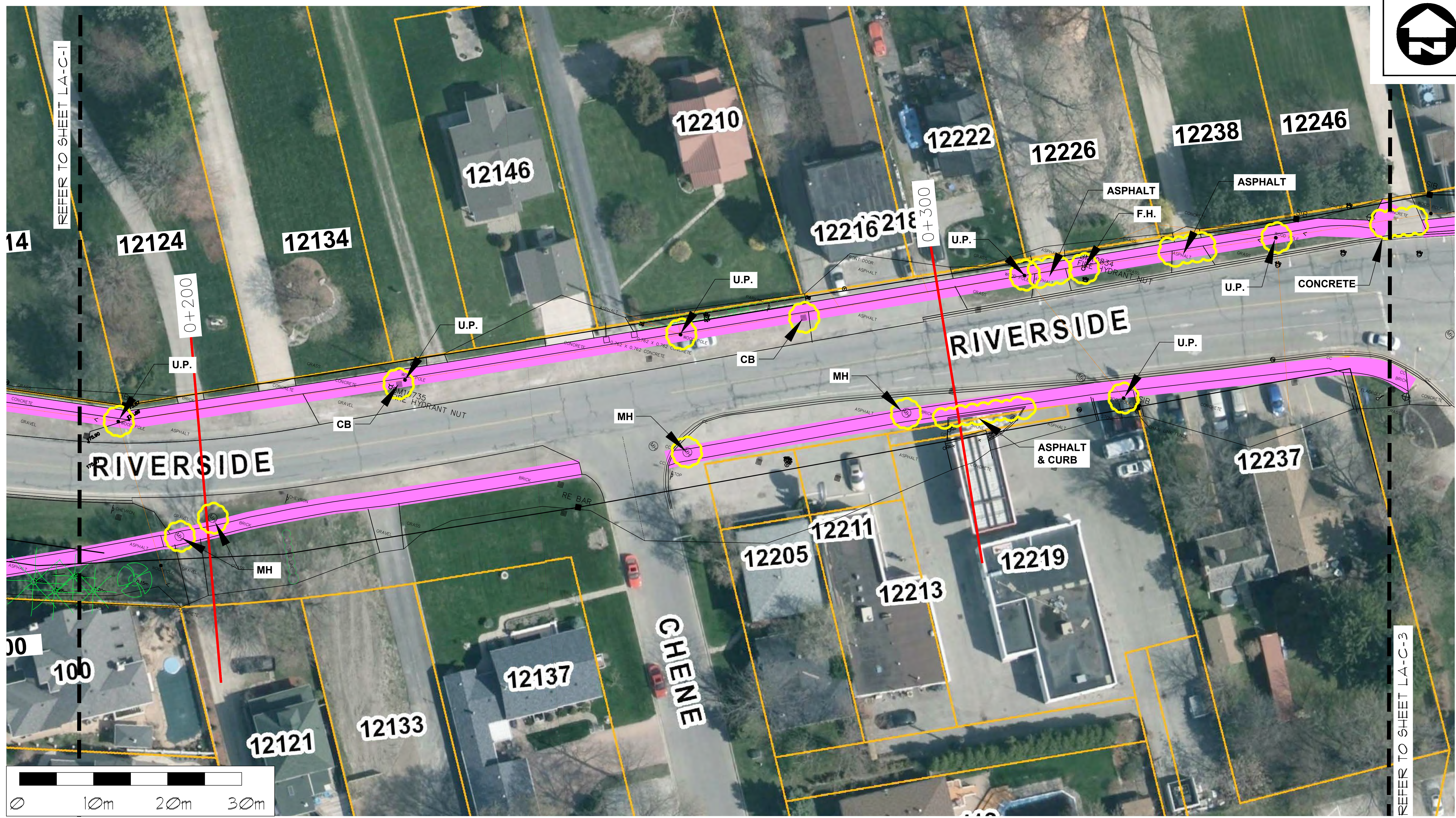
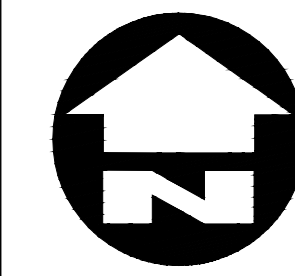


TOWN OF
Tecumseh
 ONTARIO · CANADA

DRAWING TITLE
TRAIL LOCATON CONCEPT PLAN

DATE: JULY, 2017
 SCALE: 1:500 @ 11 x 17
 1:250 @ 22 x 34
 DRAWN BY: ML, GDB

SHEET
LA-C-1
 1267 Concept R1



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Bezaire Partners
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 Windsor, ON N8W 3S4
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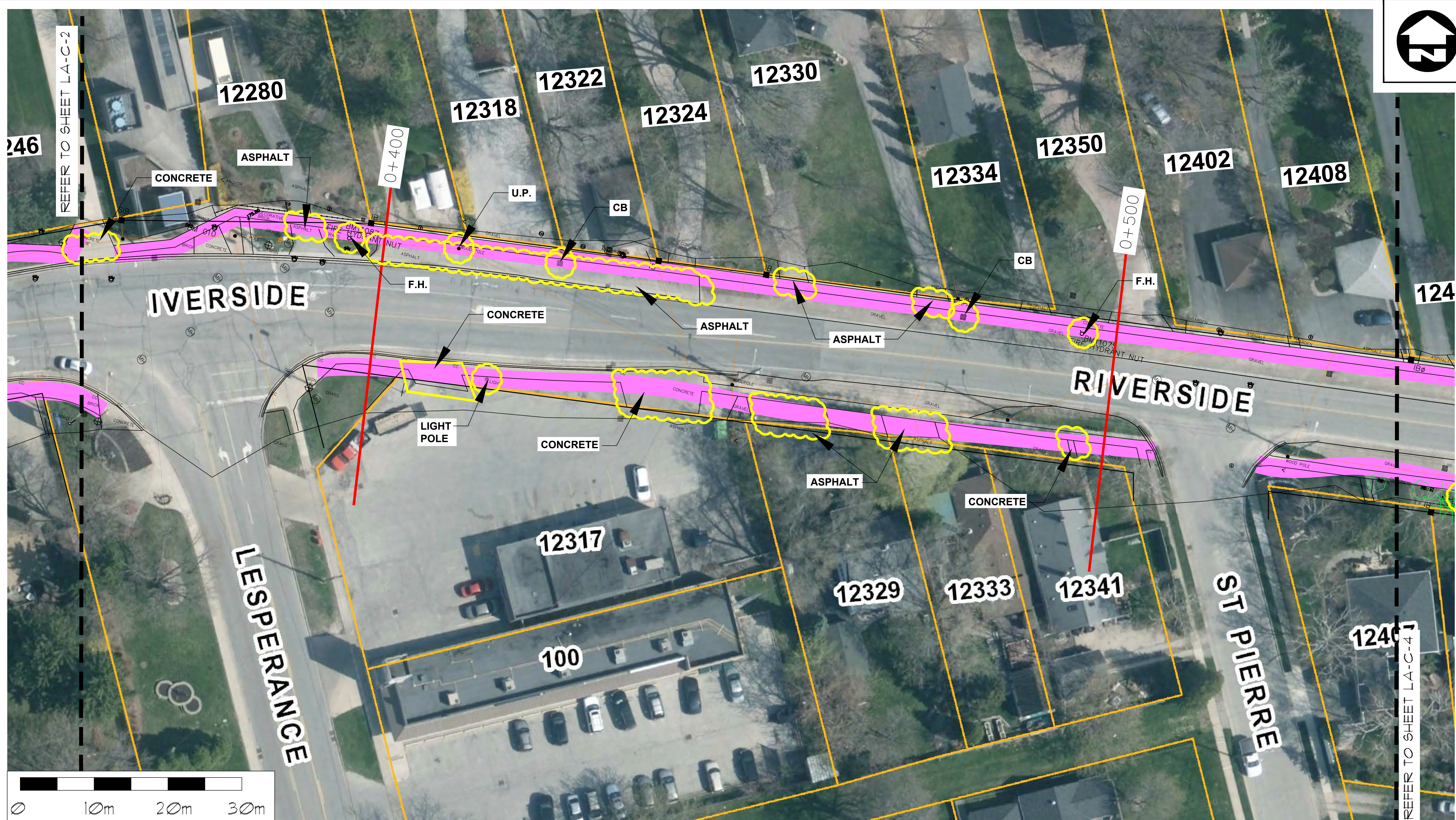
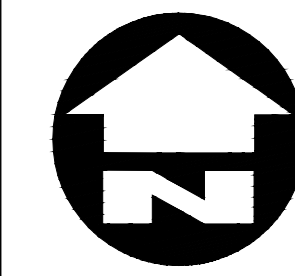
PROJECT:
GANATCHIO
TRAIL EXTENSION



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TRAIL LOCATON
CONCEPT PLAN

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 DRAWN BY: ML, GDB

SHEET
 LA-C-2
 1267 Concept R1



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Bezaire Partners
 Planners, Landscape Architects

3514 Walker Rd., Unit 1A
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 p: 519 966 6844
 f: 519 966 4088
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PROJECT:
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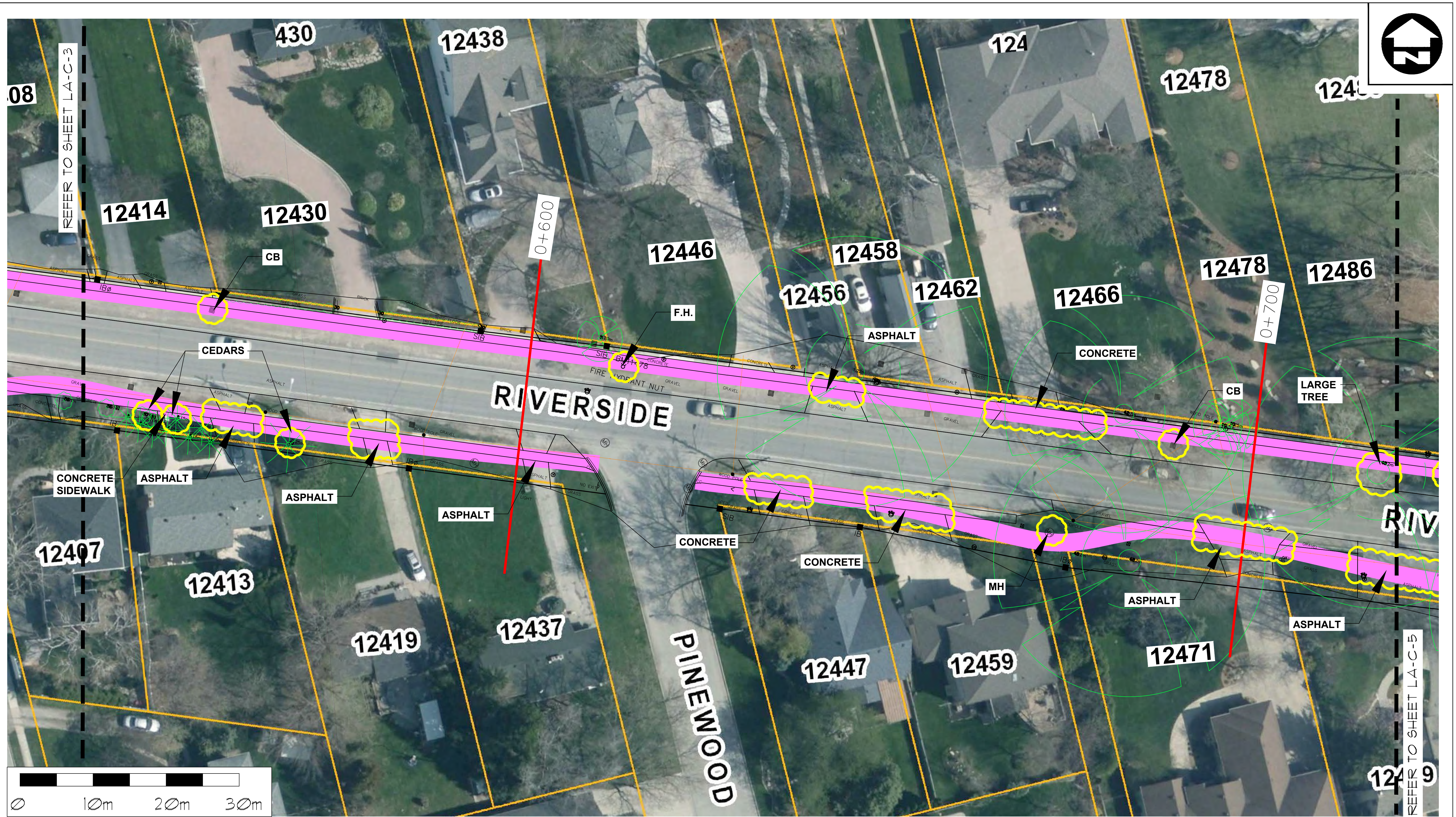


TOWN OF
Tecumseh
 ONTARIO · CANADA

DRAWING TITLE
TRAIL LOCATION CONCEPT PLAN

DATE: JULY, 2017
 SCALE: 1:500 @ 11 x 17
 1:250 @ 22 x 34
 DRAWN BY: ML, GDB

SHEET
LA-C-3
 1267 Concept R1



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Bezaire Partners
 Planners, Landscape Architects

3514 Walker Rd., Unit 1A
 Windsor, ON N8W 3S4
 p: 519 966 6844
 f: 519 966 4088
 gbezaire@bezaire.ca

PROJECT:
GANATCHIO TRAIL EXTENSION

CLIENT:



TOWN OF Tecumseh
 ONTARIO · CANADA

DRAWING TITLE
TRAIL LOCATON CONCEPT PLAN

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 1:250 @ 22 x 34
 DRAWN BY: ML, GDB

SHEET
LA-C-4
 1267 Concept R1



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 Planners, Landscape Architects

3514 Walker Rd., Unit 1A
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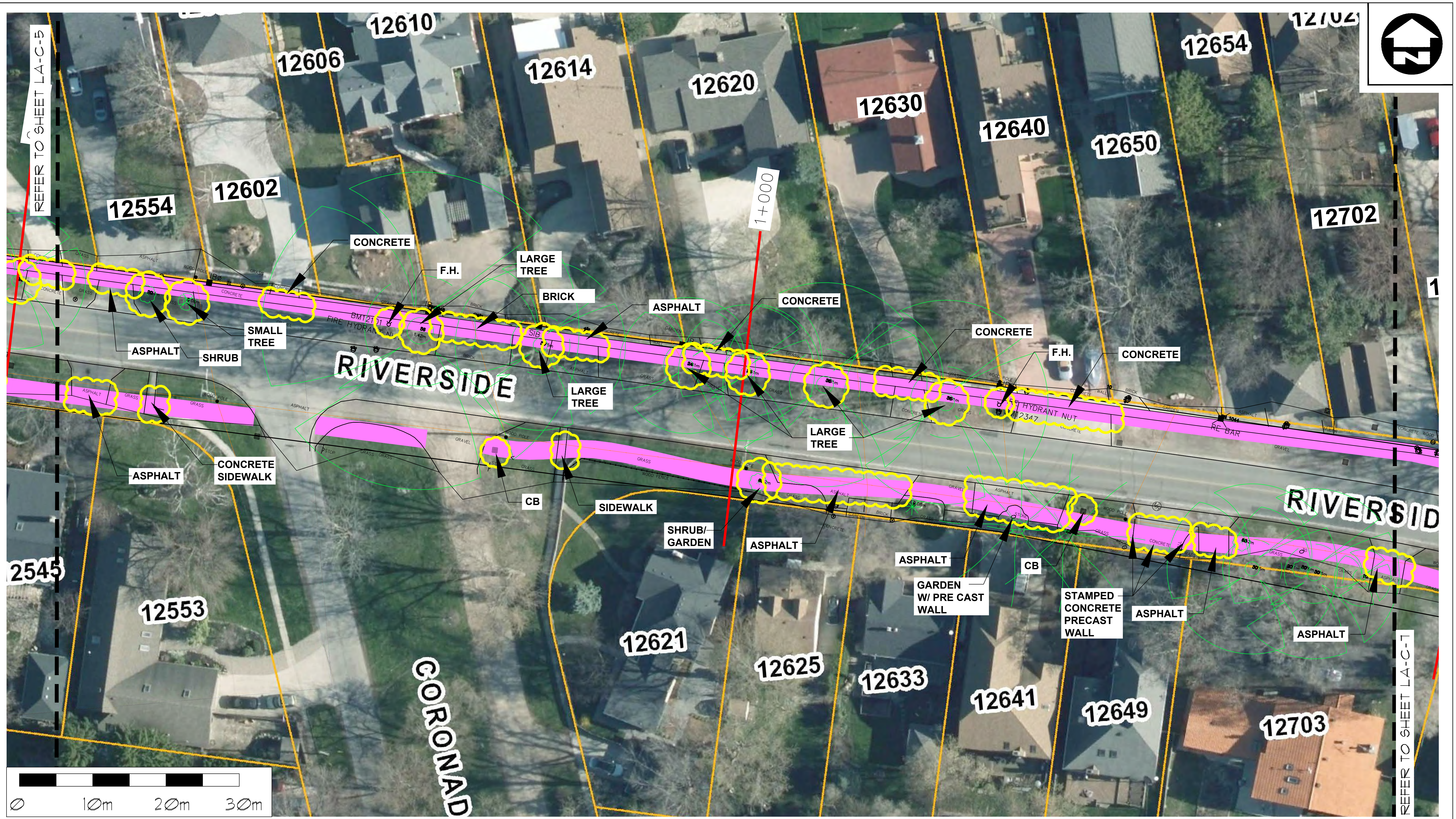
CLIENT:

TOWN OF Tecumseh
 ONTARIO · CANADA

DRAWING TITLE
TRAIL LOCATON
CONCEPT PLAN

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 SCALE: 1:500 @ 11 x 17
 1:250 @ 22 x 34
 DRAWN BY: ML, GDB

SHEET
LA-C-5
 1267 Concept R1



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 Planners, Landscape Architects

3514 Walker Rd., Unit 1A
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 f: 519 966 4088
 gbezaire@bezaire.ca

PROJECT:
GANATCHIO TRAIL EXTENSION

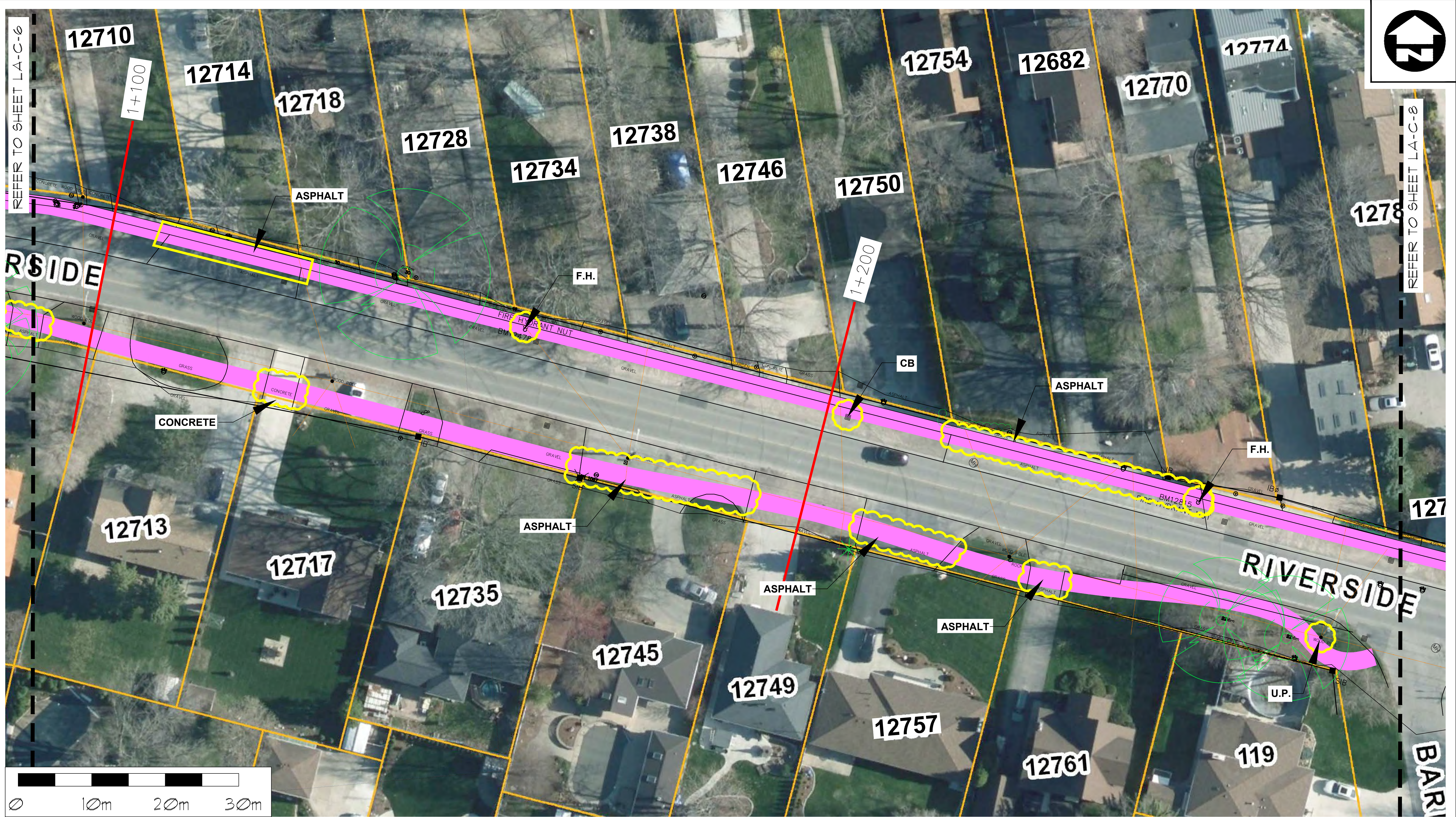
CLIENT:

TOWN OF Tecumseh
 ONTARIO · CANADA

DRAWING TITLE
TRAIL LOCATON CONCEPT PLAN

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 SCALE: 1:500 @ 11 x 17
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 DRAWN BY: ML, GDB

SHEET
LA-C-6
 1267 Concept R1



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Bezaire Partners
 Planners, Landscape Architects

3514 Walker Rd., Unit 1A
 Windsor, ON N8W 3S4
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PROJECT:
**GANATCHIO
 TRAIL EXTENSION**

CLIENT:

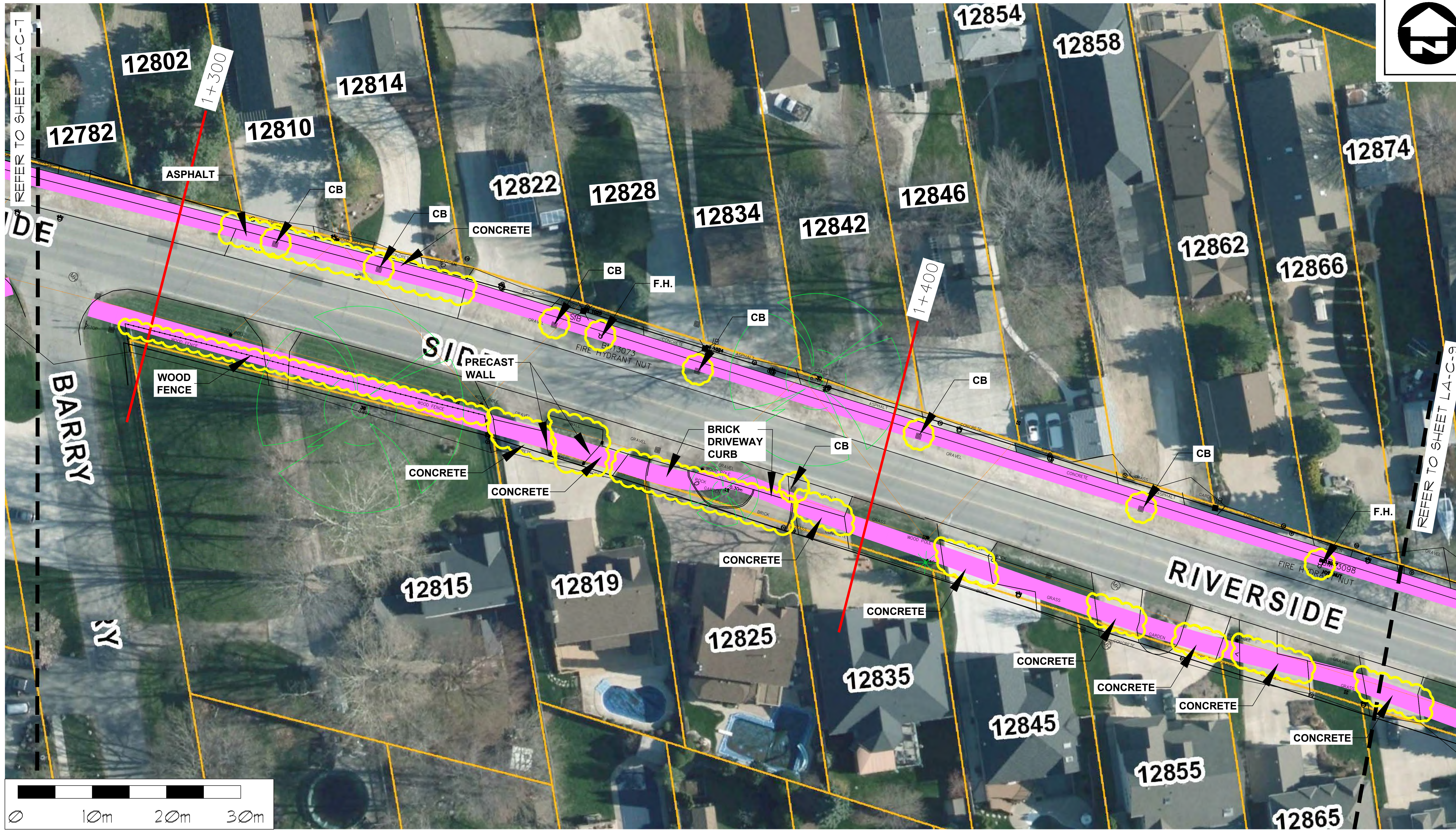


TOWN OF
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 ONTARIO · CANADA

DRAWING TITLE
**TRAIL LOCATON
 CONCEPT PLAN**

DATE: JULY, 2017
 SCALE: 1:500 @ 11 x 17
 1:250 @ 22 x 34
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SHEET
 LA-C-7
 1267 Concept R1



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 Windsor, ON N8W 3S4
 p: 519 966 6844
 f: 519 966 4088
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CLIENT:

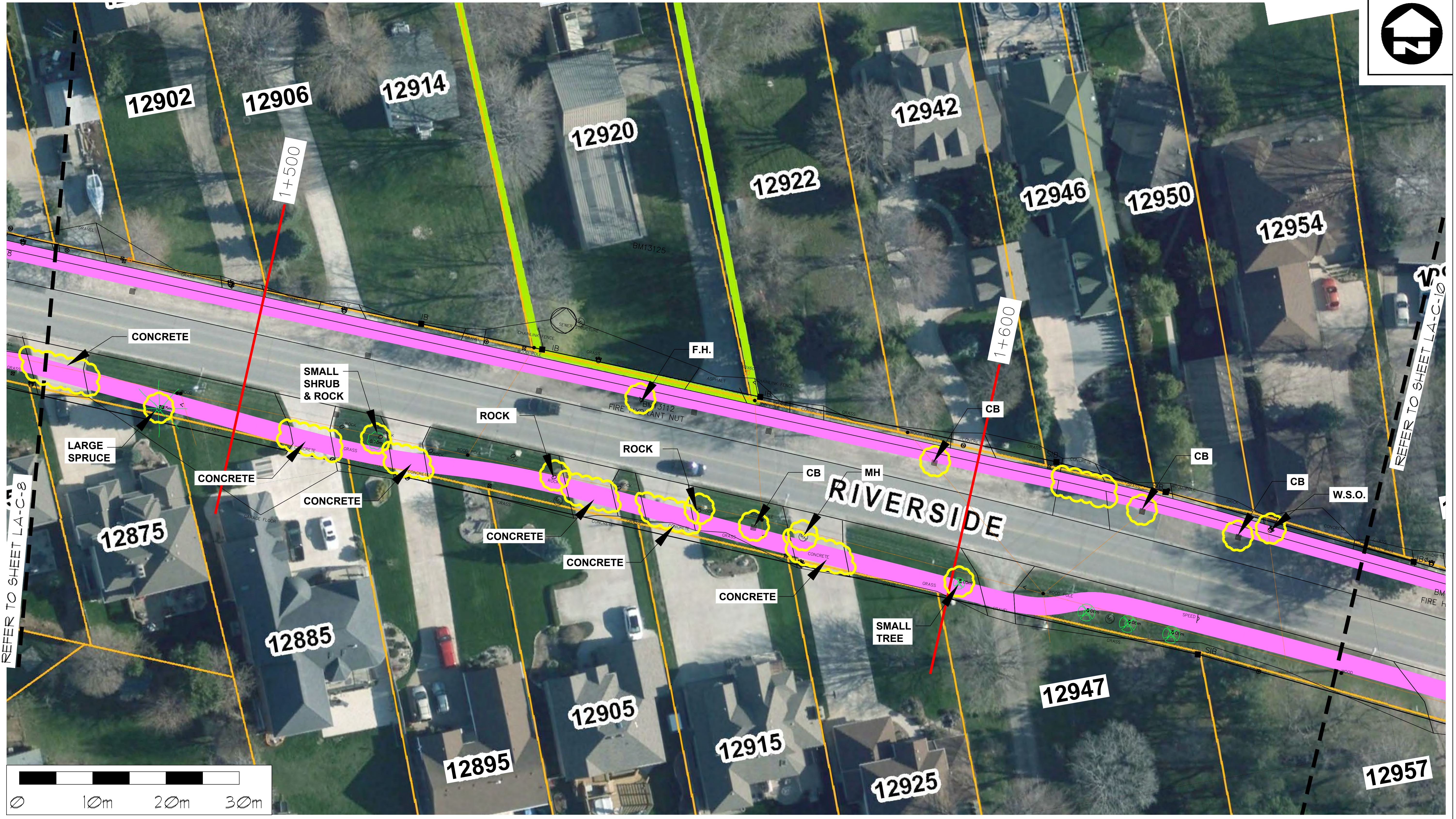
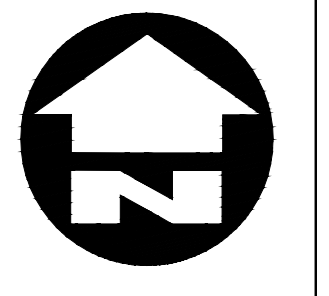


TOWN OF
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 ONTARIO · CANADA

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SHEET
 LA-C-8
 1267 Concept R1



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Bezaire Partners
 Planners, Landscape Architects

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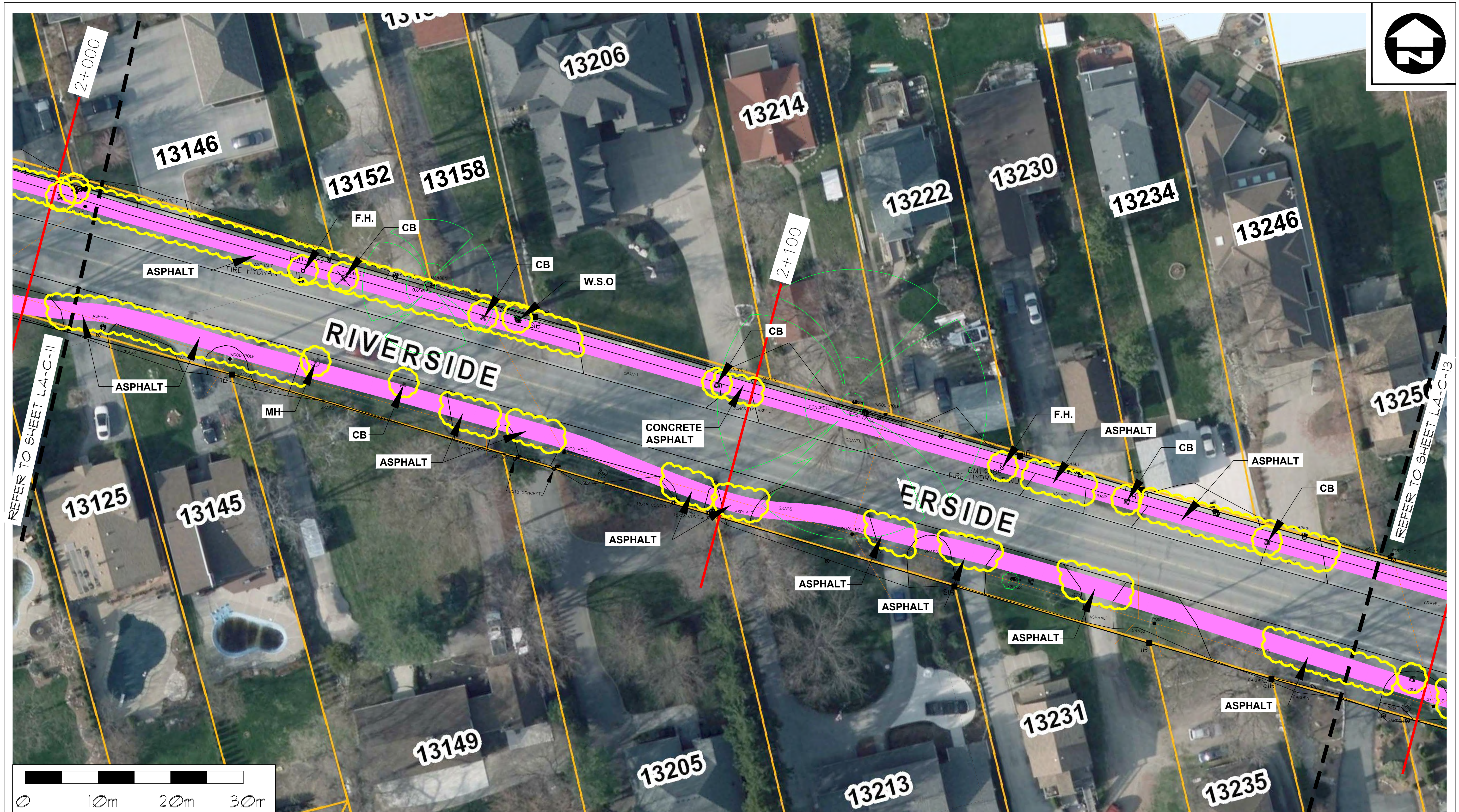
CLIENT:

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SHEET
LA-C-9
 1267 Concept R1



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Bezaire Partners
 Planners, Landscape Architects

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 Windsor, ON N8W 3S4
 p: 519 966 6844
 f: 519 966 4088
 gbezaire@bezaire.ca

PROJECT:
GANATCHIO TRAIL EXTENSION



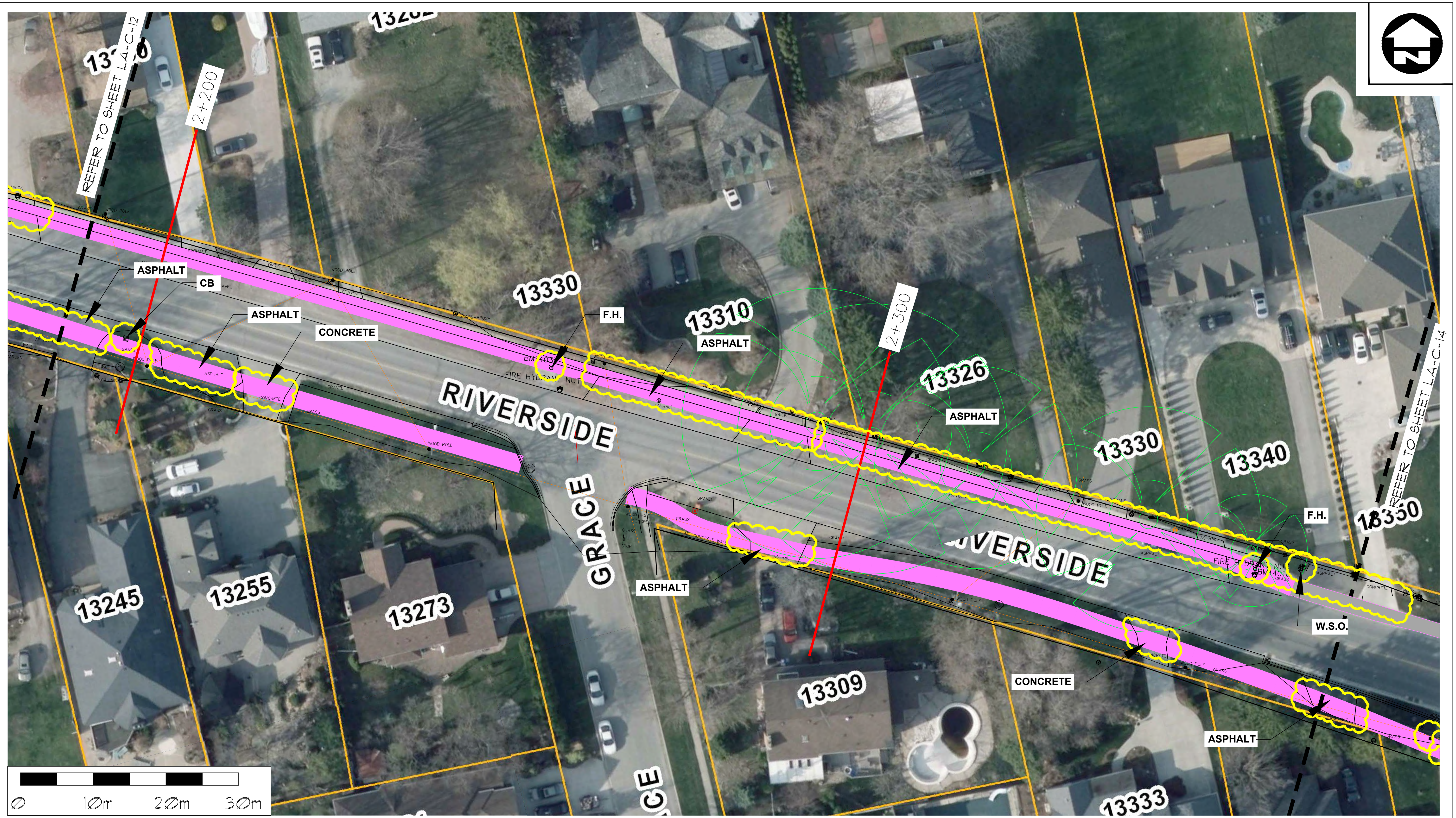
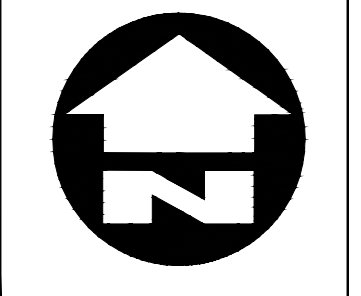
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DATE: JULY, 2017

SCALE: 1:500 @ 11 x 17
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DRAWN BY: ML, GDB

SHEET
LA-C-12
 1267 Concept R1



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PROJECT:
GANATCHIO TRAIL EXTENSION

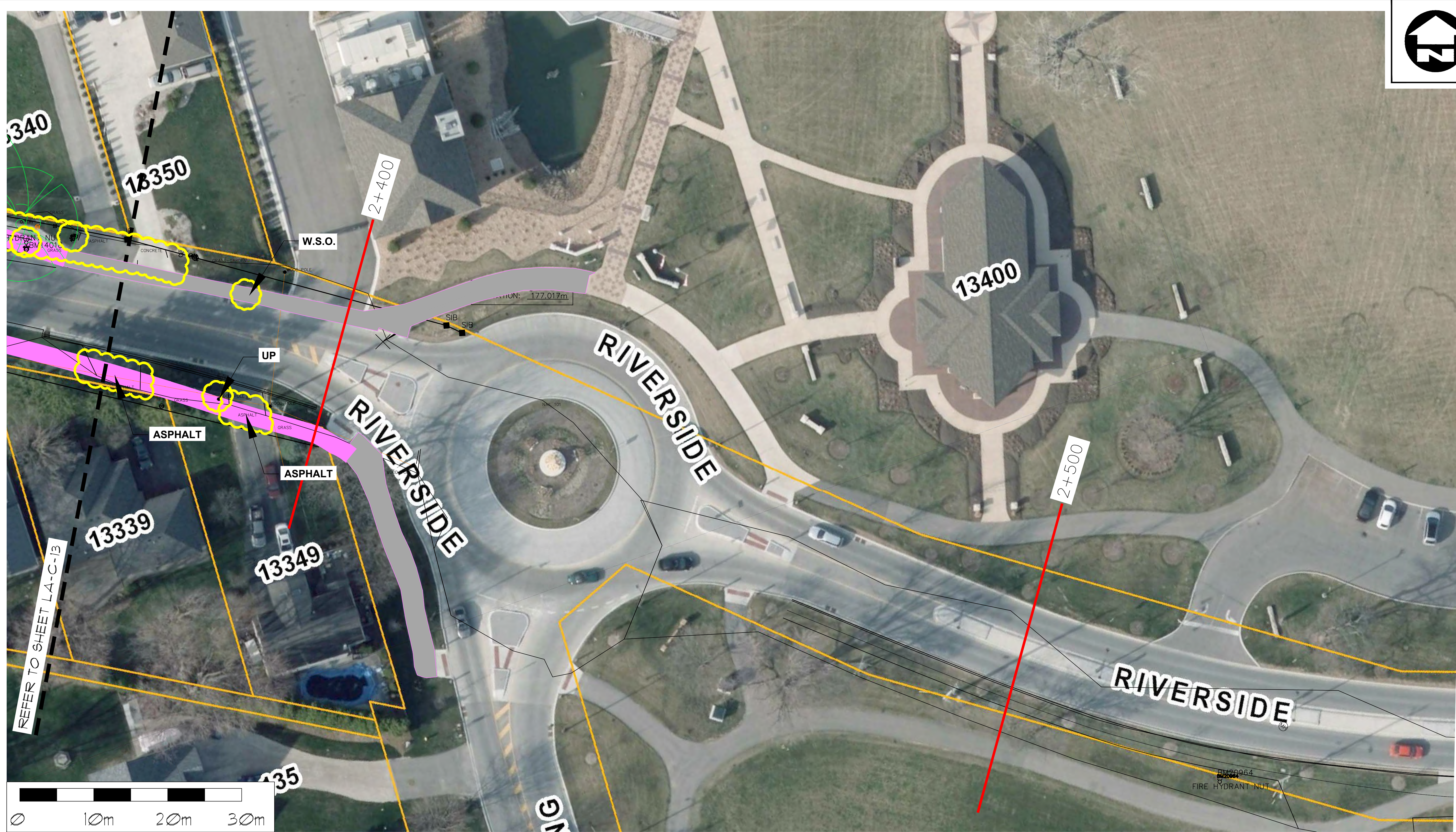
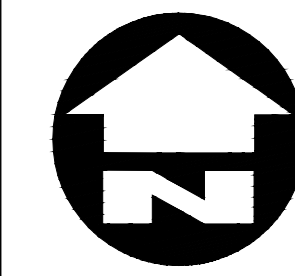
CLIENT:

Town of Tecumseh
 ONTARIO · CANADA

DRAWING TITLE
TRAIL LOCATION CONCEPT PLAN

DATE: JULY, 2017
 SCALE: 1:500 @ 11 x 17
 1:250 @ 22 x 34
 DRAWN BY: ML, GDB

SHEET
LA-C-13
 1267 Concept R1



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 Windsor, ON N8W 3S4
 p: 519 966 6844
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PROJECT:
**GANATCHIO
 TRAIL EXTENSION**

CLIENT:



**TOWN OF
 Tecumseh**
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DRAWING TITLE
**TRAIL LOCATON
 CONCEPT PLAN**

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 SCALE: 1:500 @ 11 X 17
 1:250 @ 22 X 34
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SHEET
LA-C-14
 1267 Concept R1

RESULTS OF PUBLIC CONSULTATION Mtg. 1

Description	Result
Attended and Signed-in to Open House	32
Submitted Written Comments during or after Open House	26
Overall In favour of trail	24
Overall Opposed to Trail	2
In Favour of Trail on North Side of Riverside Drive	8
In Favour of Trail on South Side of Riverside Drive	8

REPRESENTATIVE COMMENTS RESULTING FROM PUBLIC CONSULTATION

Comment: Thirty-two interested stakeholders attended and signed in to the public open house. Overall, a large majority of the attendees were in favour of the trail and would like to see it proceed. Attendees were evenly split on whether the trail should be located on the south or north side of Riverside Drive.

Some of the comments received are factual and some are not. See responses provided in table.

Comment	Response
They would prefer fewer road crossings – prefer north side	Agreed – fewer road crossings are preferable but they have open site lines. They require the pedestrian or cyclist to stop before crossing
Concern about cars backing out of driveways on north side	Agreed – sight lines are much more difficult on the north side
Too many hydro poles on south side	Disagree – no hydro poles are to be re-located
There would be less disruption on the south side	Disagree – although there are more driveways on the north side, most of them and most of the landscaping stops at the property line. On the south side, many driveways and some of the landscaping extend to the road edge and will have to be cut and removed so the path can be installed. Consequently, we consider there to be more disruption to landscaping and driveways on the south side.
Loss of parking spaces	Agree – on both north and south sides, but these are in the right-of-way
Don't want to maintain grass between road and trail on south side	Noted – but this is subject to municipal policies
Would prefer bike lanes on roads instead of trail	Noted – but this is meant to be a multi-use trail
Difficult to cross Riverside Dr. at Manning	Disagree – roundabout is configured for pedestrian crossing. No matter what side the trail is on, people from the other side need to cross. However, if it's on the south side, people on the north side still have use of the sidewalk
South side trail would align with trails to east and west	Agreed
Doesn't want trees removed to make way for trail	Agreed – only 2 trees to be removed on south side and both are in poor condition

Comment	Response
Connectivity to neighbourhood to the South is important	Agreed – best achieved by trail on south side
Concern with drainage issues/flooding of trail on north side	Agreed – this is a difficult problem on the north side
Trail would provide for pedestrians on south side – none now	Agreed – and north side would still have sidewalk
Accessing trail will require crossing Riverside Drive	Agreed – regardless if it is what side the trail is, residents from the other side will have to cross – however, if trail is on the south side, people on the north side can walk along the sidewalk to a safe crossing point.
Cheaper to leave north side alone and build on south	Agreed – less expensive on the south side
North side sidewalk in poor repair – trail would replace it	Agreed
Where is the money coming from?	Noted – Subject to 2018 Capital Works Plan
Increased liability for property owners – difficult to see riders	Noted- Perhaps risk is a better word – sight lines much more restricted on north side – more risk.
Trail too close to the road	Noted – but trail placement is impacted by the amount of land available
Should be part of a total reconstruction of the road	Noted
Can't wait to use the trail!	
Please ensure good sight lines	Agreed – more open site lines on the south side
Excellent idea ... hope it gets done	Noted
I am very excited about this trail ...	Noted

COST ESTIMATE COMPARISON

Comment: The “new work” cost of the trail is about the same whether it's installed on the north or south side of Riverside Drive. However, there is a significant difference in the cost of removals, adjustments or relocations of existing site items, and restoration. Overall, there is a savings of about \$175,000 if the trail is constructed on the south side of Riverside Drive.

Item	North Side	South Side
Removals	131,235	94,564
Adjust/Relocate Site Features	112,100	26,980
New Work	441,999	444,518
Restoration	144,404	110,987
Construction Total	829,738	677,049
Design Contingency (10%)	82,973	67,704
Construction Contingency (10%)	82,973	67,704
Mobilization and Traffic Control	30,000	30,000
Project Total	1,025,686	842,458

SUMMARY OF KEY ISSUES

We note that the following issues were found to be significant in formulating our recommendation:

- There are fewer relocations, adjustments, and potential conflicts with trees on the south side. Significant issues include the large number of trees that will impact the width of the trail, reducing it from 2.5m wide to 1.2m wide at seven locations. There are also 18 fire hydrants to be moved and several more catch basins to be relocated on the north side. The cost of these is reflected in the reduced cost for the south side.
- Drainage from adjacent residential properties will typically drain onto and across the trail. On the north side, the trail would be right at the property line and there would be little potential to intercept drainage. In order to drain any water that crosses the trail, the entire road shoulder would have to be re-graded to direct water to catch basins. On the south side, there is generally more space for drainage and less work required.
- The existing sidewalk on the north side already floods in areas because of water from the adjacent properties and road. A wider trail will increase the potential for flooding on the north side. There is much less chance of flooding on the south side.
- Locating the trail on the south side and thereby leaving the existing sidewalk on the north side means that the area will benefit from having pedestrian traffic along both sides of the road.
- There is a high risk of vehicular/pedestrian/bicycle conflict when vehicles are backing out of driveways. On the north side, the trail would be very near the property line and the sight lines would be restricted by existing landscaping, hedges, and fences. The site lines on the south side are more open.
- Locating the trail on the south side would cost approximately \$150,000 less than the cost incurred on the north side.
- Locating the trail on the south side lines it up with existing trails to the east and west.
- By locating the trail on the south side, it will be easily accessed not only by residents on the south side of the road, but by residents in neighbourhoods to the south. Residents on the north side will have the option of walking along the existing sidewalk and then crossing Riverside Drive at a safe location.
- There is likely to be less disruption to neighbours if the trail is built on the north side since there are fewer driveways to be cut, less landscaping in the right-of-way, and we are generally perceived to be working in their “back yard”. Residents on the south side will generally perceive us to be working in their “front yard”. However, we believe that reasonable accommodation can be made for any disruption.
- Locating the trail on the south side results in the need for several road crossings. While it would be better to avoid these, they generally have good sight lines, vehicles will be driving forward, and the intersections can be designed safely. While there are no road crossings on the north side, the sight lines at driveways on the north side are restricted and some cars are backing out of the driveways.

COMPARISON OF QUANTITIES OF WORK AND/OR POTENTIAL CONFLICTS

Comment: While the trail is slightly longer on the south side, there are more construction related issues on the north side. The relocation of fire hydrants and catch basins for example can be quite expensive. Since the Town prefers to not remove trees, there are seven locations on the north side where the width of the trail will be compromised (reducing from 2.5m wide to 1.2m) to preserve the trees. Even then, it is likely that the trees will begin to decline due to the impact of construction and eventually will have to be removed. In each case, the existing trees are presently in good condition.

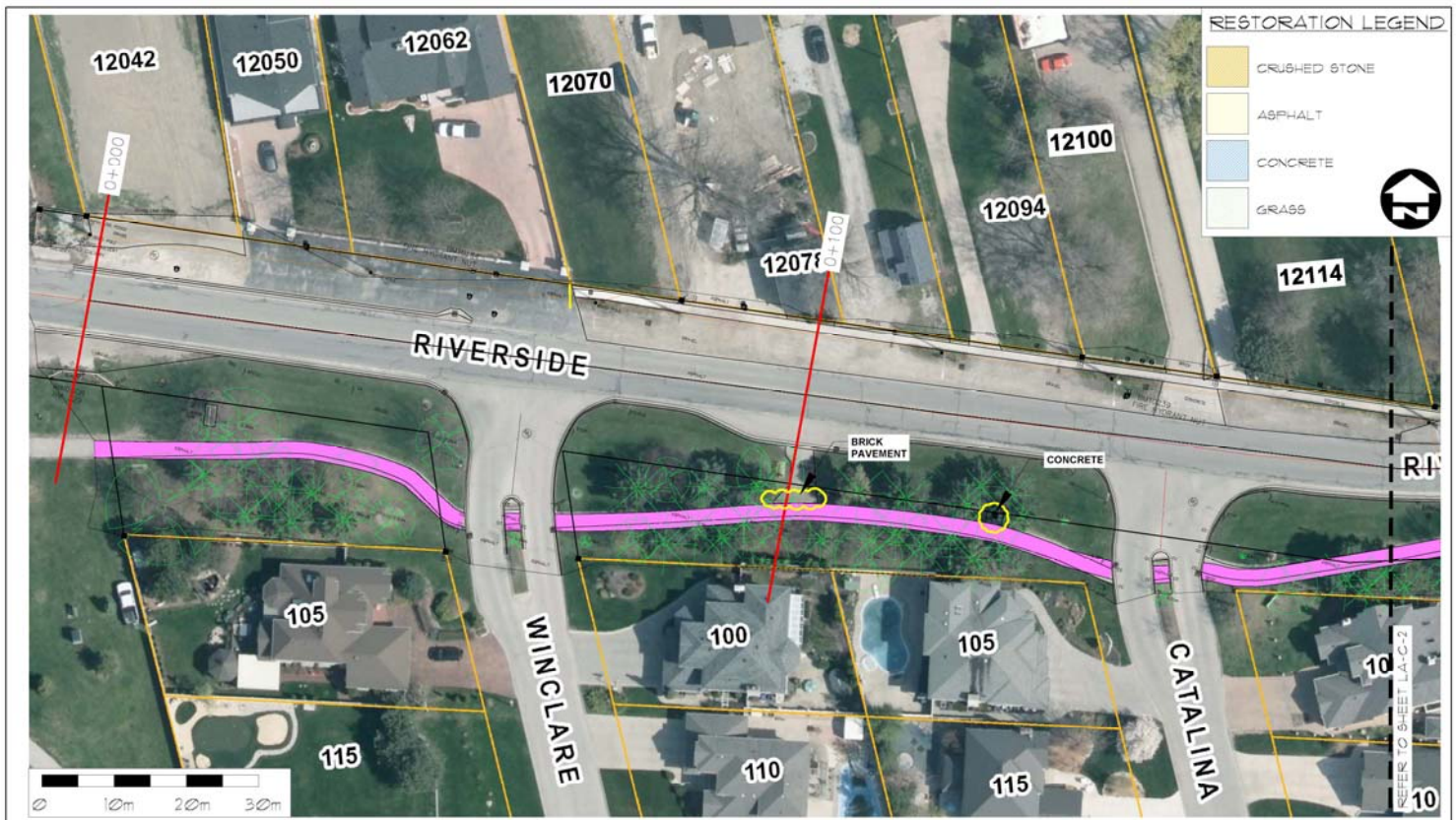
While we will have to remove two trees on the south side, these trees are under existing overhead wires and the heads have been severely trimmed. They are in poor condition and should be removed.

There is approximately 25% more driveway crossings on the north side, but no road crossings.

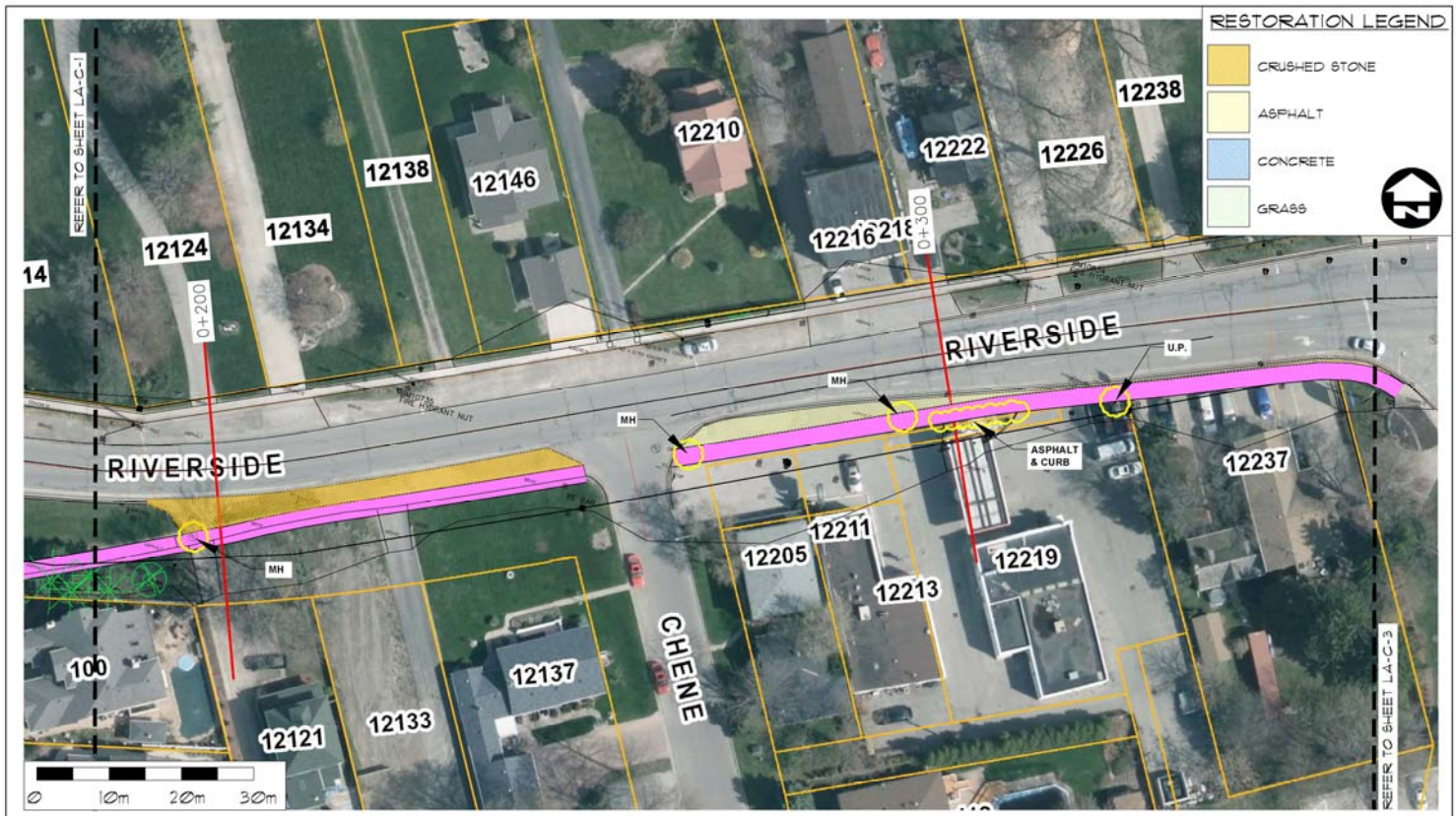
Item	North	South
Length of Path	2,050 (m)	2,180 (m)
Driveway Crossings	86	68
Road Crossings	0	12
Conflicts with trees	7	2
Fire Hydrants to be re-located	18	0
Utility/Light Poles to be re-located	0	0
Catch Basins to be relocated	24	8
Catch Basins to be adjusted	14	1
Manholes to be adjusted	5	5
Water Valves to be adjusted	4	1
Landscape Fence Conflicts	0	6

RECOMMENDATION

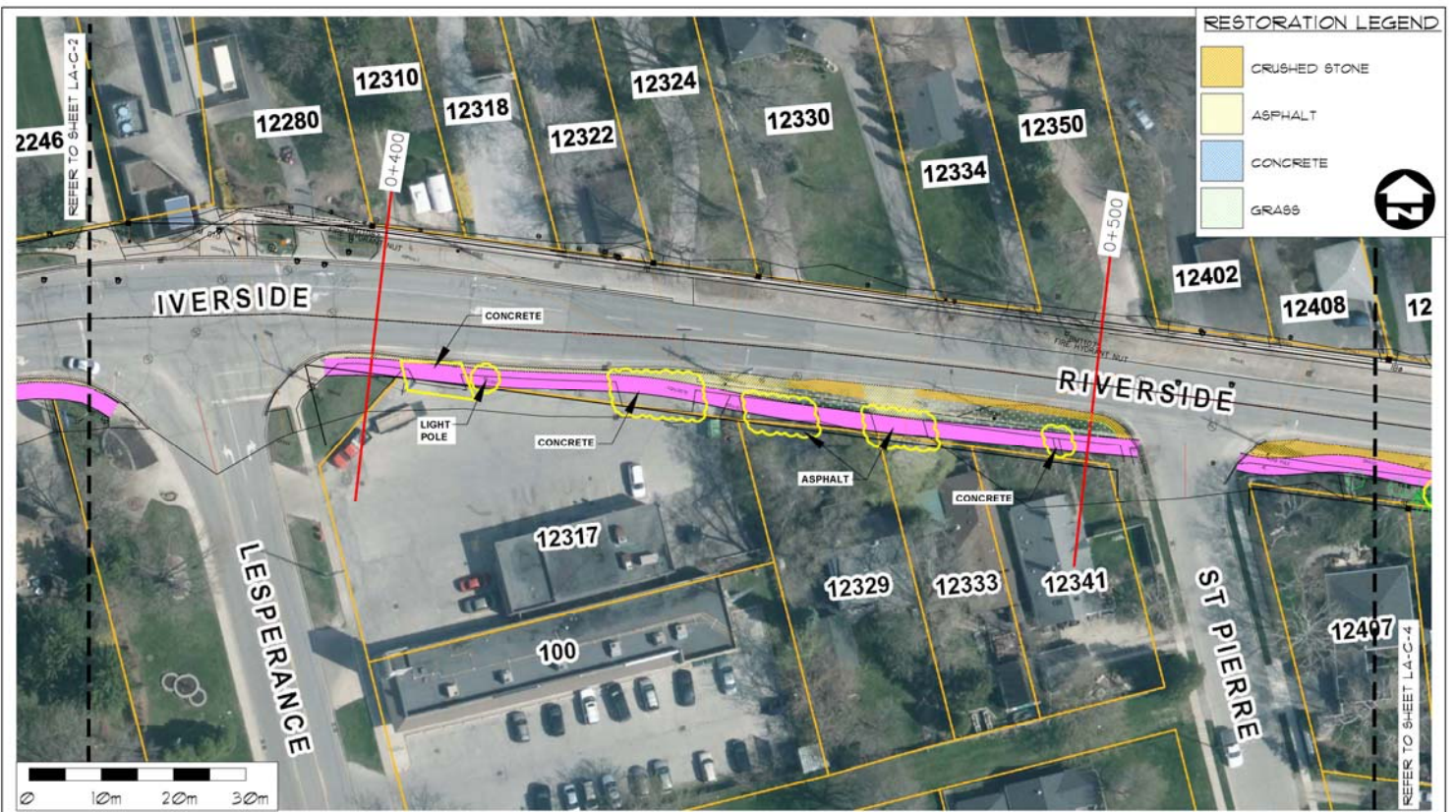
Based on our analysis of the design, the results of the public consultation, and the comparative costs and key issues, we recommend that the proposed multi-use trail be aligned along the south side of Riverside Drive easterly from the Tecumseh Windsor border to the west limit of Manning Rd.



BP Bezaire Partners Planners, Landscape Architects <small>3514 Walker Rd., Unit 1A Windsor, ON N9W 3S4 p. 519 966 6844 f. 519 966 4088 gbezaire@bezaire.ca</small>	PROJECT:	CLIENT:	DRAWING TITLE:	DATE:	SHEET:
	GANATCHIO TRAIL EXTENSION	TOWN OF Tecumseh ONTARIO - CANADA	CONCEPT PLAN	JUNE, 2018	LA-C-1
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				1:500 @ 11 x 17 1:250 @ 22 x 34	
			DRAWN BY:	ML, GDB	1267 Concept R4



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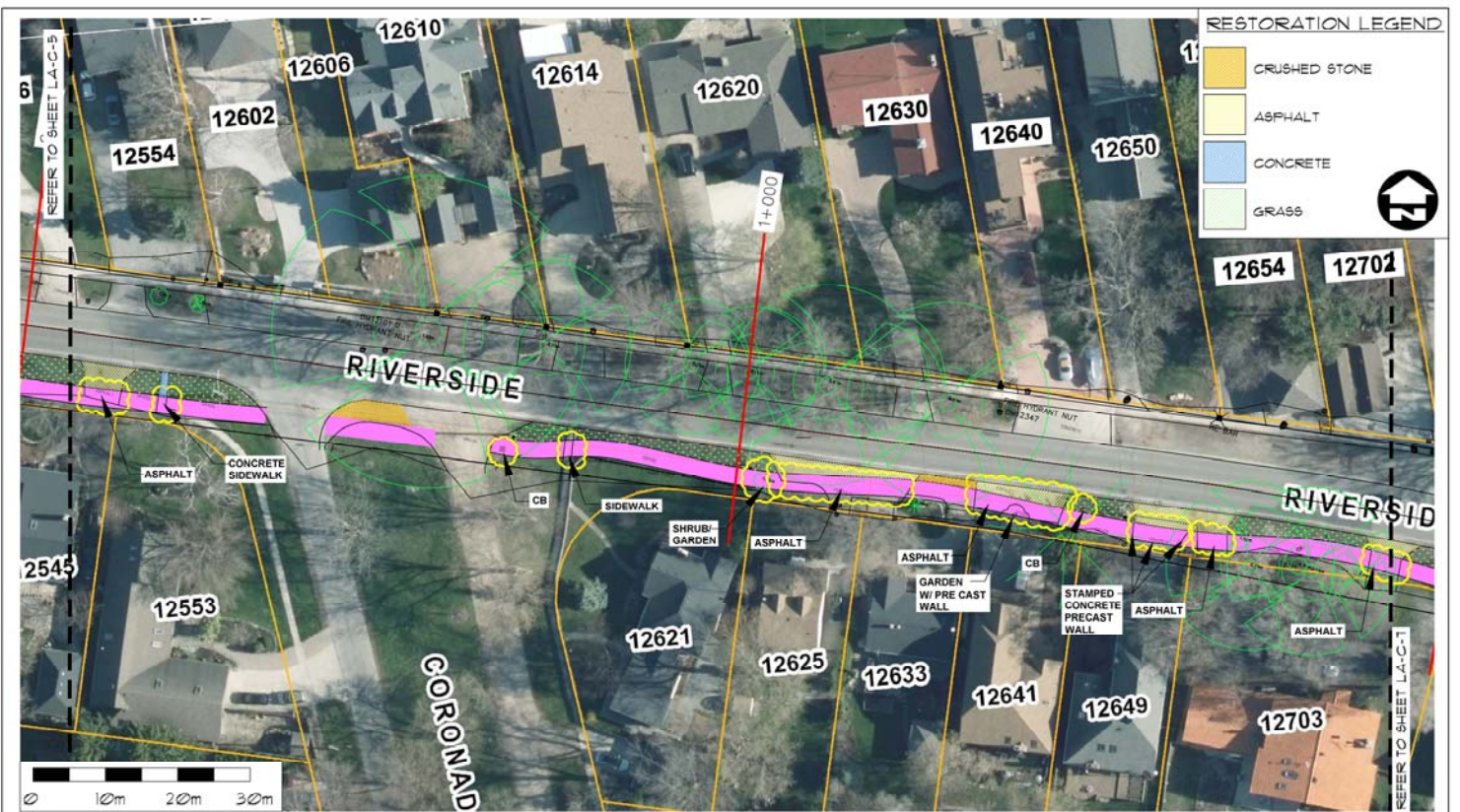
BP Bezaire Partners Planners, Landscape Architects <small>3514 Walker Rd., Unit 1A Windsor, ON N9W 3S4 p: 519 996 0544 f: 519 996 4059 gbezaire@bezaire.ca</small>	PROJECT:	CLIENT:	DRAWING TITLE:	DATE:	SHEET:	
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				DRAWN BY:		
				ML, GDB		



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				DRAWN BY:		
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	GANATCHIO TRAIL EXTENSION	Tecumseh <small>225</small>	CONCEPT PLAN	JUNE, 2018	LA-C-5
				SCALE:	
				1:500 @ 11 X 17 1:250 @ 22 X 34	1267 Concept R4
			DRAWN BY:		
			ML, GDB		



BP Bezaire Partners Planners, Landscape Architects <small>3514 Walker Rd., Unit 1A Windsor, ON N8W 3S4 p. 519 966 6544 f. 519 966 4088 gbezaire@bezaire.ca</small>	PROJECT:	CLIENT:	DRAWING TITLE	DATE:	SHEET
	GANATCHIO TRAIL EXTENSION	Tecumseh <small>225</small>	CONCEPT PLAN	JUNE, 2018	LA-C-6
				SCALE:	
				1:500 @ 11 X 17 1:250 @ 22 X 34	1267 Concept R4
			DRAWN BY:		
			ML, GDB		



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 f. 519 966 4088
 gbezaire@bezaire.ca

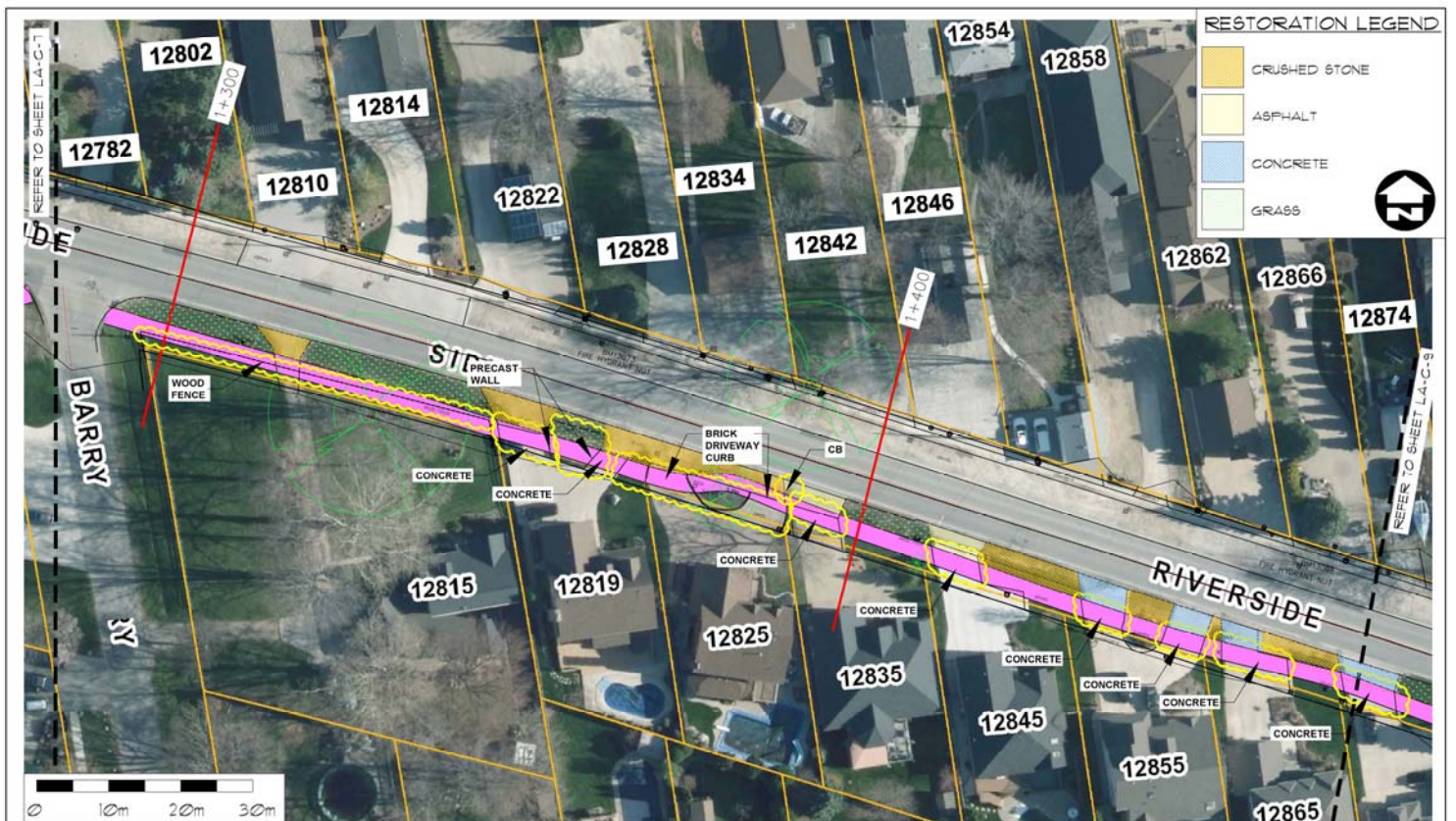
PROJECT:
GANATCHIO TRAIL EXTENSION

CLIENT:
Tecumseh
WINDSOR - CANADA

DRAWING TITLE
CONCEPT PLAN

DATE: JUNE, 2018
 SCALE: 1:500 @ 11 X 17
 1:250 @ 22 X 34
 DRAWN BY: ML, GDB

SHEET
 LA-C-7
 1267 Concept R4



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 Windsor, ON N9W 3S4
 p. 519 966 6844
 f. 519 966 4088
 gbezaire@bezaire.ca

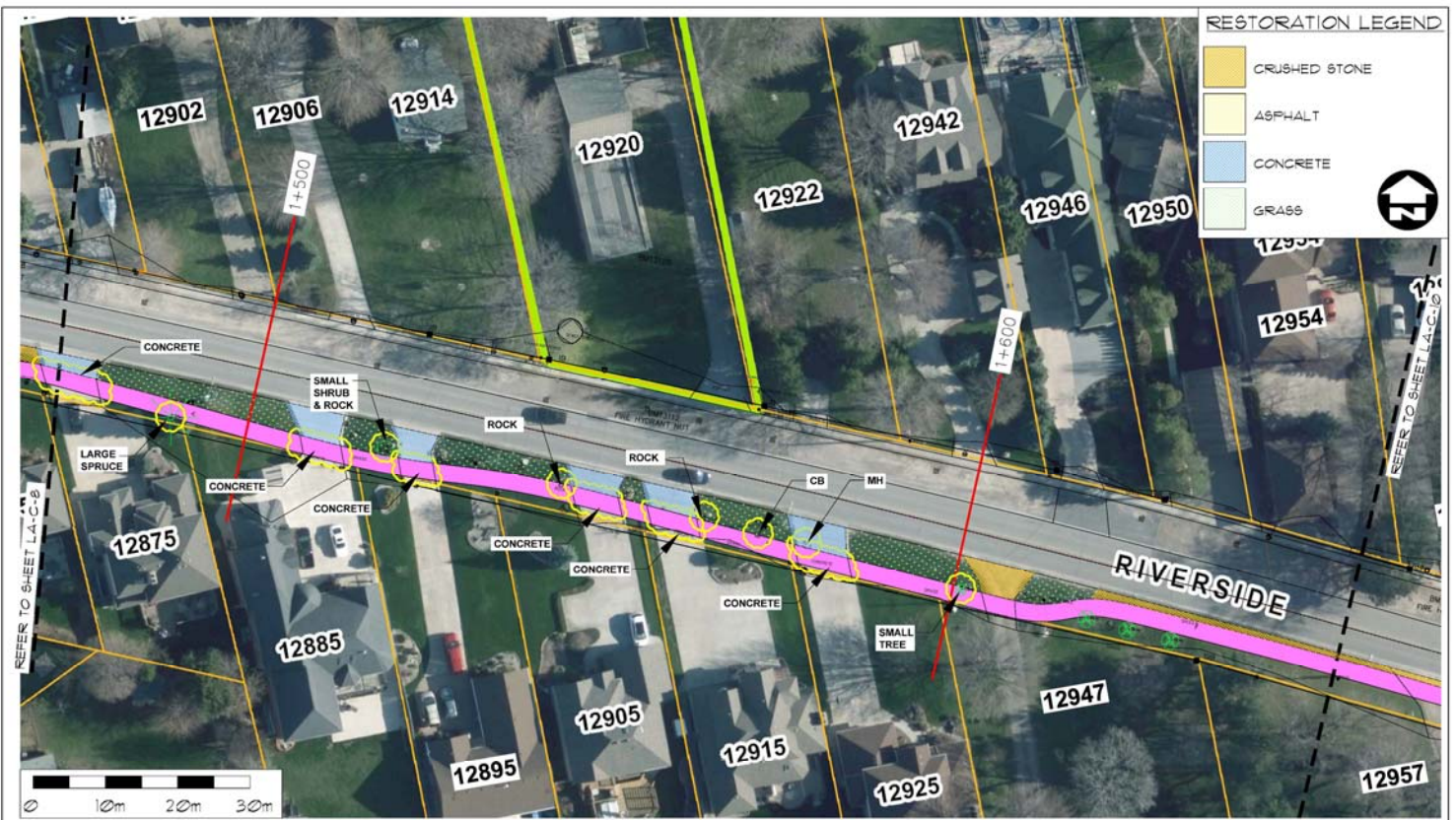
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GANATCHIO TRAIL EXTENSION

CLIENT:
Tecumseh
WINDSOR - CANADA
 226

DRAWING TITLE
CONCEPT PLAN

DATE: JUNE, 2018
 SCALE: 1:500 @ 11 X 17
 1:250 @ 22 X 34
 DRAWN BY: ML, GDB

SHEET
 LA-C-8
 1267 Concept R4



RESTORATION LEGEND

	CRUSHED STONE
	ASPHALT
	CONCRETE
	GRASS

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Windsor, ON N8W 3S4
p. 519 966 6844
f. 519 966 4088
gbezaire@bezaire.ca

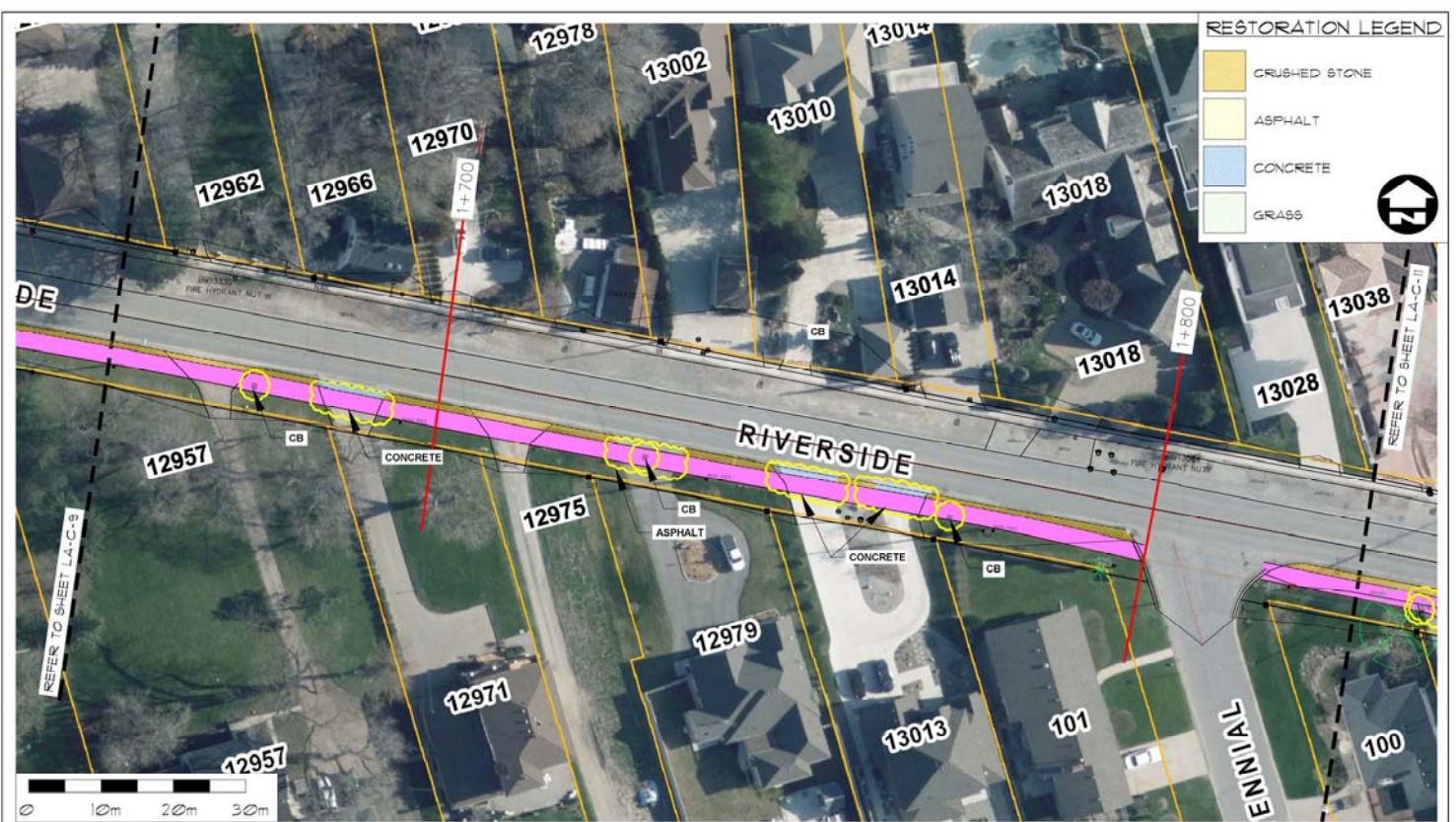
PROJECT:
GANATCHIO TRAIL EXTENSION

CLIENT:
TOWN OF Tecumseh
WINDSOR - CANADA

DRAWING TITLE
CONCEPT PLAN

DATE: JUNE, 2018
SCALE: 1:500 @ 11 X 17
1:250 @ 22 X 34
DRAWN BY: ML, GDB

SHEET
LA-C-9
1267 Concept R4



RESTORATION LEGEND

	CRUSHED STONE
	ASPHALT
	CONCRETE
	GRASS

BP
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Planners, Landscape Architects

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f. 519 966 4088
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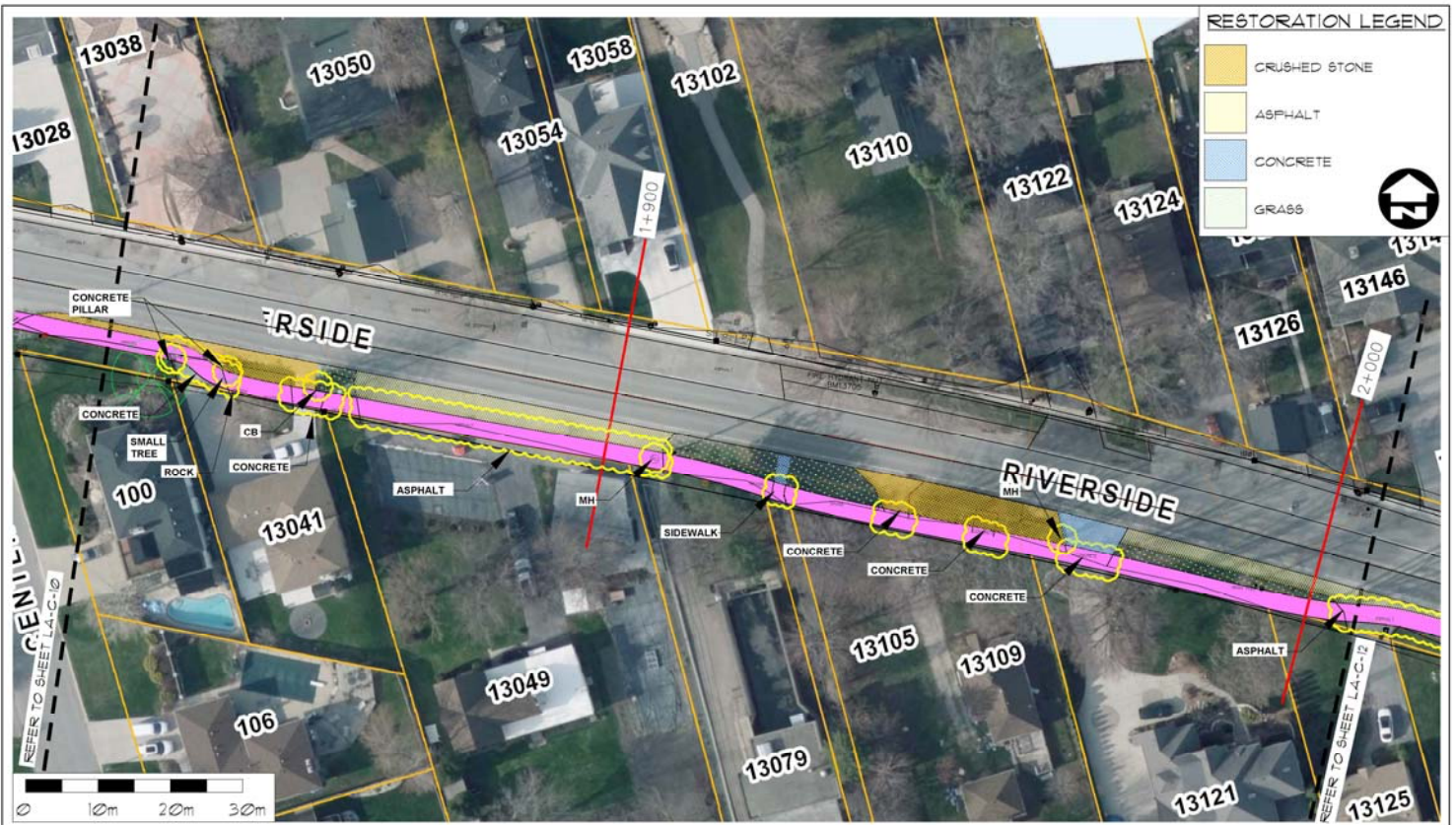
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GANATCHIO TRAIL EXTENSION

CLIENT:
TOWN OF Tecumseh
227 CANADA

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DATE: JUNE, 2018
SCALE: 1:500 @ 11 X 17
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DRAWN BY: ML, GDB

SHEET
LA-C-10
1267 Concept R4



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 Windsor, ON N9W 3S4
 p: 519 966 0944
 f: 519 966 4088
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PROJECT:
GANATCHIO TRAIL EXTENSION

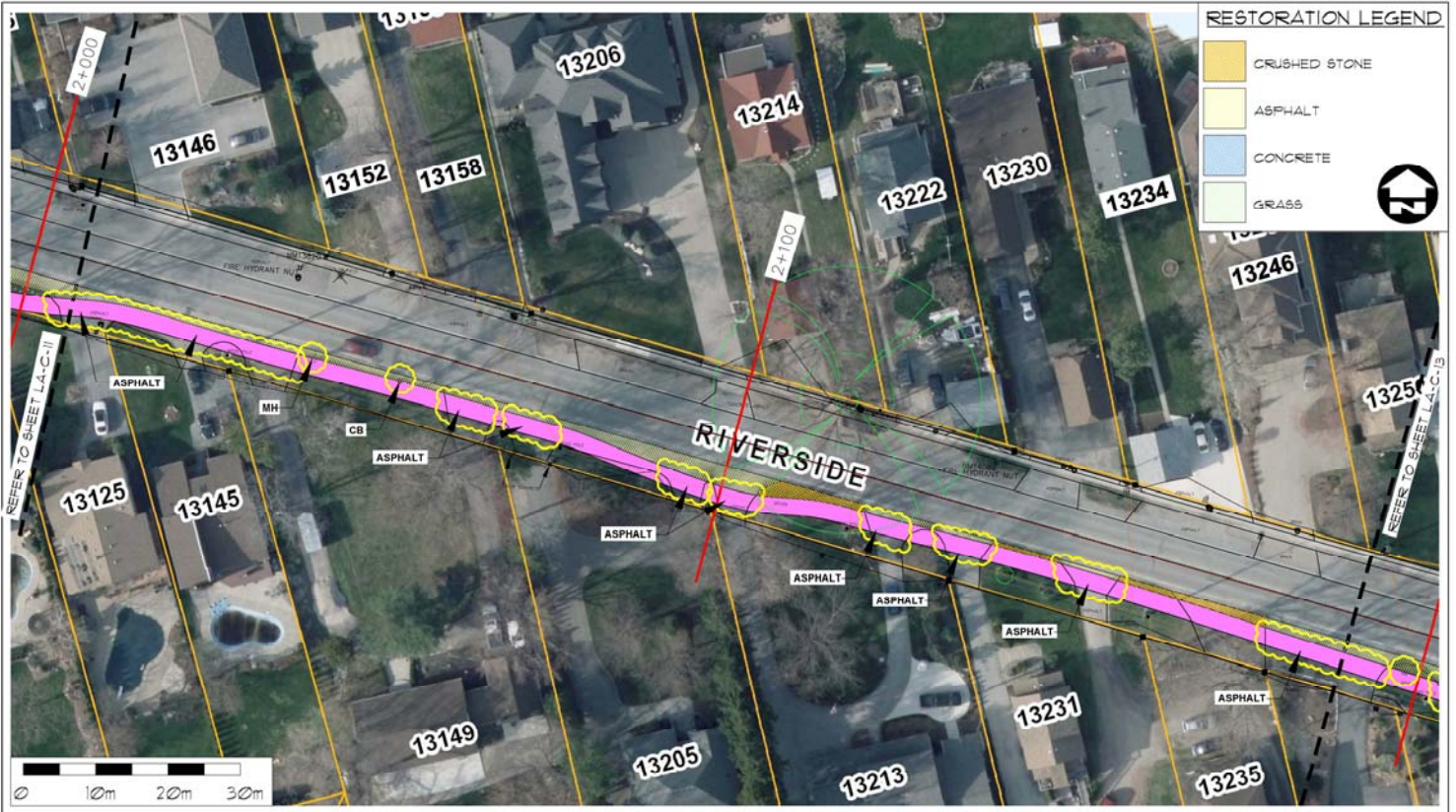
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Tecumseh
 ONTARIO CANADA

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DATE: JUNE, 2018
 SCALE: 1:500 @ 11 x 17
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 DRAWN BY: ML, GDB

SHEET
LA-C-11
 1267 Concept R4



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 Windsor, ON N9W 3S4
 p: 519 966 0944
 f: 519 966 4088
 gbezaire@bezaire.ca

PROJECT:
GANATCHIO TRAIL EXTENSION

CLIENT:

Tecumseh
 228
 ONTARIO CANADA

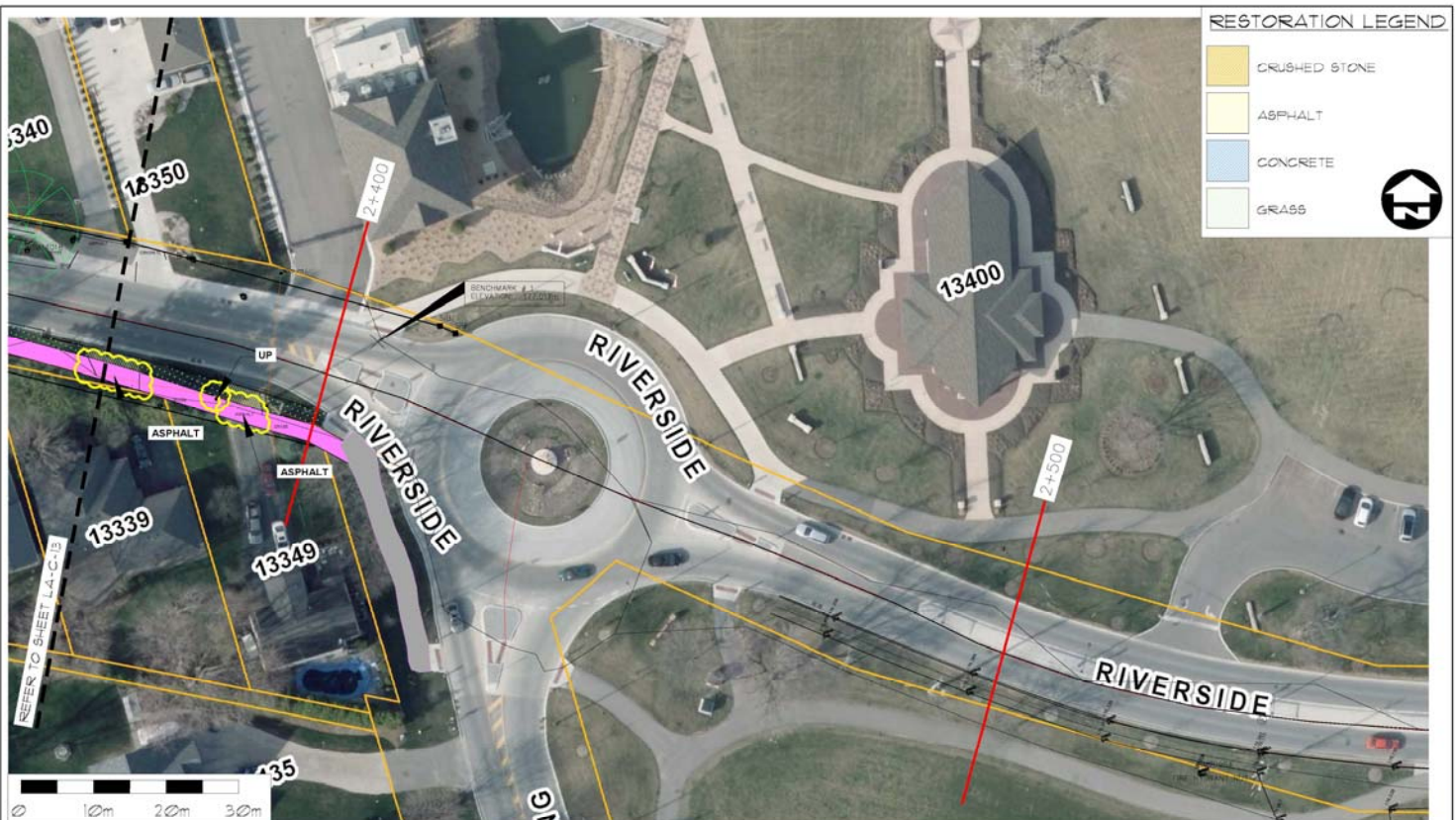
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DATE: JUNE, 2018
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 DRAWN BY: ML, GDB

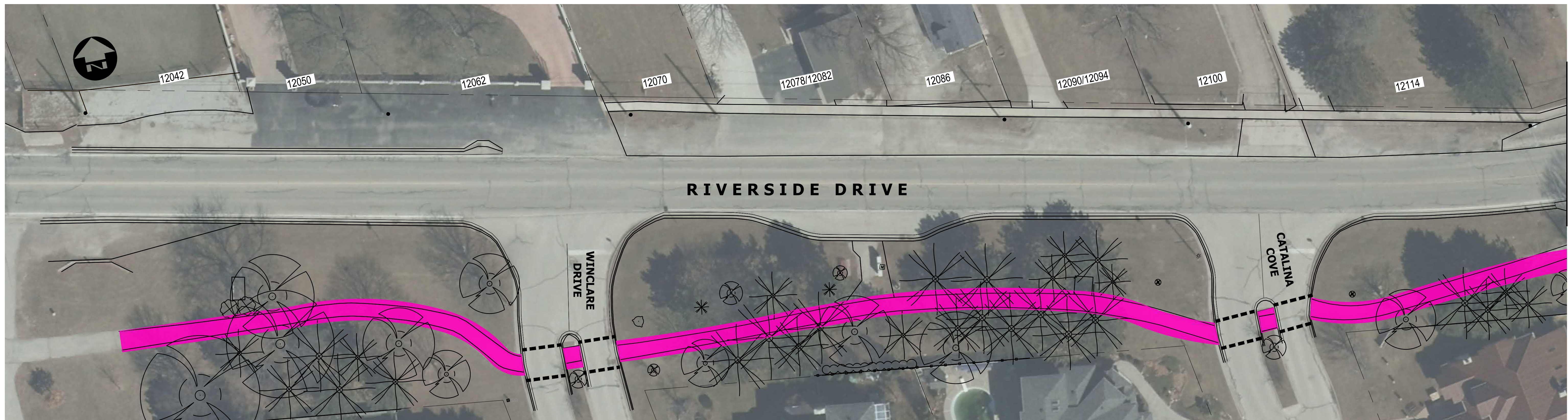
SHEET
LA-C-12
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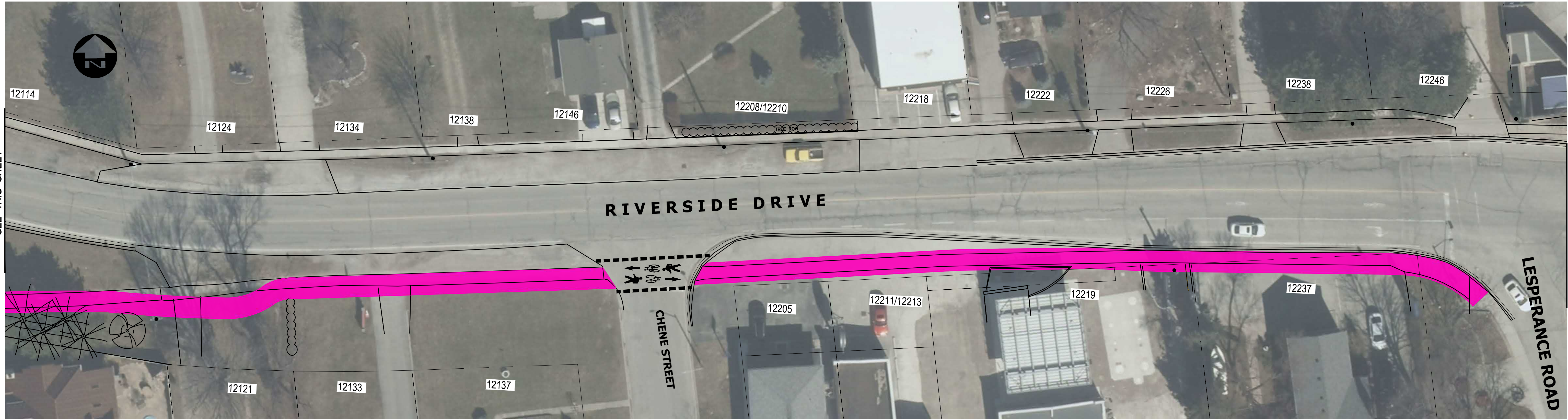
BP Bezaire Partners Planners, Landscape Architects <small>3514 Walker Rd., Unit 1A Windsor, ON N8W 3S4 p. 519 966 6844 f. 519 966 4088 gbezaire@bezaire.ca</small>	PROJECT: GANATCHIO TRAIL EXTENSION	CLIENT: Tecumseh <small>ONTARIO - CANADA</small>	DRAWING TITLE: CONCEPT PLAN	DATE: JUNE, 2018 SCALE: 1:500 @ 11 X 17 1:250 @ 22 X 34 DRAWN BY: ML, GDB	SHEET: LA-C-13 1267 Concept R4
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BP Bezaire Partners Planners, Landscape Architects <small>3514 Walker Rd., Unit 1A Windsor, ON N8W 3S4 p. 519 966 6844 f. 519 966 4088 gbezaire@bezaire.ca</small>	PROJECT: GANATCHIO TRAIL EXTENSION	CLIENT: Tecumseh <small>ONTARIO - CANADA</small>	DRAWING TITLE: CONCEPT PLAN	DATE: JUNE, 2018 SCALE: 1:500 @ 11 X 17 1:250 @ 22 X 34 DRAWN BY: ML, GDB	SHEET: LA-C-14 1267 Concept R4
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SEE THIS SHEET



SEE THIS SHEET

SEE FIGURE 2.0

LEGEND
 PROPOSED 2.7m MULTI USE PATHWAY

Riverside Drive Trail Extension
 in the Town of Tecumseh

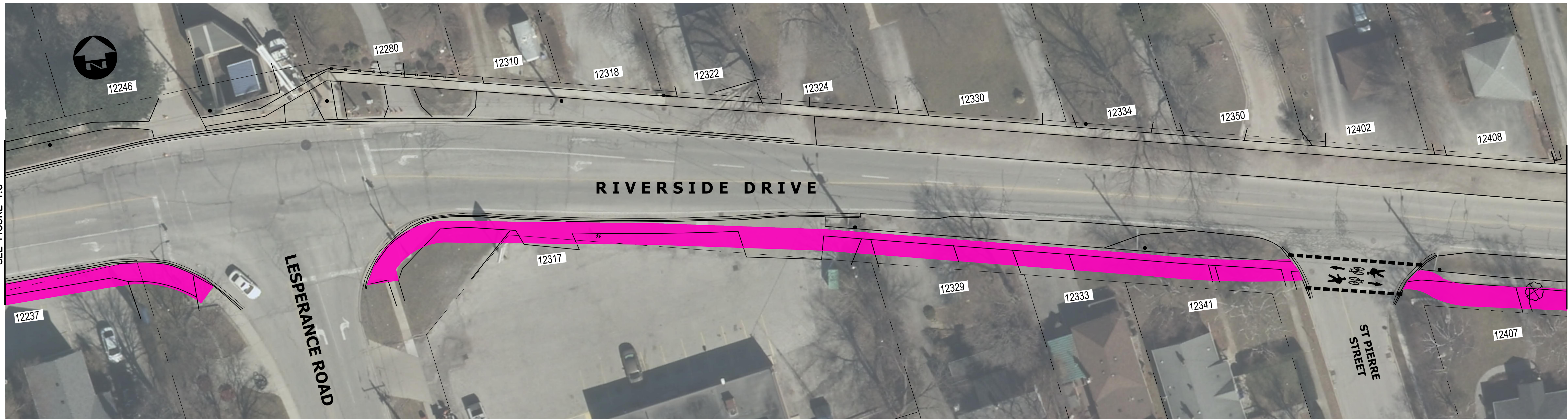
PRELIMINARY ALIGNMENT
 TOWN LIMITS TO LESPERANCE ROAD



Dillon Project No.: 19-1945

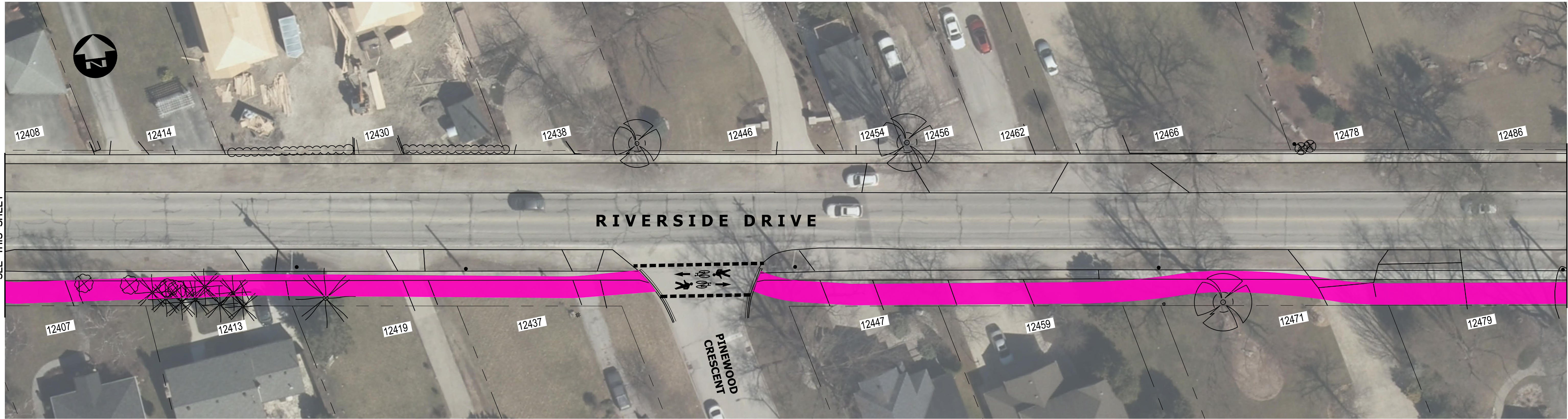
DATE: MARCH 2021

FIGURE 1.0




SEE FIGURE 1.0

SEE THIS SHEET



SEE THIS SHEET

SEE FIGURE 3.0

LEGEND
 PROPOSED 2.7m MULTI USE PATHWAY

Riverside Drive Trail Extension

in the Town of Tecumseh

PRELIMINARY ALIGNMENT

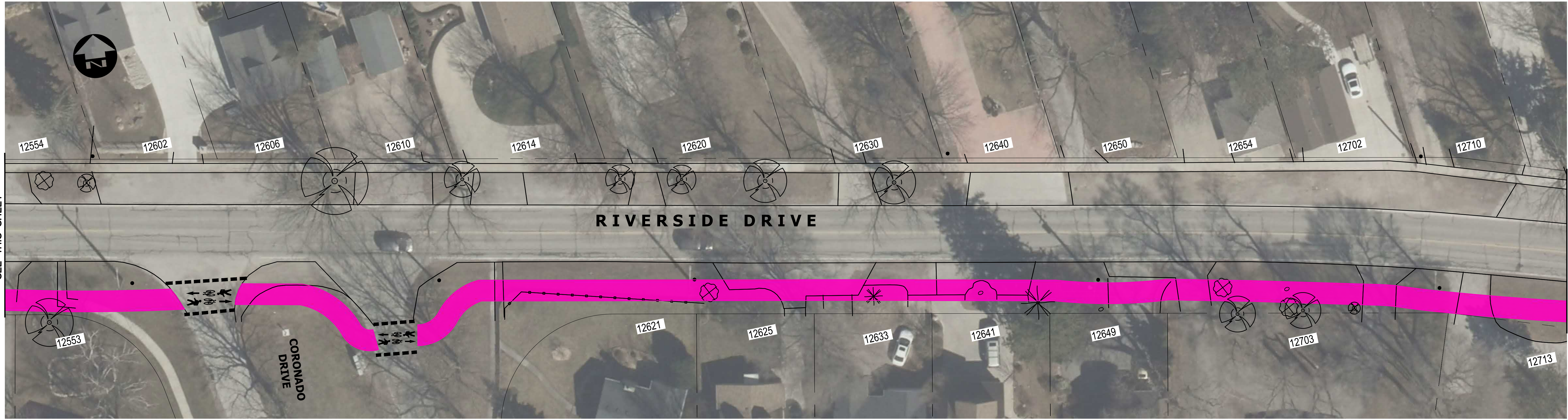
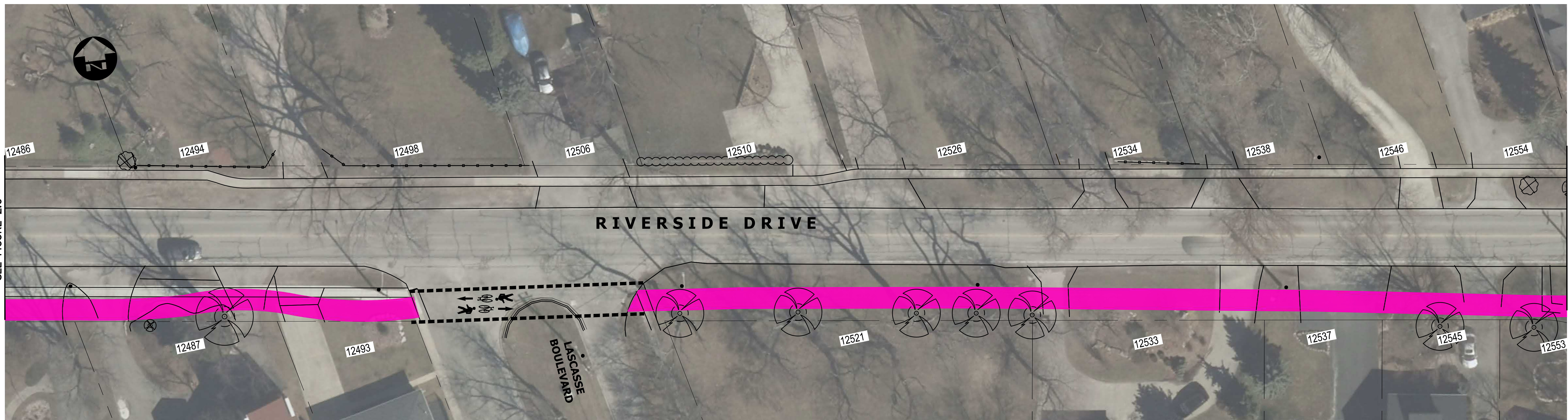
LESPERANCE ROAD TO
12486 RIVERSIDE DRIVE


FIGURE 2.0



Dillon Project No.: 19-1945

DATE: MARCH 2021



LEGEND
 PROPOSED 2.7m MULTI USE PATHWAY

Riverside Drive Trail Extension
 in the Town of Tecumseh

PRELIMINARY ALIGNMENT
 12486 RIVERSIDE DRIVE TO
 12713 RIVERSIDE DRIVE

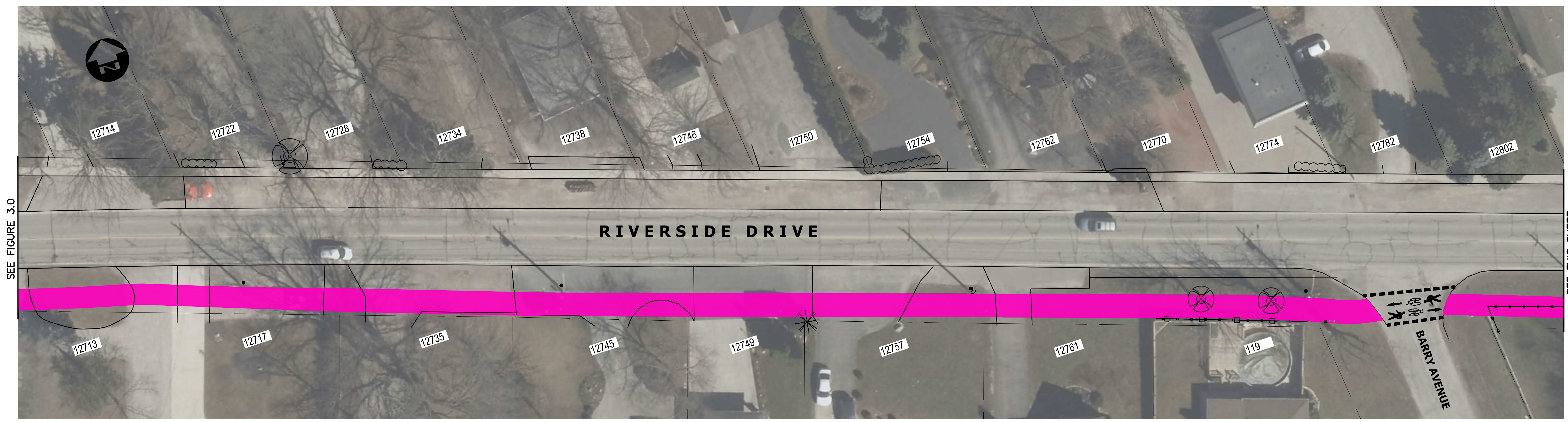


Dillon Project No.: 19-1945

DATE: MARCH 2021

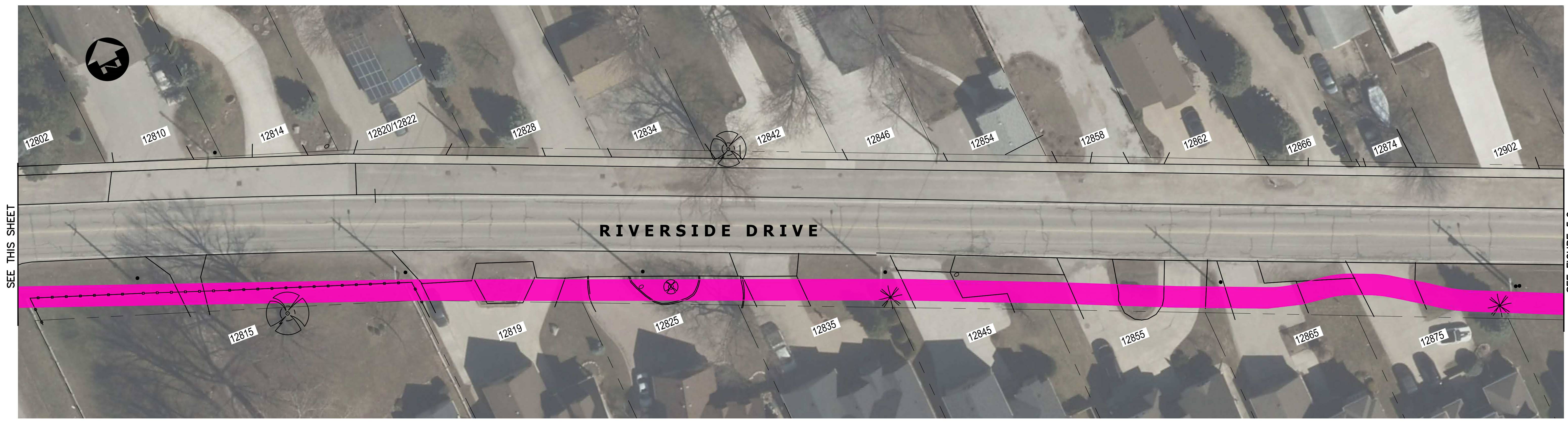
FIGURE 3.0

SEE FIGURE 3.0




SEE THIS SHEET

SEE THIS SHEET



SEE FIGURE 5.0

LEGEND
 PROPOSED 2.7m MULTI USE PATHWAY

Riverside Drive Trail Extension
 in the Town of Tecumseh

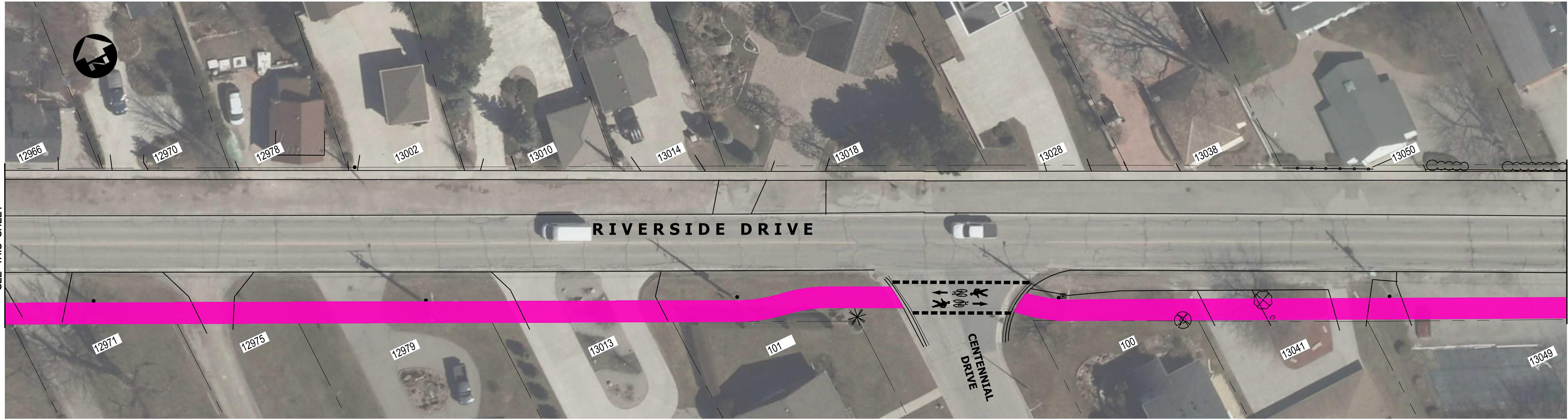
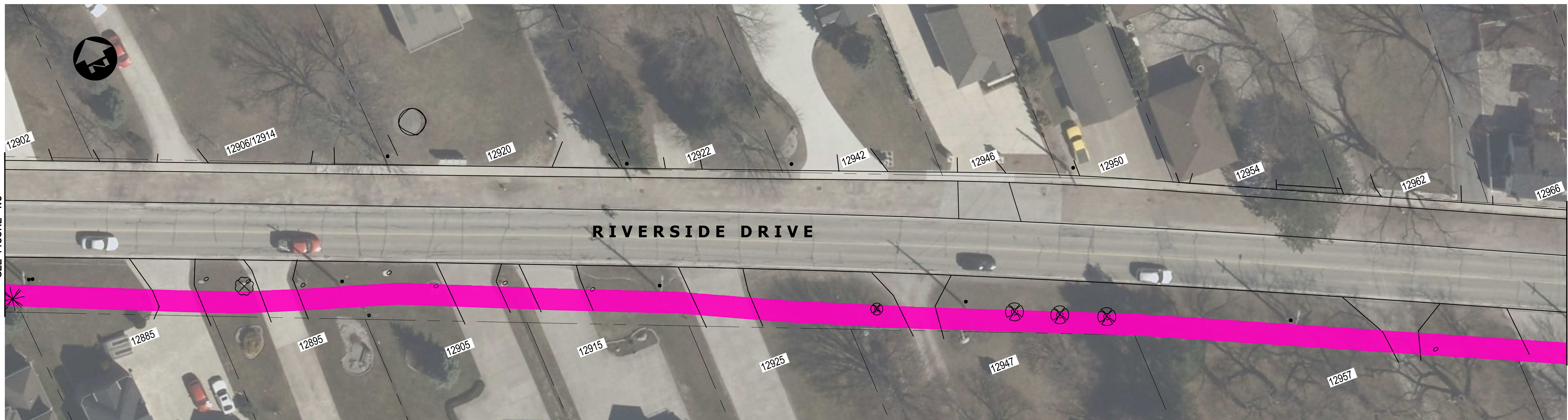
PRELIMINARY ALIGNMENT
 12713 RIVERSIDE DRIVE TO
 12902 RIVERSIDE DRIVE




Dillon Project No.: 19-1945 DATE: MARCH 2021

FIGURE 4.0

File Location: c:\pwworking\directory\projects\2019\3232\dms6806\191945 - riverside trail - topo survey and cross sections (update).dwg March, 2021



LEGEND
 PROPOSED 2.7m MULTI USE PATHWAY

Riverside Drive Trail Extension
 in the Town of Tecumseh

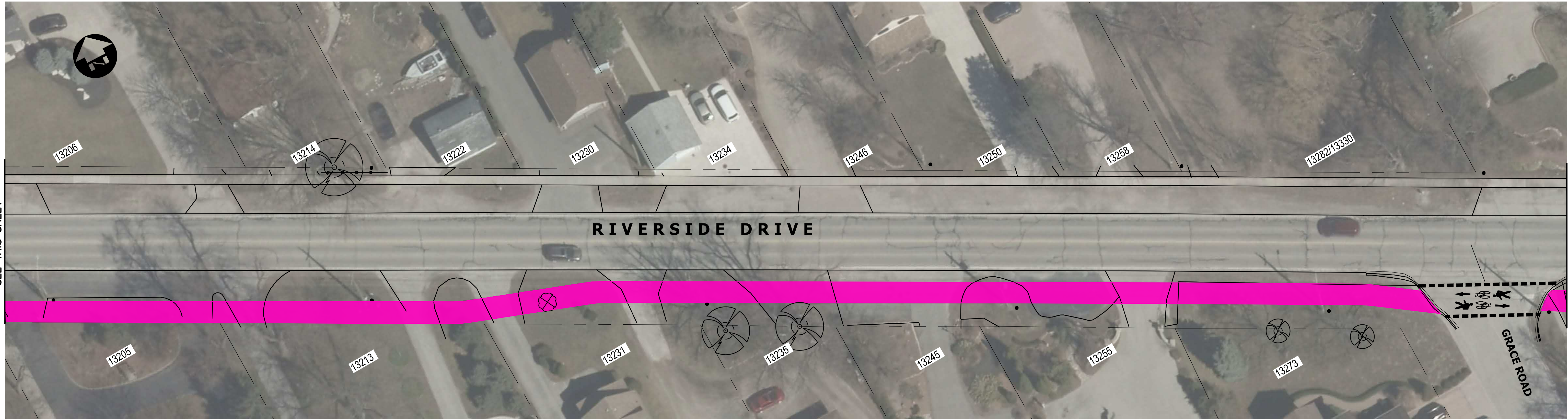
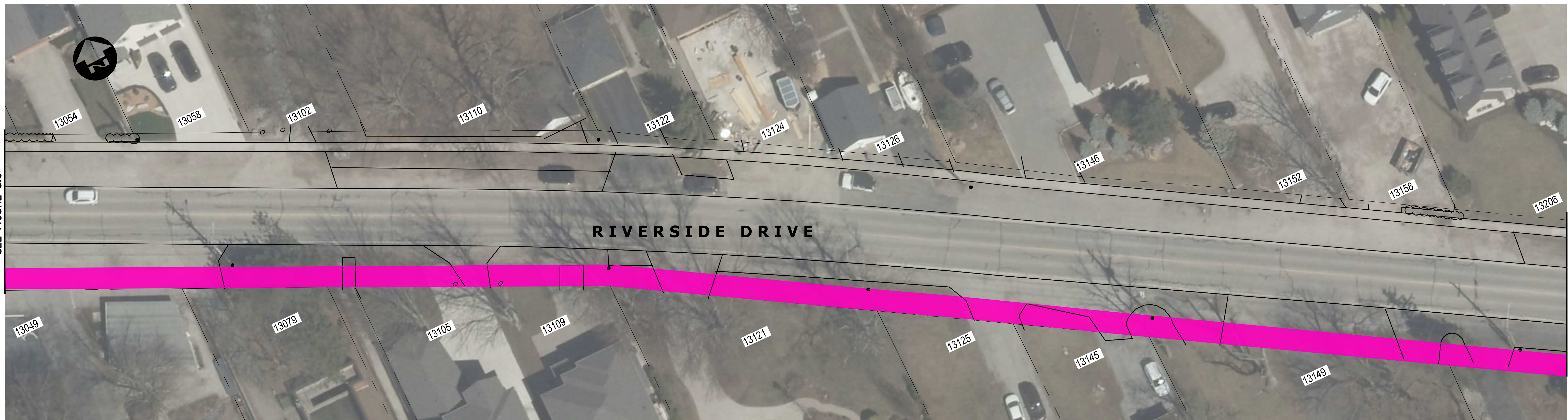
PRELIMINARY ALIGNMENT
 12906 RIVERSIDE DRIVE TO
 13049 RIVERSIDE DRIVE




Dillon Project No.: 19-1945 DATE: MARCH 2021

FIGURE 5.0

File Location: c:\pwworking\directory\projects\2019\3232\dms6300\191945 - riverside trail - topo survey and cross sections (update).dwg March, 2021



LEGEND
 PROPOSED 2.7m MULTI USE PATHWAY

Riverside Drive Trail Extension
 in the Town of Tecumseh

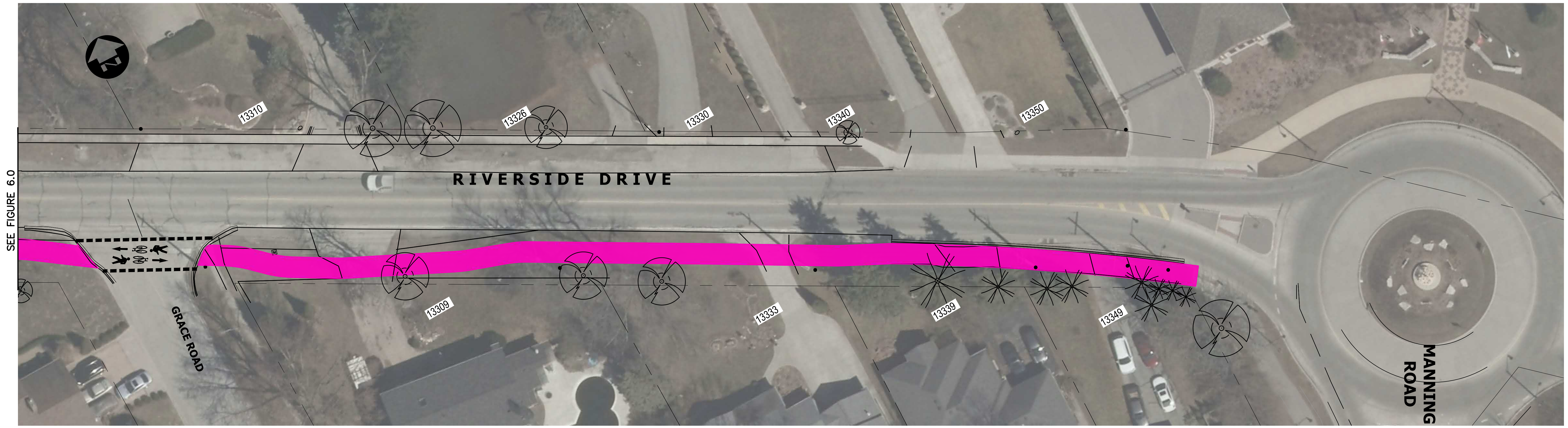
PRELIMINARY ALIGNMENT
 13049 RIVERSIDE DRIVE TO GRACE ROAD

FIGURE 6.0




Dillon Project No.: 19-1945

DATE: MARCH 2021



SEE FIGURE 6.0

LEGEND
 PROPOSED 2.7m MULTI USE PATHWAY

Riverside Drive Trail Extension
 in the Town of Tecumseh

PRELIMINARY ALIGNMENT
 GRACE ROAD TO MANNING ROAD



Dillon Project No.: 19-1945 DATE: MARCH 2021

FIGURE 7.0

File Location: c:\pwworking\directory\projects\2019\32dcr\dms63806\191945 - riverside trail - topo survey and cross sections (update).dwg March, 2021

Riverside Drive Trail

From City of Windsor to Manning Road



Riverside Drive Trail

From City of Windsor to Manning Road

Outline

1) Purpose.....	3	7) Public Concerns.....	55
2) Review of the Proposal.....	4	i. Safety and Design.....	55
3) Results of 1 st Public Consultation.....	11	ii. Accessibility.....	59
4) Results of 2 nd Public Consultation.....	14	iii. Environmental Impacts.....	60
5) Additional Study and Review.....	16	8) Budget Update.....	64
i. Comparable Local Trails.....	17	9) Conclusions.....	65
ii. Alternate Route.....	31	10) Current Recommendation.....	69
iii. Alternate Facility Types.....	36	11) Questions.....	70
6) Special Consideration.....	49		

Purpose

1. To provide a **safe and accessible** active transportation facility for **individuals and families** (all ages and abilities).
2. To fill “**the gap**” and provide connection between existing multi-use off-road trails to the west and east.

Review of the Proposal

Description

- 2.4m wide asphalt trail
- Along the south side of Riverside Drive from Windsor to Manning Rd.
- Off-road, multi-use trail.
- For use by families- All ages and abilities.

Review of the Proposal

Planning History

2011 • Parks and Recreation Masterplan

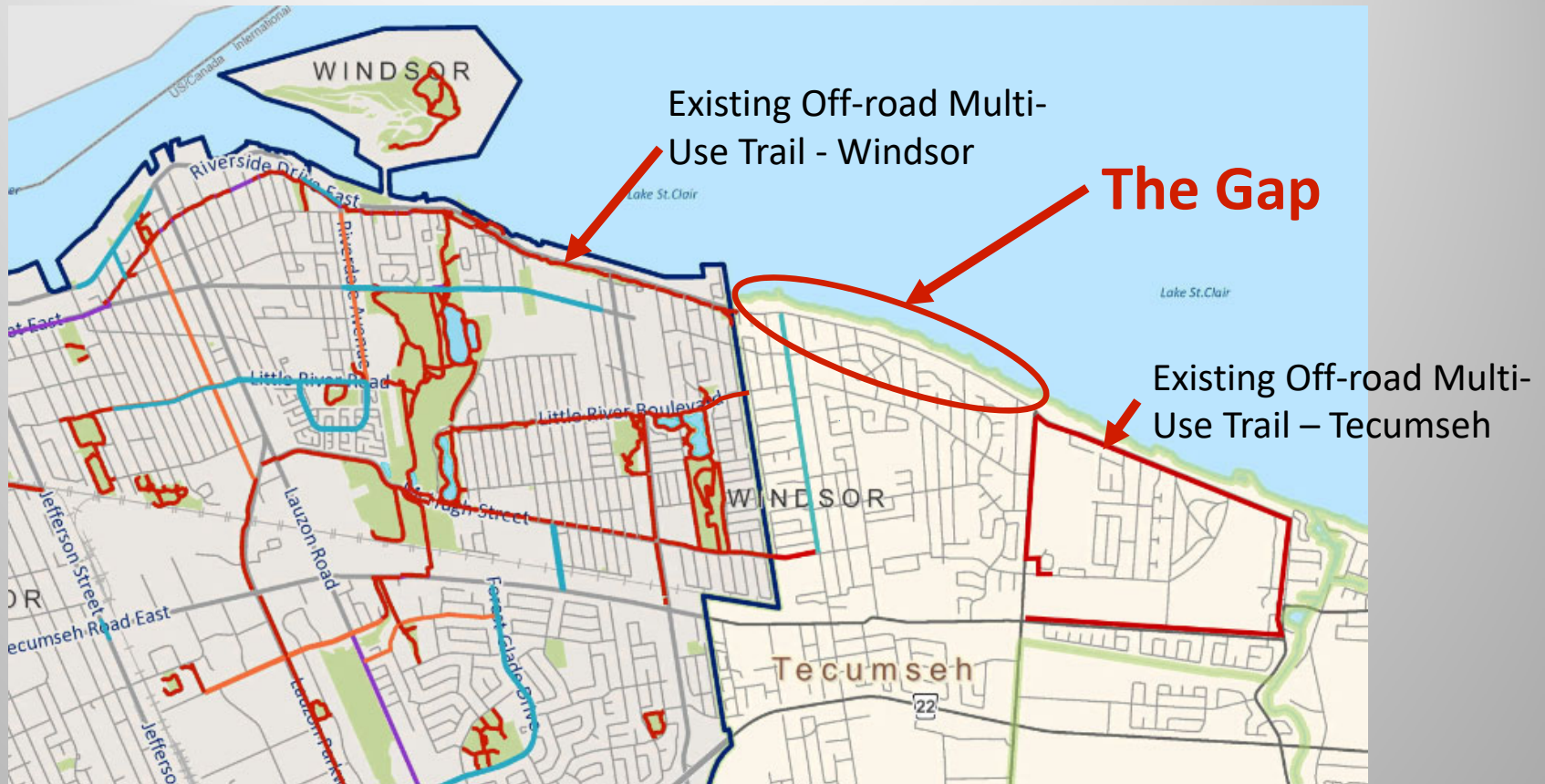
2012 • County Wide Active Transportation Study Plan

2016 • Tecumseh Endorsed the CWATS Project

2017 • Tecumseh Transportation Masterplan.

Review of the Proposal

The "Gap"



Bezaire

Review of the Proposal

Comparison of Issues

Item	North	South
Length of Path	2,050 (m)	2180 (m)
Driveway Crossings	86	68
Road Crossings	0	12
Conflict with trees	7	2
Fire Hydrants to be relocated	18	0
Utility / Light Poles to be relocated	0	0
Catch Basins to be relocated	24	8
Catch Basins to be adjusted	14	1
Manholes to be adjusted	5	5
Water Valves to be adjusted	4	1
Landscape Fence Conflicts	0	6

Review of the Proposal

Comparison of Issues

 Better

Item	North	South
Length of Path	2,050 (m)	2180 (m)
Driveway Crossings	86	68
Road Crossings	0	12
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Manholes to be adjusted	5	5
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Landscape Fence Conflicts	0	6

Review of the Proposal

Comparison of Costs

Comparative Costs	North	South
Removal	131,235	94,644
Adjust/Relocate Site Features	112,100	26,980
New Work	441,999	444,518
Restoration	<u>144,404</u>	<u>110,987</u>
Construction Total	829,738	677,049
Design Contingency	82,973	67,704
Construction Contingency	82,973	67,704
Mobilization and Traffic Control	<u>30,000</u>	<u>30,000</u>
Project Total	1,025,866	842,458
Difference	2017 Estimate	\$183,408

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Review of the Proposal

Comparison of Costs

 Better

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Mobilization and Traffic Control	<u>30,000</u>	<u>30,000</u>
Project Total	1,025,866*	842,458*
*Actual costs to vary because of trail width, soil testing/disposal. Inflation & market pressures.		
Difference	2017 Estimate	\$183,408

Results of 1st Public Open House

- **32** interested stakeholders attended
- Large majority **in favour** of the trail
- **Evenly split** whether trail would be on **north or south** side of Riverside Drive

Results of 1st Public Open House

Key Issues

North or south side?

- Fewer **conflicts**, adjustments and relocations
- Fewer **drainage** issues – easier to manage
- Benefit of having walkway on **both sides of the roadway**
- Less conflict with **driveways**/more with local roads
- Less **costly** on south side
- Filling in **the gap** between east and west
- Distance from homes to trail is a concern

Recommendation to 2nd PIC

Based on our analysis of the design, the results of the public consultation, and the comparative costs and key issues, we recommend that the proposed multi-use trail be aligned along **the south side of Riverside Drive**, easterly from the Tecumseh Windsor border to the west limit of Manning Rd.

Results of 2nd Public Open House

In General

The 2nd open house was well attended and residents living on the south side of the road expressed considerable concern over the recommendation.

What we heard

- Trail too close to houses
- Alternative Options are available – route and configuration
- Drainage and Flooding
- Pedestrian and Vehicular Safety
- Loss of Parking along road
- Financial Issues

Results of 2nd Public Open House

In General

The 2nd open house was well attended and residents living on the south side of the road expressed considerable concern over the recommendation.

23 comments in favour of trail project including location on south side of the Road.

What we heard

- Trail too close to houses
- Alternative Options are available – route and configuration
- Drainage and Flooding
- Pedestrian and Vehicular Safety
- Loss of Parking along road
- Financial Issues

Support for Trail on South Side

... Additional Study and Review

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Additional Study and Review

Questions for Further Study

1. Are there **other trails** designed this way?
2. Is there a **better route**?
3. Is there a **better configuration**?
4. Are there **problem areas** that can't be resolved?
5. Does the trail **match** up with trails to the east and west.

Are there other trails that have been designed in this way?

Criteria for Comparative Projects

- Multiple Driveway Crossings – 68 (31/km)
- Multiple Road Crossings - 12
- Width of Trail – 2.4m
- Distance From Road – 0 to 14m
- Distance From Homes - 4 to 34m
- Average Daily Traffic – 12,098



1.

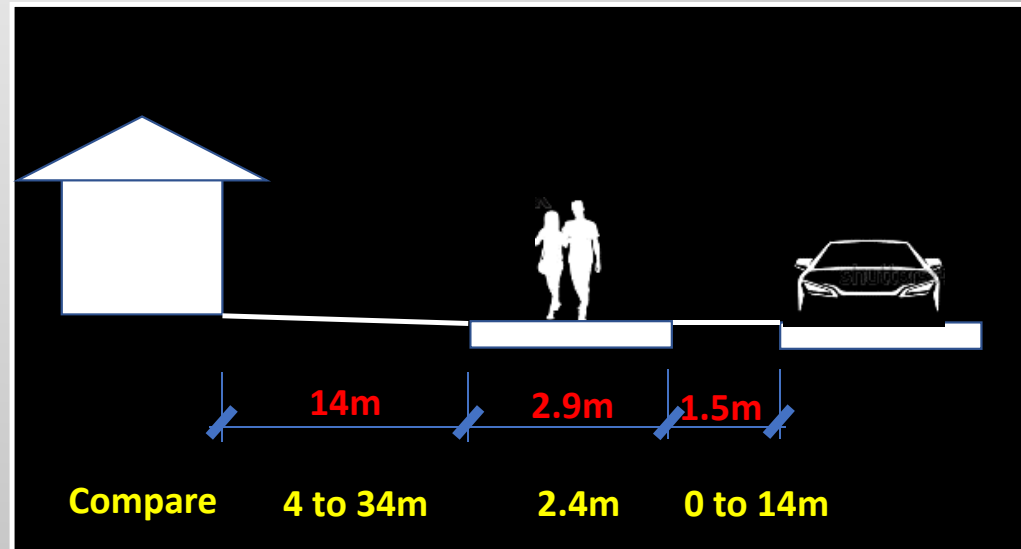
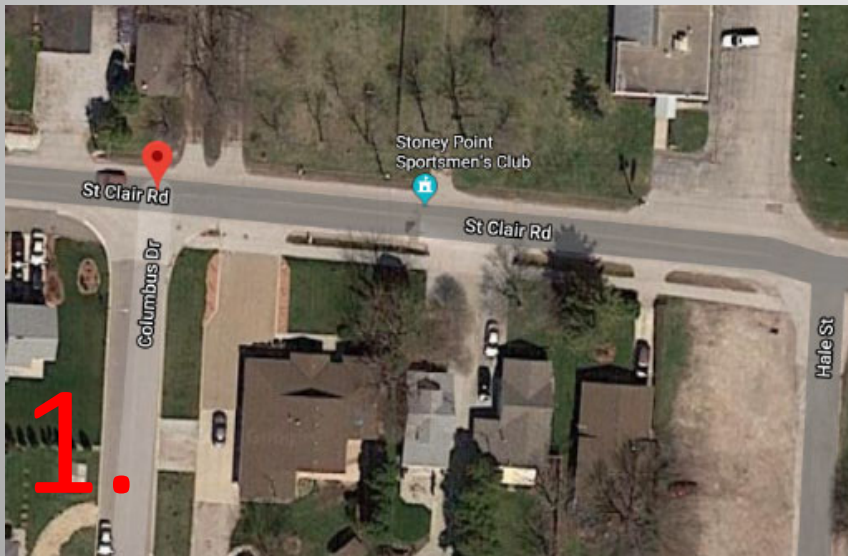
St. Clair Rd. Tecumseh Rd. to Claireview Dr.
Lakeshore ON

Bezaire



St. Clair Rd. Lakeshore ON

Type: **Separated Multi-use Trail**
 Surface: **Asphalt**
 Length: **5.1km (3.2 miles)**
 Width: **2.9m (9.5 ft.)**
 Minimum Separation- Road: **0-1.5m (0-5 ft.)**
 Minimum Separation – Houses: **14m (45 ft.)**
 Driveway Crossings: **112 (22/km)**
 Road Crossings: **7**
 AADT:





2.

**Riverside Dr. East, Manning to Brighton Rd.
Tecumseh ON**

Bezaire



Riverside Dr. East, Tecumseh

Type: **Separated Multi-use Trail**

Surface: **Asphalt**

Length: **902m (2,959 ft.)**

Width: **2.6m (8.5 ft.)**

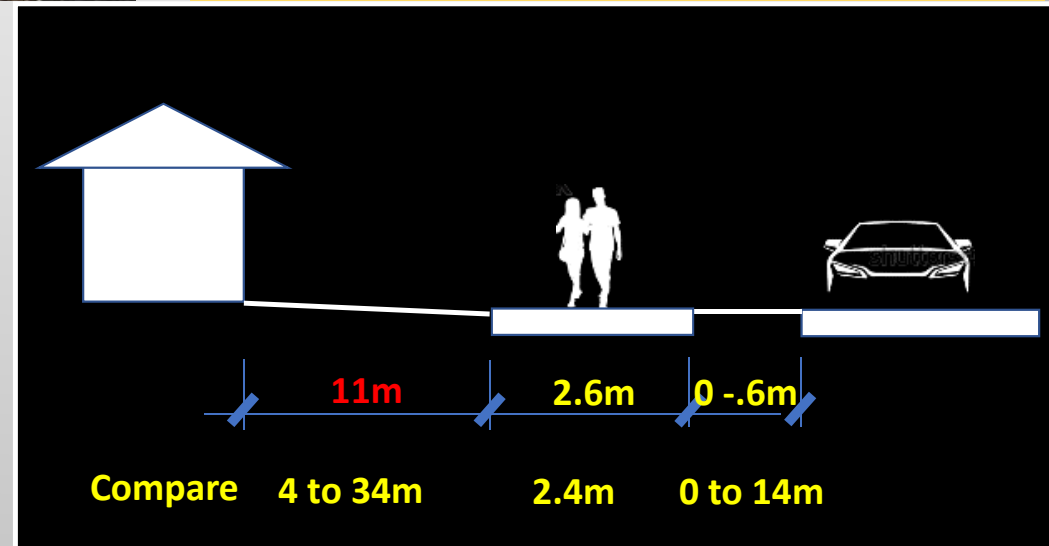
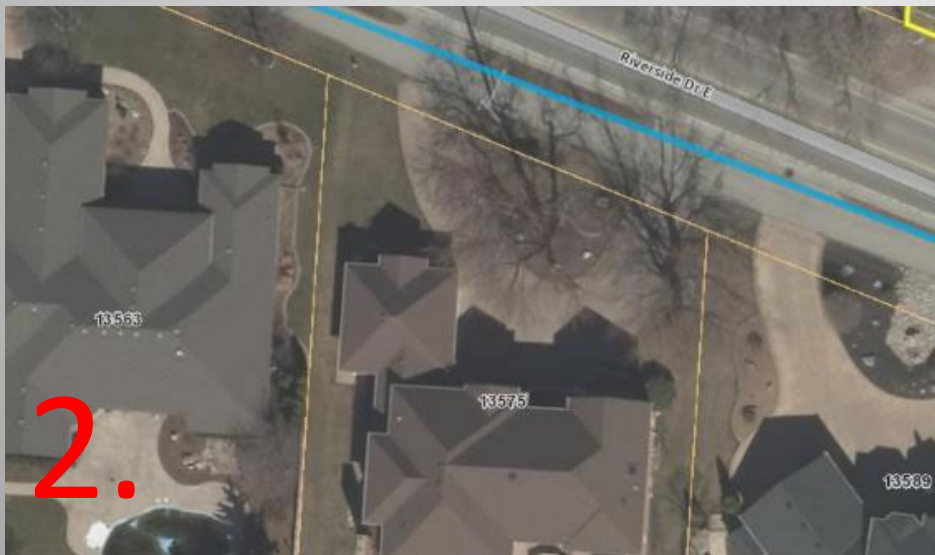
Minimum Separation- Road: **0 - .6m (0-2ft.)**

Minimum Separation – Houses: **11m (36 ft.)**

Driveway Crossings: **22 (24/km)**

Road Crossings: **5**

AADT: **6,356**





3.

Malden Rd. Turtle Ave. to Laurier Dr.
LaSalle ON

18.5m

4m

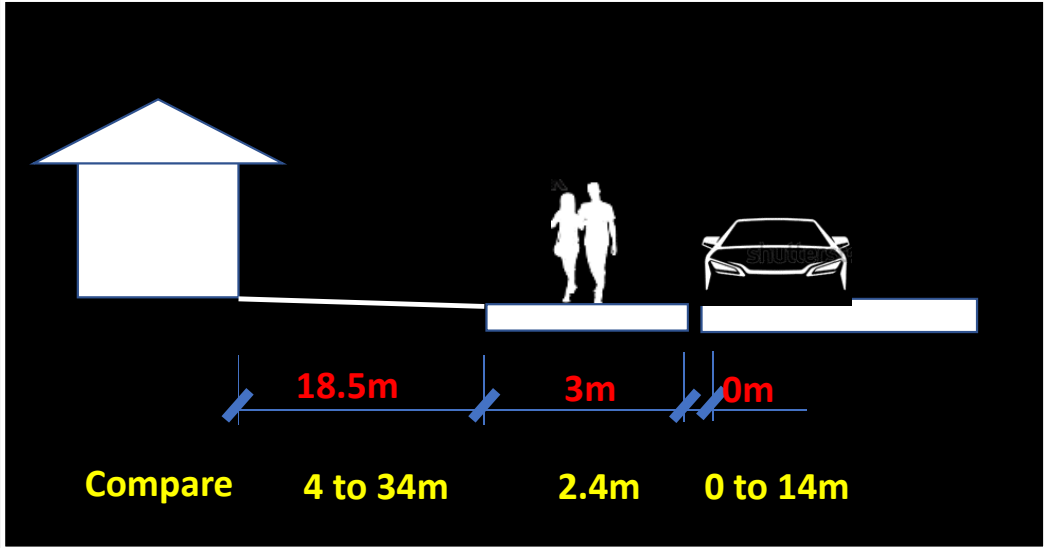
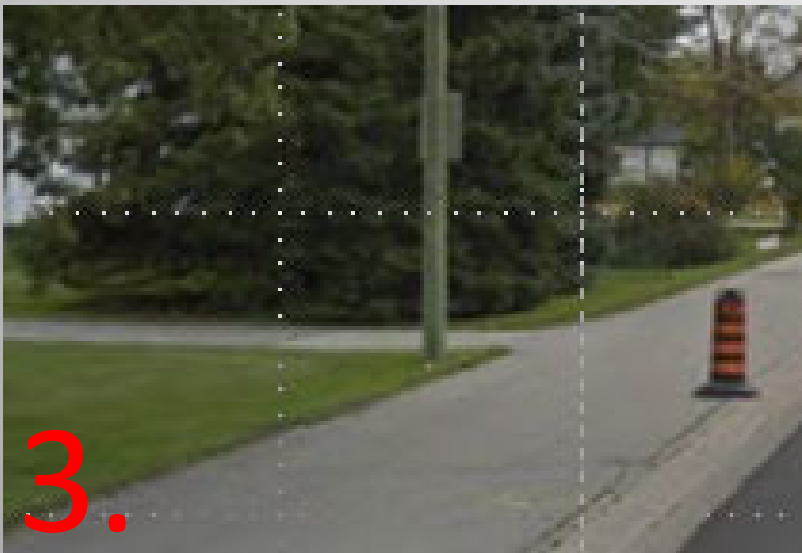
0m

Bezaire

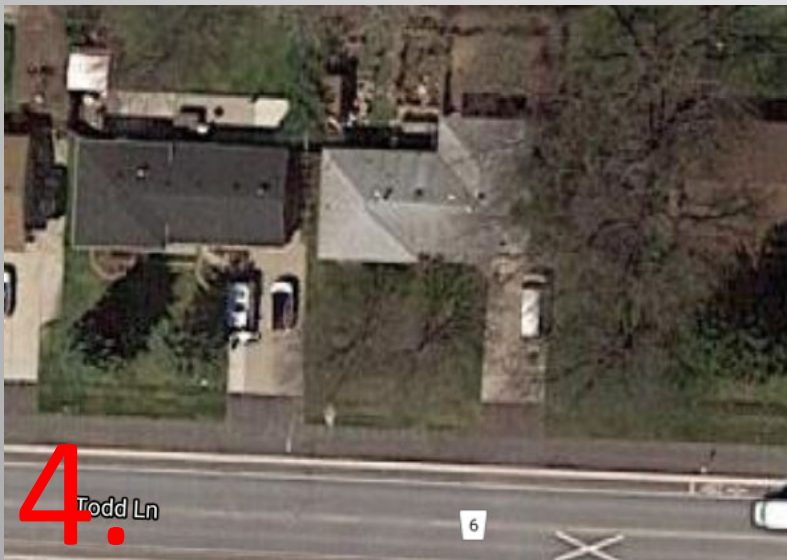


Malden Rd. LaSalle ON

Type: **Multi-use Trail at Curb along curb**
 Surface: **Asphalt**
 Length: **1.29km (.80 miles)**
 Width: **4m (12 ft.)**
 Minimum Separation- Road: **0m (0 ft.)**
 Minimum Separation – Houses: **18.5m (60.6 ft.)**
 Driveway Crossings: **29 (22/km)**
 Road Crossings: **7**
 AADT: **12 to 19,000**

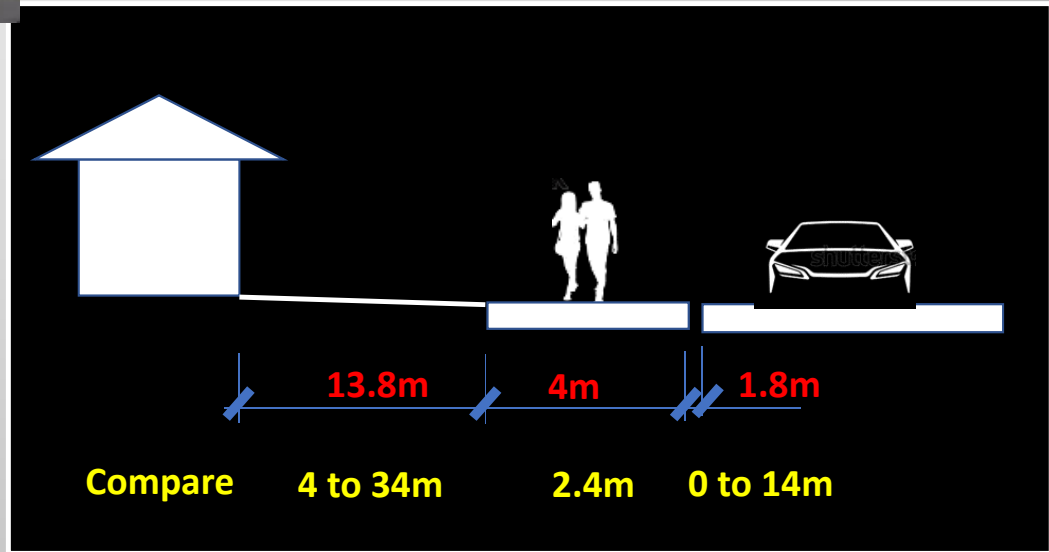






Todd Lane LaSalle ON

Type: Bike Lanes + Multi-use Path along curb
Surface: Asphalt
Length: 2.7KM (1.69m)
Width: 4m (12 ft.)
Minimum Separation- Road: 0m (0 ft.)
Minimum Separation – Houses: 13.8m (45.3 ft.)
Driveway Crossings: 56 (21/km)
Road Crossings: 5
AADT: 7,700



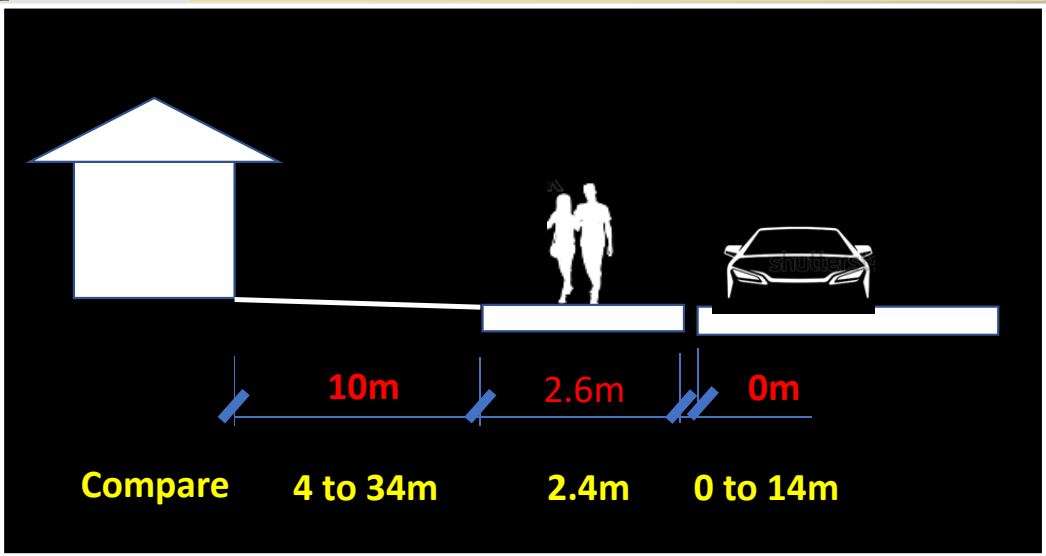


5.

Dougall Rd.
Windsor ON

Dougall Rd. WindsorON

Type: **Multi-use Path along mountable curb**
Surface: **Asphalt**
Length: **1.0KM (.62 miles)**
Width: **2.6m (8.5 ft.)**
Minimum Separation- Road: **0m (0 ft.)**
Minimum Separation – Houses: **10m (33.3 ft.)**
Driveway Crossings: **34 (34/km)**
Road Crossings: **4**
AADT: **29,000**





6.

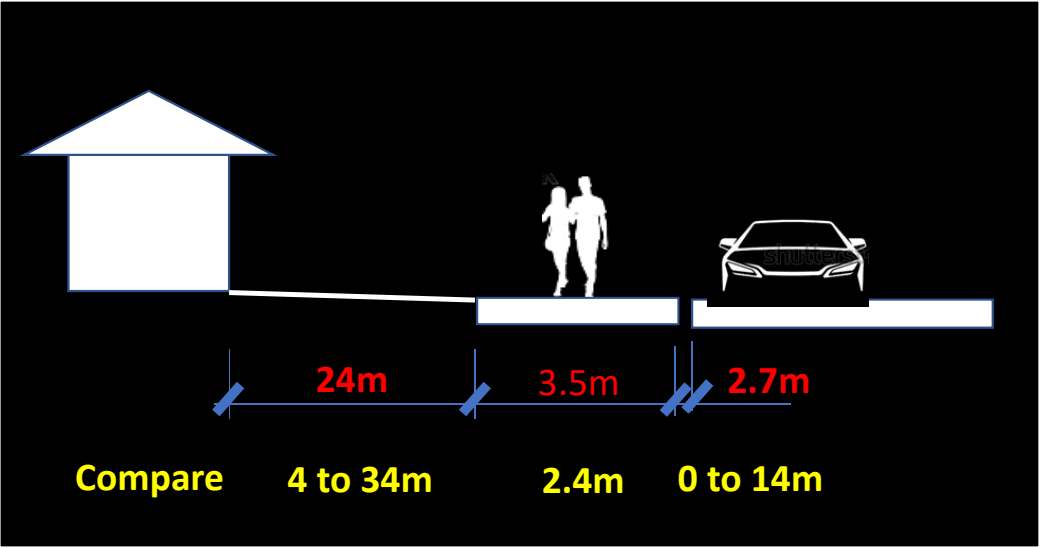
Reaume Rd., LaSalle ON

Bezaire



Reaume Rd. LaSalle ON

Type: **Multi-use Path separated from curb**
 Surface: **Asphalt**
 Length: **1.3KM (.8 mi)**
 Width: **3.5m (11.5 ft.)**
 Minimum Separation- Road: **2.7m (8.8 ft.)**
 Minimum Separation – Houses: **24m (78 ft.)**
 Driveway Crossings: **39 (30/km)**
 Road Crossings: **5**
 AADT: **2,900**



Are there other trails that have been designed in this way?

Comparative Projects

There are good examples of multi-use trails both separated and adjacent to the curb, that cross multiple roads and driveways, and are a similar distance from homes. We recommend increasing the trail width to an average of **2.7m or 9ft (2.4m minimum)** wherever possible, with **potential for 3m** in some areas especially if the trail is adjacent to the road edge.

Is there a better route?

Suggested Alternative Route

The alternate route suggested would use Lesperance Rd., Dillon Dr., Little River Blvd. and Manning Rd. for the segment east of Lesperance.

Is there a better route?

Comparison



	Riverside Dr.	Dillon Dr
Length	2Km	2.7Km
Road Crossings	12	11
Driveways	68	81
Distance to House	4-34m	8-10m
Fills the Gap	Y	N
Access to Homes along South Side of Drive	Y	N
Cost	Less	More

Is there a better route?

Alternative Route



33

Is there a better route?

Alternative Route

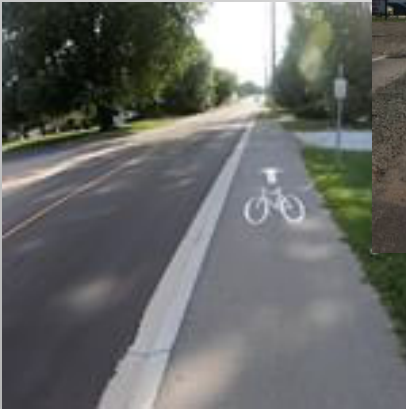
- Doesn't fill the gap
- Perceived inconvenience is the same
- Higher cost
- More driveway crossings
- +/- same number of road crossings
- Longer distance
- Doesn't provide access to Residents on Riverside Drive

Note ... the proposed alternate route consists of low volume residential roads. The road itself would be a viable alternative for recreational use rather than an off road trail.

Recommendation Update

Based on the evaluation of the alternative route (Dillon Drive) and comparable local projects, the **multi-use trail along the South side of Riverside Drive remains the preferred option.**

Is There a Better Configuration?



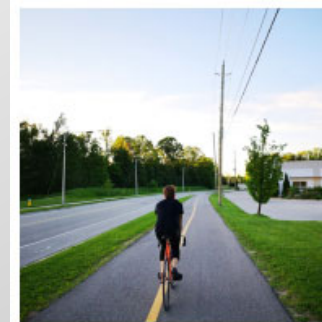
More Suitable Option?

Facility	Description
Physically Separated Bike Lane	Bike lane separated horizontally and vertically from vehicles through the use of bollards, curbs, or planters. Generally follows road alignment. Exclusively for cyclists.
Cycle Track	Horizontally and vertically separated from the roadway by a curb and buffer. One directional lane on each side of roadway (one-way) or a two-way facility on one or both sides of the roadway. Exclusively for cyclists.
Multi-Use Pathway	Two-way pathway horizontally separated from the roadway. Shared by cyclists and pedestrians. Alignment can be independent of roadway to avoid obstruction such as utility poles.
Bike Lanes	Portion of roadway designated for cyclists through the use of pavement markings (single line or buffer). Exclusively for cyclists. Follows road alignment.
Paved Shoulder	Portion of roadway used to accommodate stopped vehicles, emergency uses, pedestrians and cyclists, and lateral support of pavement structure. Not an alternative to bike lanes in an urban environment.
Shared Use Roadway	Vehicles and cyclist share operating space. Cycling is permitted on all roadways unless specifically restricted.



Figure 4.26 – Cast-in-place Concrete Curb Separating a One-way Separated Bicycle Lane, Toronto

Source: AITA



Multi-Use Path Separated by Grassy Boulevard, Waterloo

Source: AITA



Cycle Track Separated by Mountable Curb, East Gwillimbury

Source: WSP

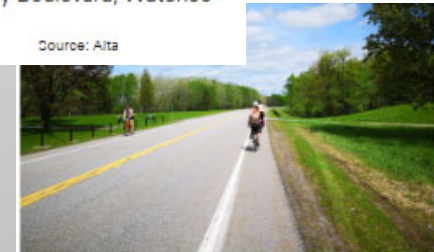
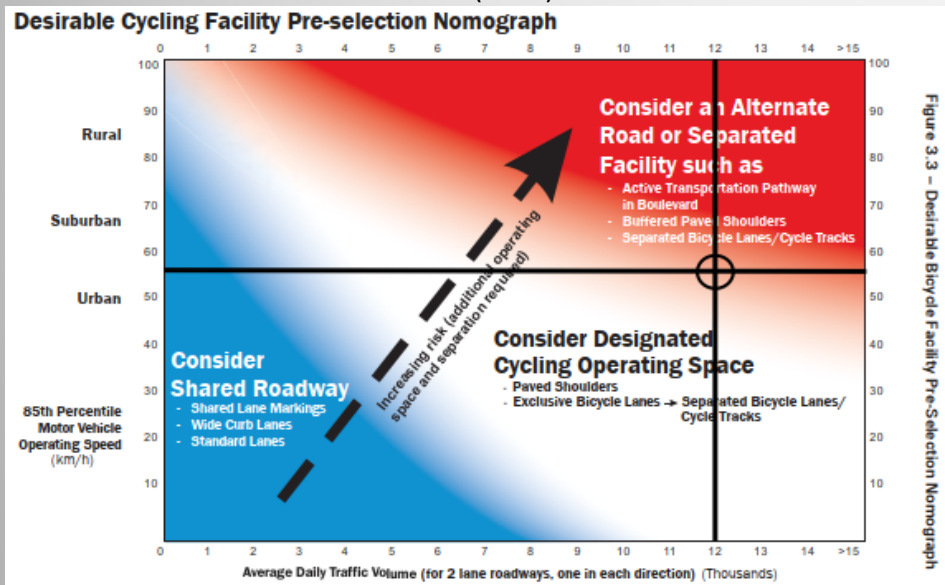


Figure 4.70 – Example of Rural Paved Shoulders, Ottawa

Source: AITA

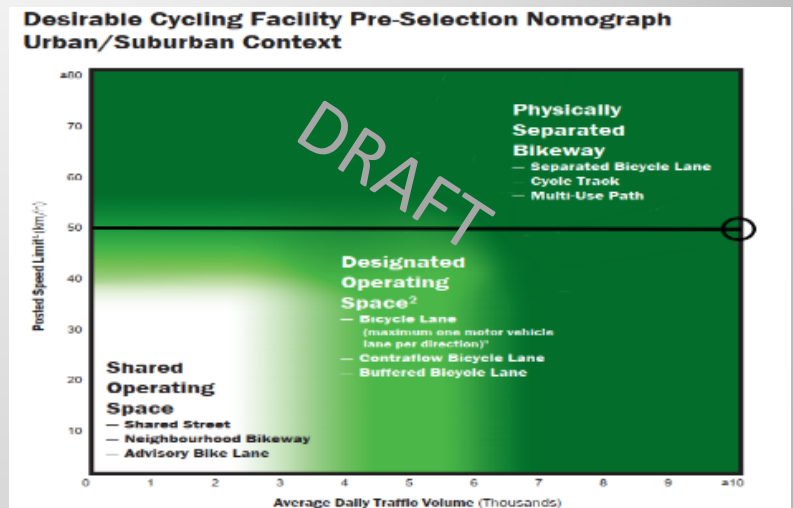
Ontario Traffic Manual Book 18- Cycling Facilities

OTM Book 18 (2013)



- Current standard **cycling facility guidelines** in Ontario
- Includes facility selection **guidelines**
- **Guideline** to promote consistency in facility selection and use.

Draft OTM Book 18 (May 2020)



- Updated to reflect current national and international best practices
- Recommends **increasing separation of people cycling and motorists** (low stress environment) compared to the 2013 version.
- Encourages cycling facilities to appeal to “**all ages and abilities**”
- Design for an “**Interested but concerned**” target user

Ontario Traffic Manual Book 18- Cycling Facilities

OTM Book 18 (2013) Selection Heuristics

Site Characteristic	Design Considerations
Traffic Volume	Physical Separation
Vehicle Speed	Exclusive operating space for both bicycles and vehicles
Road Class	Some form of bicycle facility
Driveway and intersection frequency	Bike lanes may be more appropriate

Findings:

- Physically separated facility
- Bike lanes considered

Draft OTM Book 18 (May 2020) Selection Heuristics

	Shared Roadway	Neighbourhood Bikeway	Rural Paved Shoulder	Advisory Bicycle Lane	Bicycle Lane	Buffered Bicycle Lane	Separated Bicycle Lane	Cycle Track	Multi-Use Path
DRAFT									
Motor vehicle speed									
50 km/h			?	✓	✓	✓	✓	✓	✓
Motor vehicle volumes									
>10,000 vpd							?	✓	✓
Function of street/road/highway									
Mobility roads (e.g. major collectors, arterials)			?		?	?	✓	✓	✓
Frequency of intersections and crossings									
Low-volume driveways or unsignalized intersections	✓	✓	✓	✓	✓	✓	✓	✓	✓
Pedestrian activity									
Low pedestrian volumes	✓	✓	✓	✓	✓	✓	✓	✓	✓

✓	Typically appropriate for the context
?	Requires further context specific evaluation

Findings:

- Multi-Use Pathway or Cycle Track
- Low volume driveways and intersections considered less of a barrier to in-boulevard facilities.



Alternative Facility Types



Option 1: Multi-Use Trail

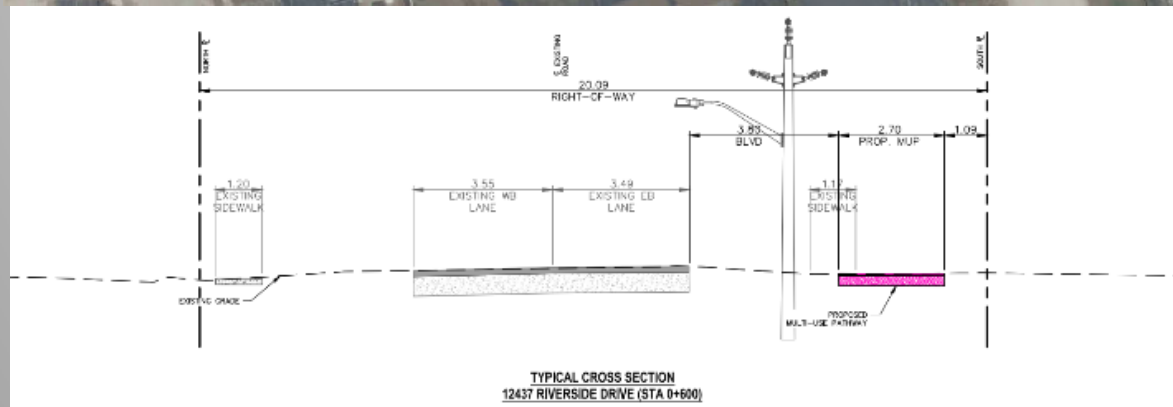
Current
Proposal

ADVANTAGES

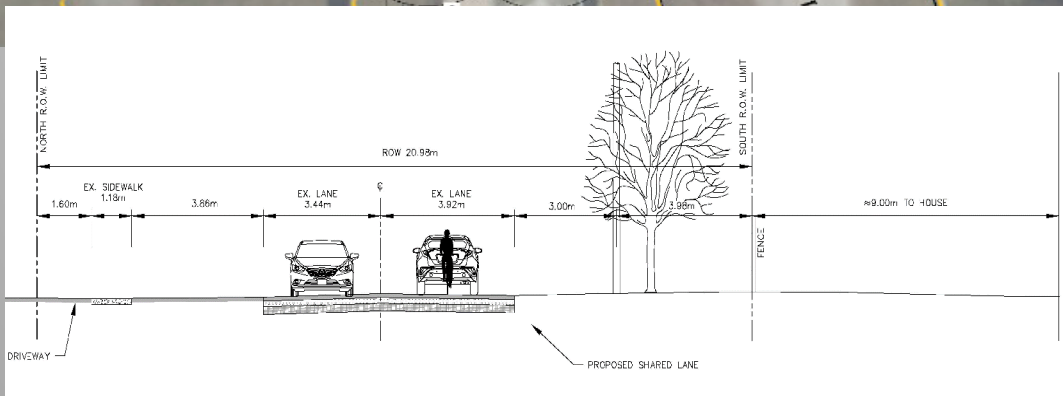
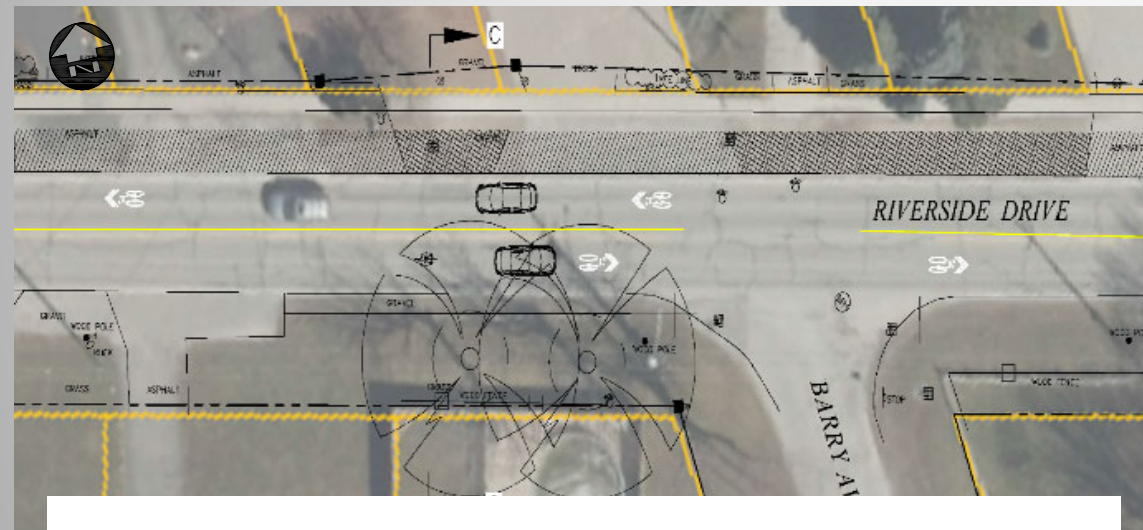
- Accessible for persons of **all ages and abilities**
- **Physical separation** between motorists and pedestrians/cyclists
- **Fills the “Gap”** and provides consistency between adjacent active transportation facilities (Ganatchio Trail and Lakewood Park)
- **Flexibility in alignment** to minimize impacts to existing landscaping and utilities within right of way.
- Provides cyclists **on-road and off-road options**.
- Does not limit the installation of bike lanes in the future

DISADVANTAGES

- Potential **commercial parking impacts**
- **Relocation or removal of existing landscaping**, hard surfaces, and utilities within the right-of-way
- **Low volume driveway and street crossings**.
- Requires **modifications to existing drainage** on the south side of the roadway.
- Potential **property impacts**.



Option 2 – Shared Lanes



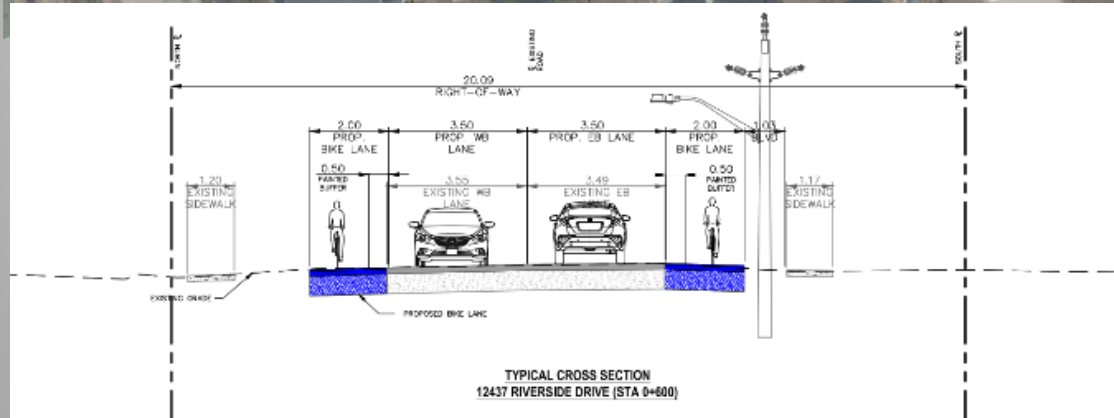
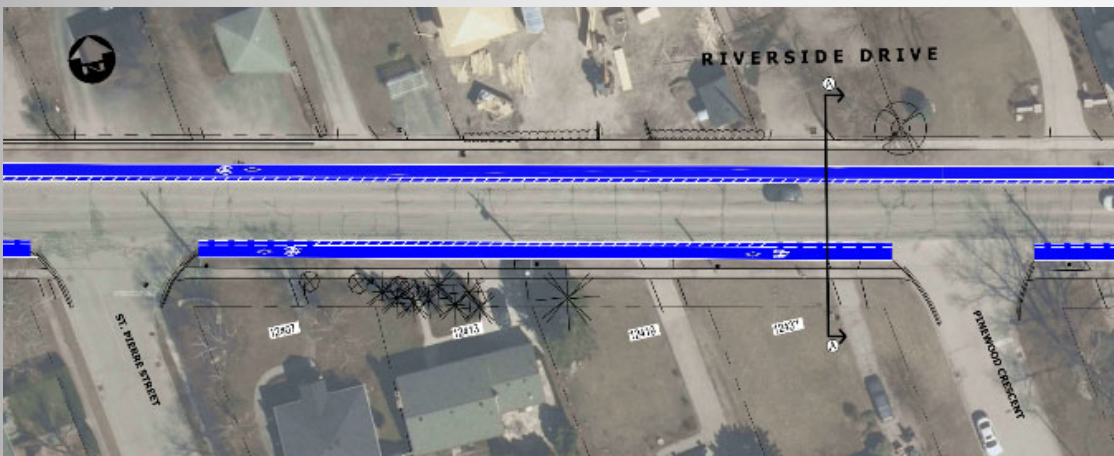
ADVANTAGES

- Low cost
- Minimize disruption due to construction activities

DISADVANTAGES

- **Does not fill the “Gap”** or provide consistency between adjacent facilities
- **Does not accommodate users of all ages and abilities**
- Shared routes are not typically utilized by a variety of users including youth or families due to perceived safety issues
- **Increased proximity and interaction with vehicles**
- Does not improve the Town’s active transportation network as cyclists are currently permitted to use the roadway.
- **No pedestrian connection.**

Option 3 – Dedicated Bike Lanes (Buffered)



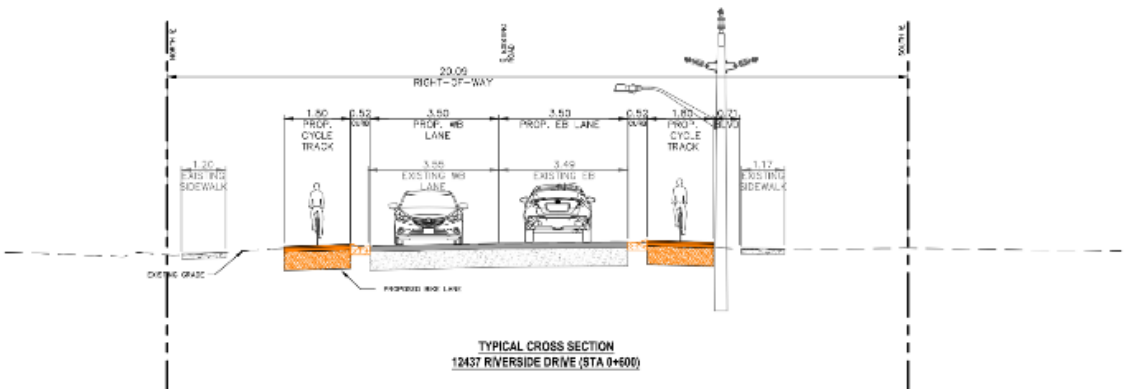
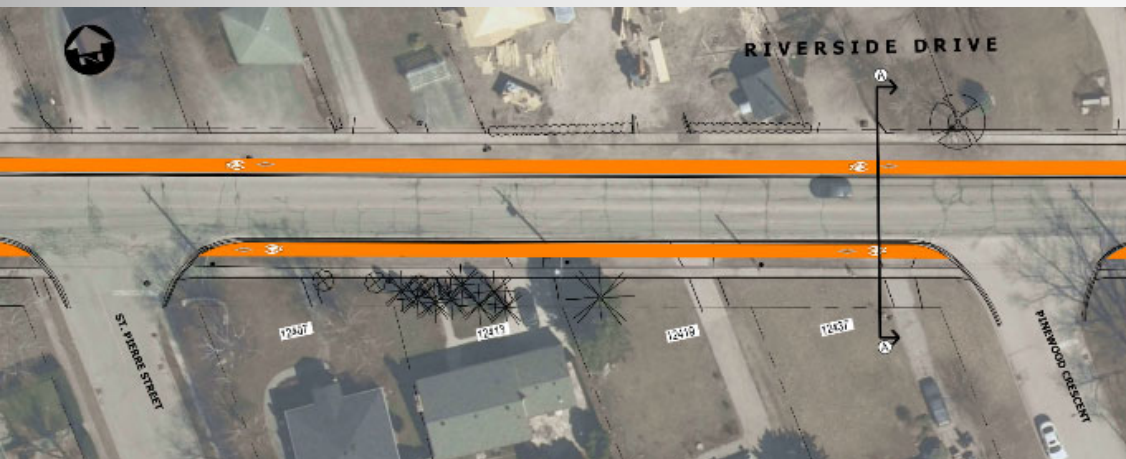
ADVANTAGES

- **Dedicated space for cyclists** within the roadway
- **Fewer utility relocations and landscaping impacts** within right-of-way compared to Multi-Use Trail.

DISADVANTAGES

- **Does not fill the “Gap”** or provide equitable active transportation facilities (all ages and abilities).
- **Increased hard surface area** compared to other options.
- **Significant reconfiguration and widening** of the existing Lesperance Road signalized intersection.
- Potential **commercial parking impacts**
- **No physical separation** between cyclists and motorists
- Requires **drainage improvements** on both sides of roadway
- **No benefit to pedestrians**
- Increased costs
- **No connection to existing bike lanes** at project limits
- No connection from north to existing Ganatchio Trail at west limits

Option 4 – Cycle Track



ADVANTAGES

- **Dedicated physically separated** space for cyclists
- **Fewer utility relocations and landscaping impacts** within right-of-way compared to Multi-Use Trail.

DISADVANTAGES

- **Does not fill the “Gap”** or provide equitable active transportation facilities (all ages and abilities).
- **Increased hard surface area** compared to other options.
- **Significant reconfiguration and widening** of the existing Lesperance Road signalized intersection including relocation of existing traffic signals.
- Potential **commercial parking impacts**
- **Significant drainage improvements** to both the roadway and boulevard (will require additional road reconstruction).
- **No benefit to pedestrians**
- Increased costs
- **No connection to existing bike lanes** at project limits
- No connection from north to existing Ganatchio Trail at west limits

Option 5 – Multi-Use Trail and Dedicated Bike Lanes (Buffered)

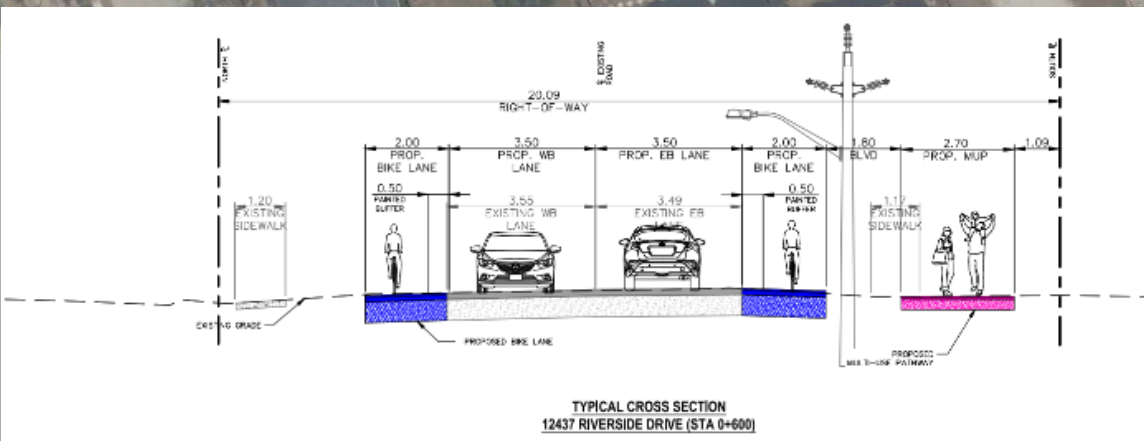


ADVANTAGES

- **Dedicated space for cyclists** within the roadway and in-boulevard
- Accessible for persons of **all ages and abilities**
- **Fills the “Gap”** and provides consistency between adjacent active transportation facilities (Ganatchio Trail and Lakewood Park)
- Provides cyclists **on-road and off-road options.**

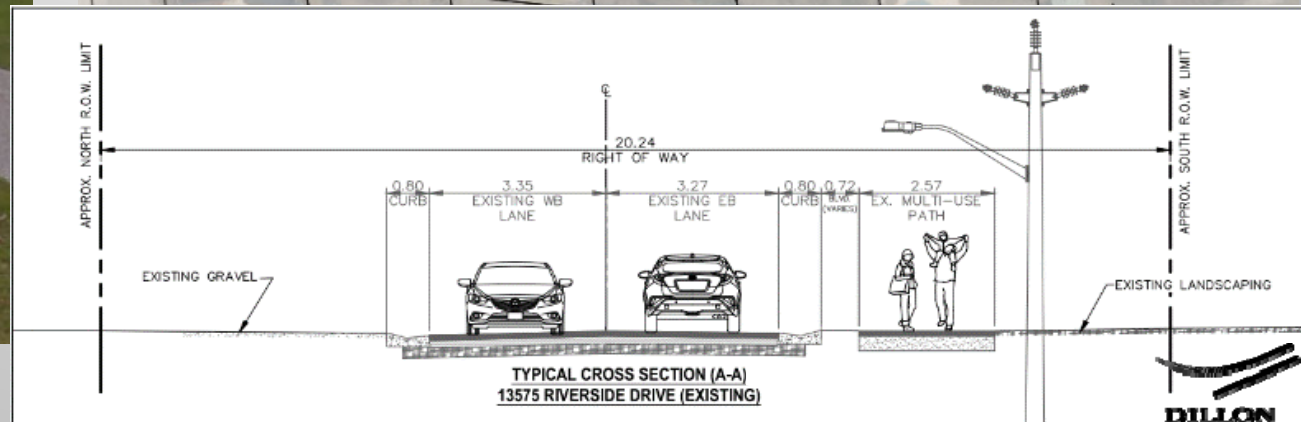
DISADVANTAGES

- **Increased hard surface area** compared to other options.
- **Significant reconfiguration and widening** of the existing **Lesperance Road signalized intersection** including relocation of existing traffic signals.
- Potential **commercial parking impacts**
- **Drainage improvements** on both sides of roadway
- Significant **cost increase**
- **No connection to existing bike lanes** at project limits
- Potential **property impacts.**



Consistency With Adjacent Facilities

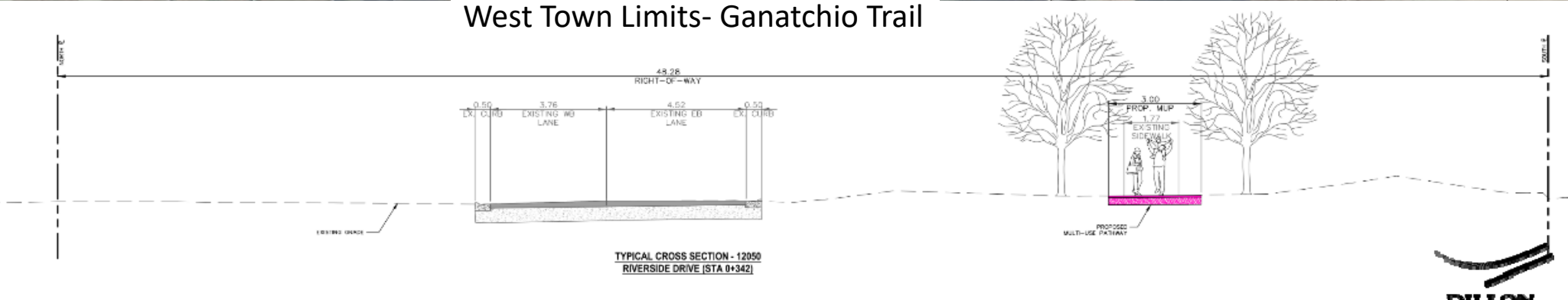
East of Manning Road Multi-Use Trail



Consistency With Adjacent Facilities



West Town Limits- Ganatchio Trail



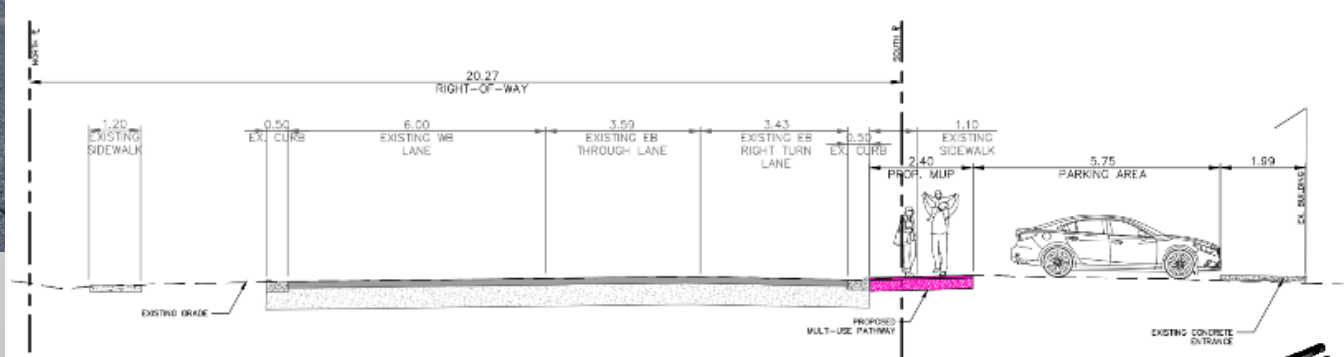
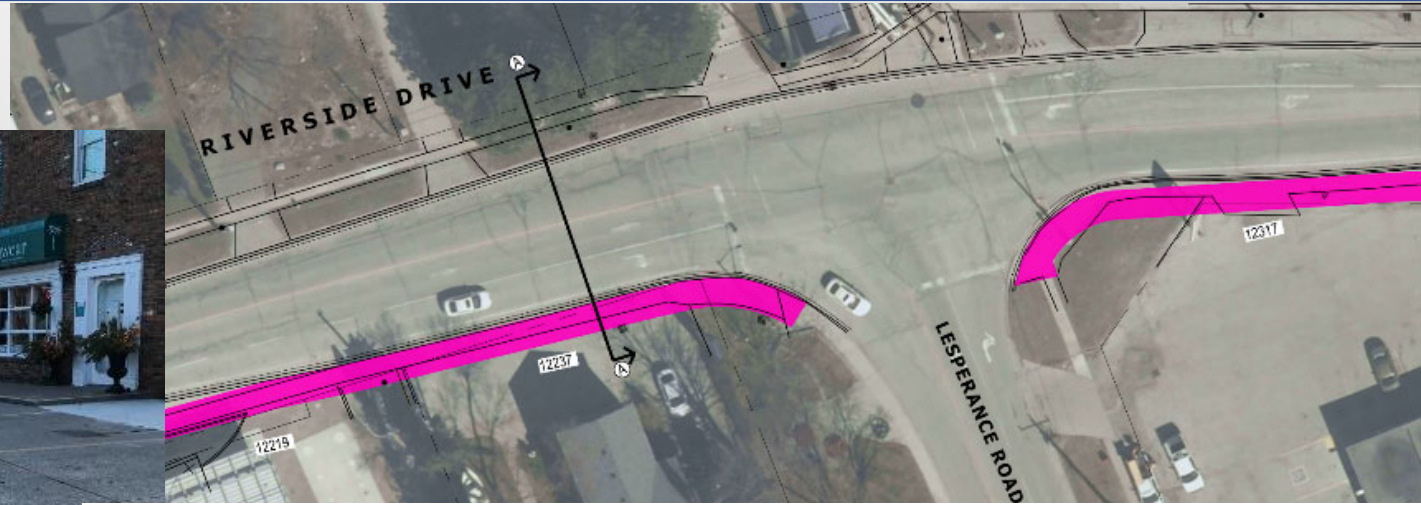
Is there a better configuration?

The Alternatives:

- Do not serve the target audience (all ages and abilities)
- Do not align with the current and proposed best practices.
- Require major road reconstruction and intersection improvements
- Require significant drainage improvements
- Increase hard surface area
- Increase costs
- Are inconsistent with adjacent facilities... i.e. doesn't fill the gap.

Current Recommendation: Multi-Use Trail

Special Consideration – Commercial Parking

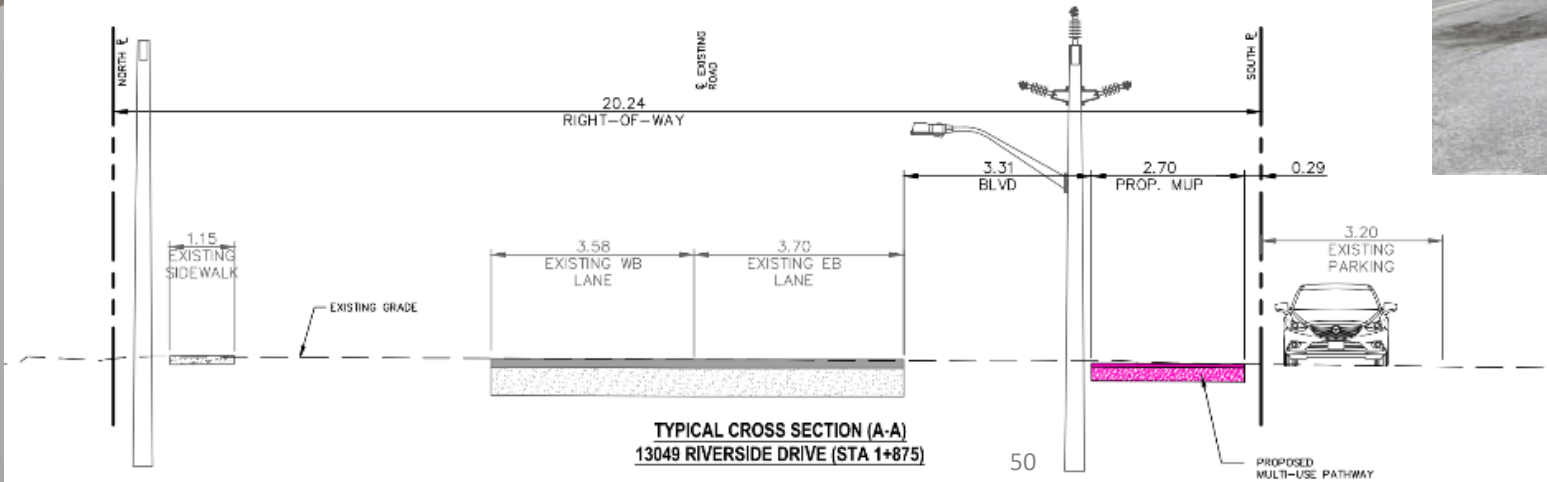
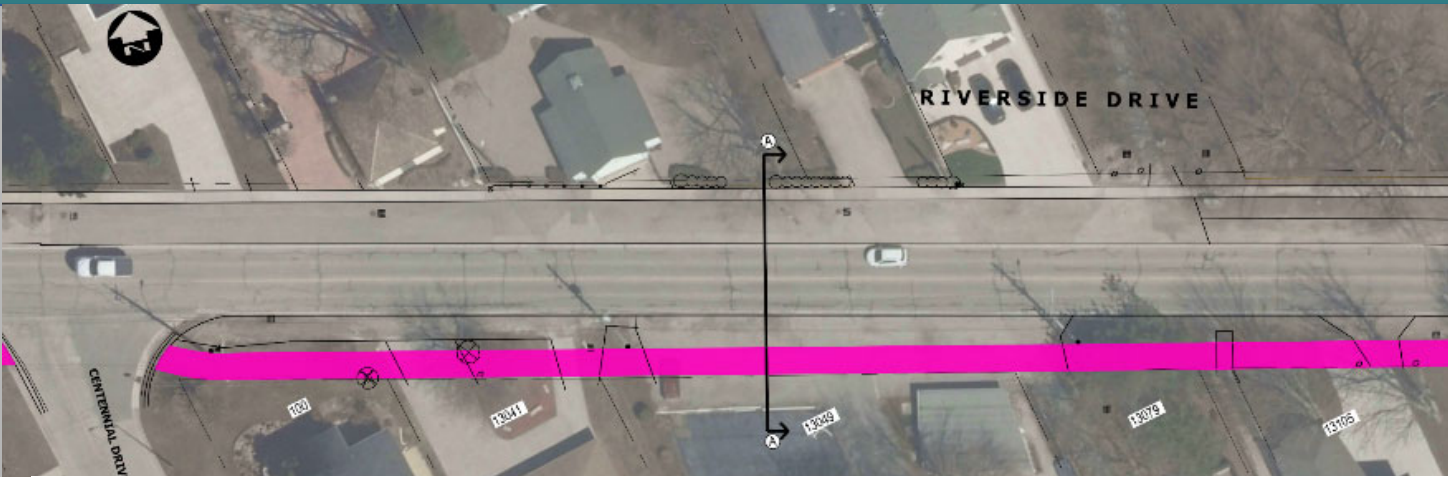


TYPICAL CROSS SECTION
12237 RIVERSIDE DRIVE (STA 0+342)

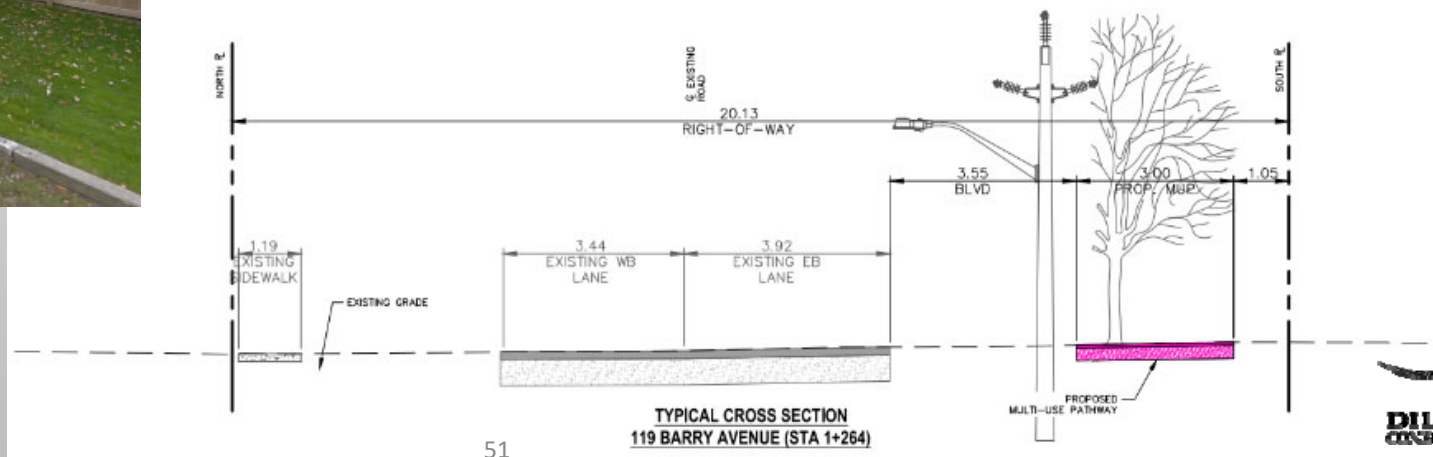
49



Special Consideration – Commercial Parking



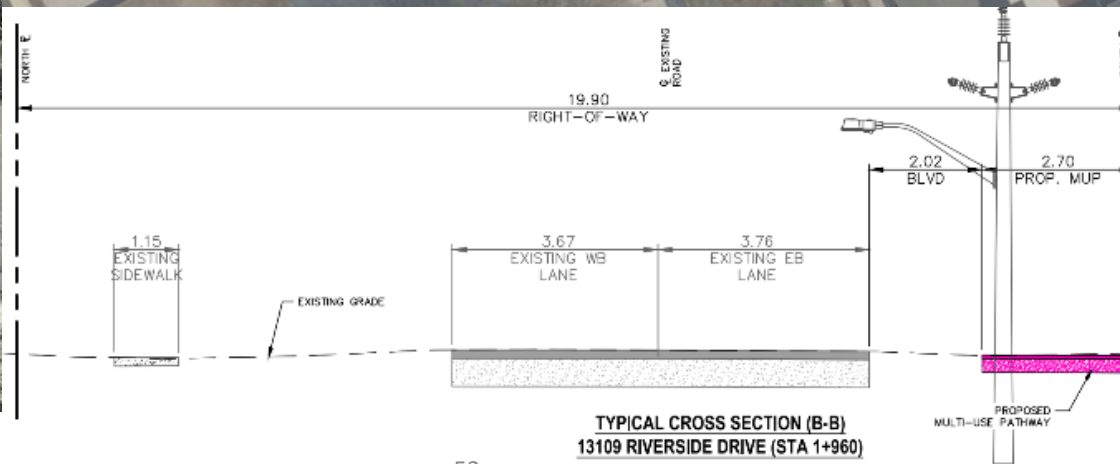
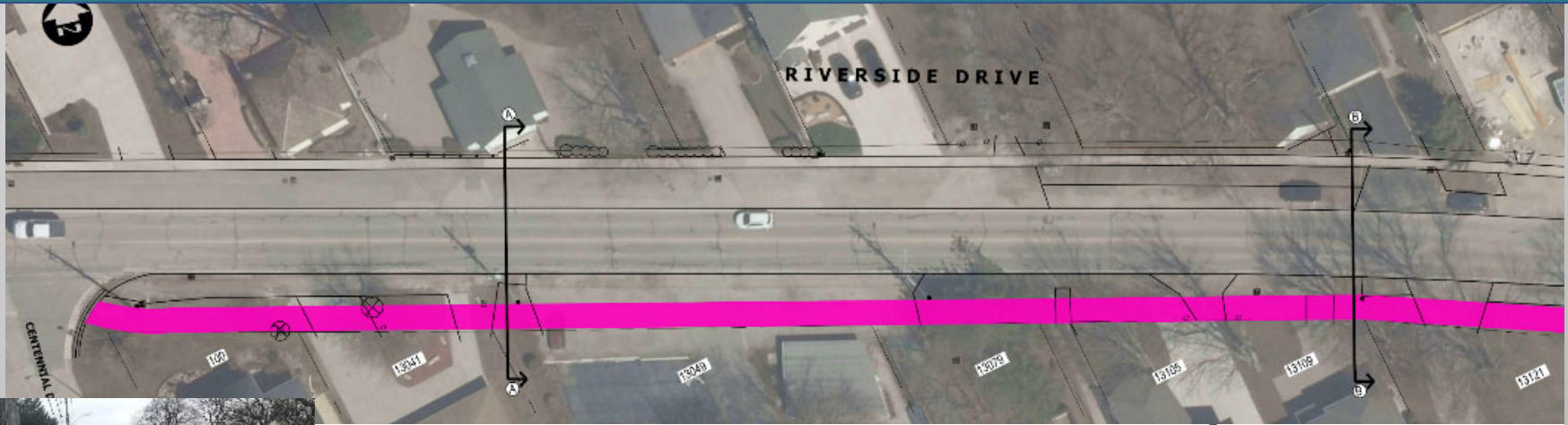
Special Consideration – Trees



51



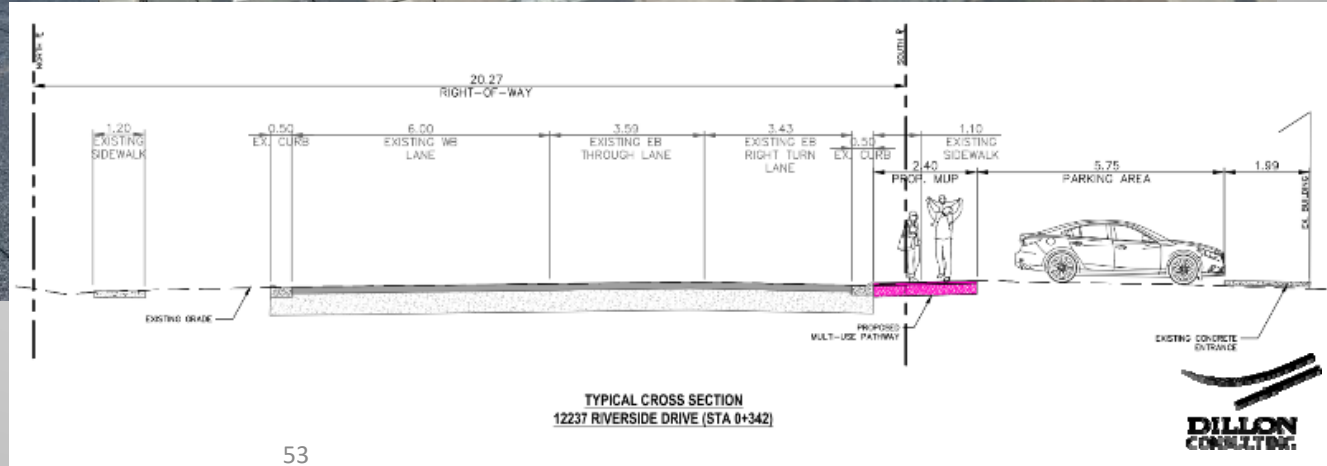
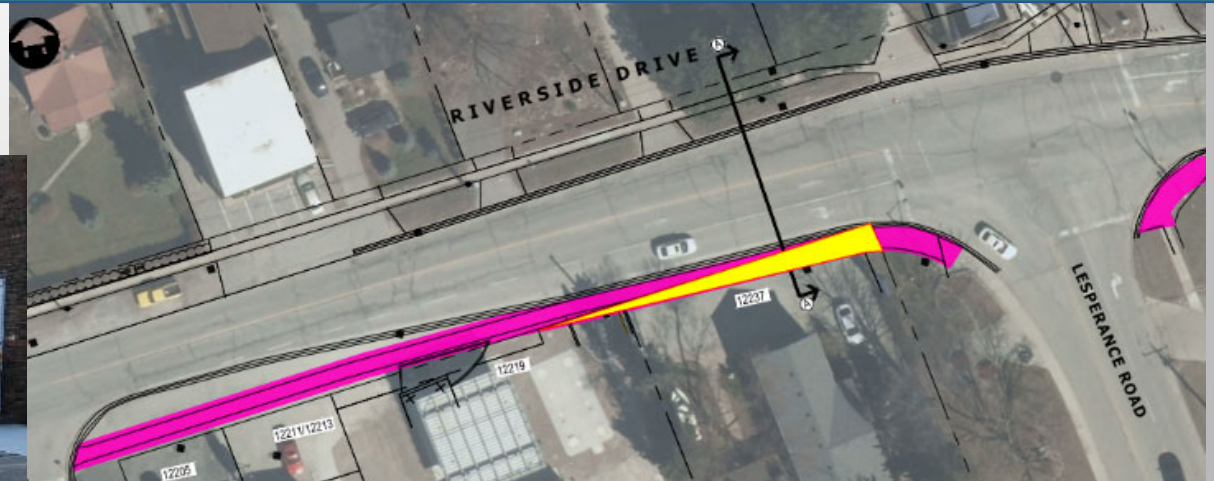
Special Consideration – Utilities



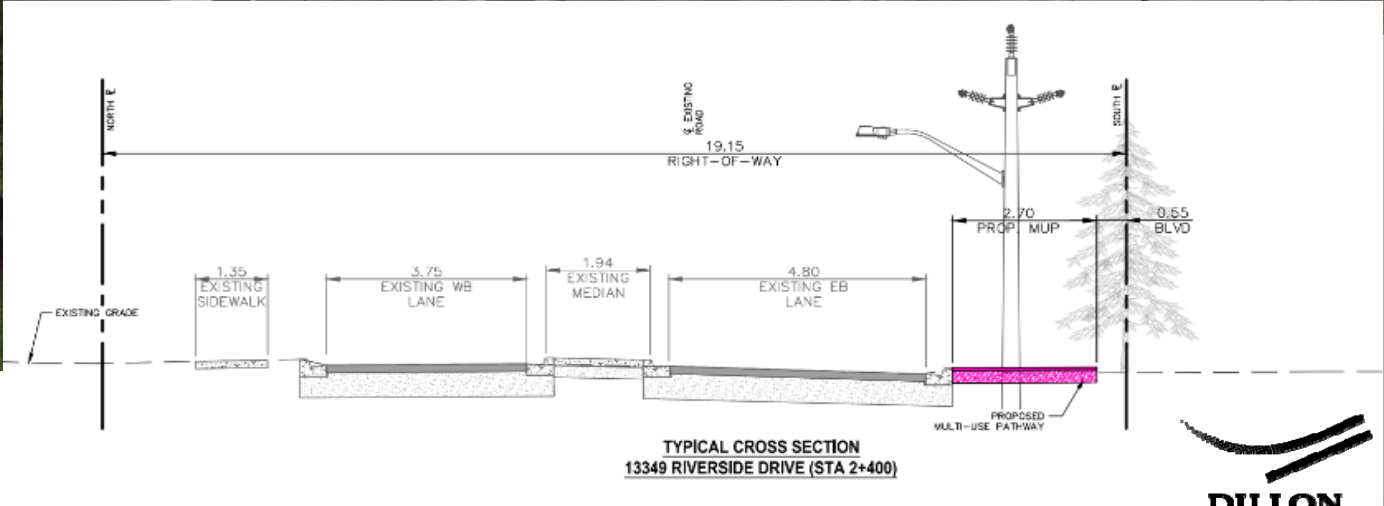
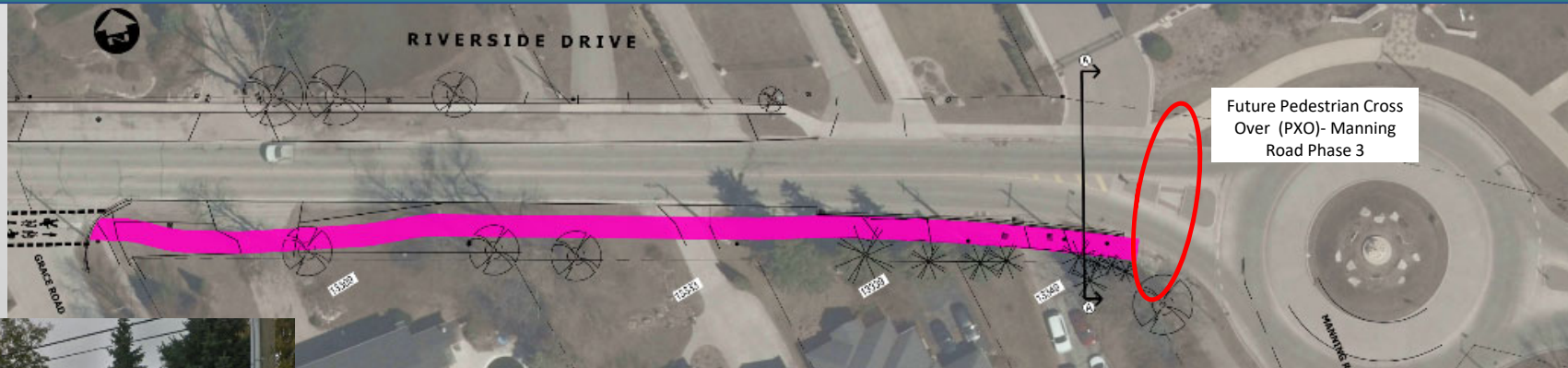
52



Special Consideration – Property



Special Consideration – Various



Public Concerns

Safety

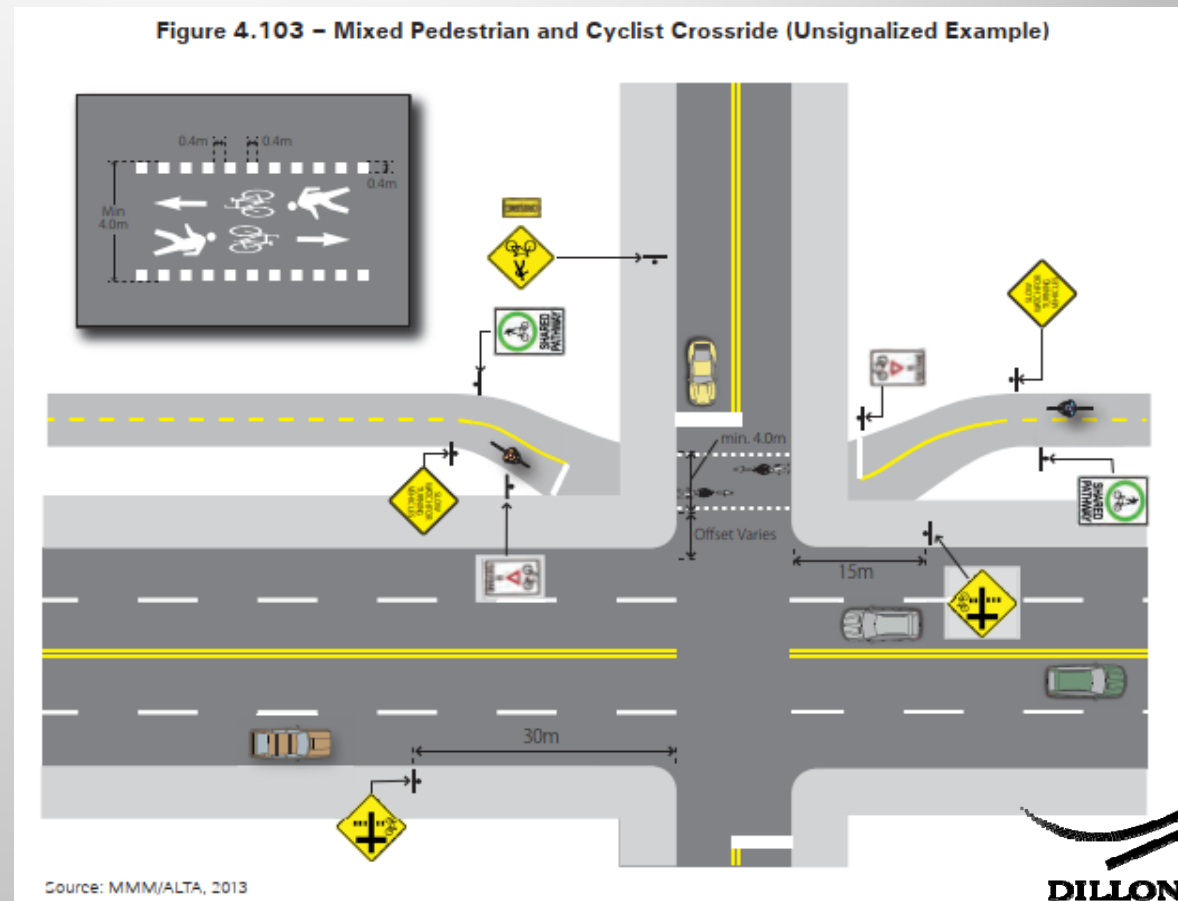
- Sightlines:
 - Road geometry allows for adequate sightlines
 - Large horizontal curve radius >320m
 - No perceptible vertical curves
 - May require relocation/removal of landscaping within right of way.
- Obstructions:
 - Separation of 0.3 to 0.5m to be provided between proposed trail and vertical obstructions (utility poles, fences, trees, etc.) per the Transportation Association of Canada Geometric (TAC) Geometric Design Guidelines for Canadian Roads (2017).
 - Landscaping features within the right of way may be removed or relocated to alleviate conflict with proposed trail.



Public Concerns

Safety

- Road Crossings:
 - Crossrides to be installed at road crossings including pavement markings and signage.
 - Cyclists and Pedestrians have right-of-way at stop controlled intersections.
 - Cyclist permitted to ride through crossride (no dismount and walk)
- “Research shows that the most effective measure for improving overall cyclist safety within a road network is increasing the number of cyclists using the system.” – *OTM Book 18 2013*



Public Concerns

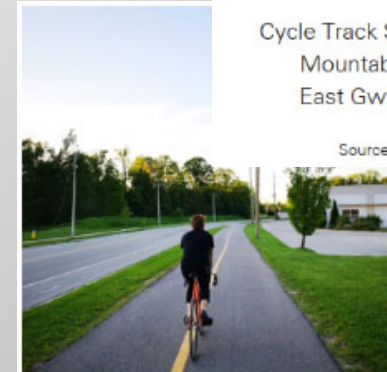
Heavy Traffic & High Speed

- The volume of vehicles (AADT of 8,000 to 12,000) along the route further show the need for a physically separated facility to improve the safety and accessibility for users of all ages and abilities per the Draft OTM Book 18 (2020).
- Traffic Speed classified as moderate per OTM Book 18 (2013) (50-69km/h)
 - Speed radar statistics (2017-2020)
 - Average speed: 48 to 55km/h
 - 85th percentile speed: 57 to 62km/h
- Proximity to Roadway:
 - Buffer between the roadway and proposed trail will be within the “Desired Width” of 1.5 to 2.5m per draft OTM Book 18 (2020).
 - A small portion (~130m) of the path is proposed to be adjacent to the curb (Lesperance Intersection and Manning Road).



Cycle Track Separated by Mountable Curb, East Gwillimbury

Source: WSP



Multi-Use Path Separated by Grassy Boulevard, Waterloo

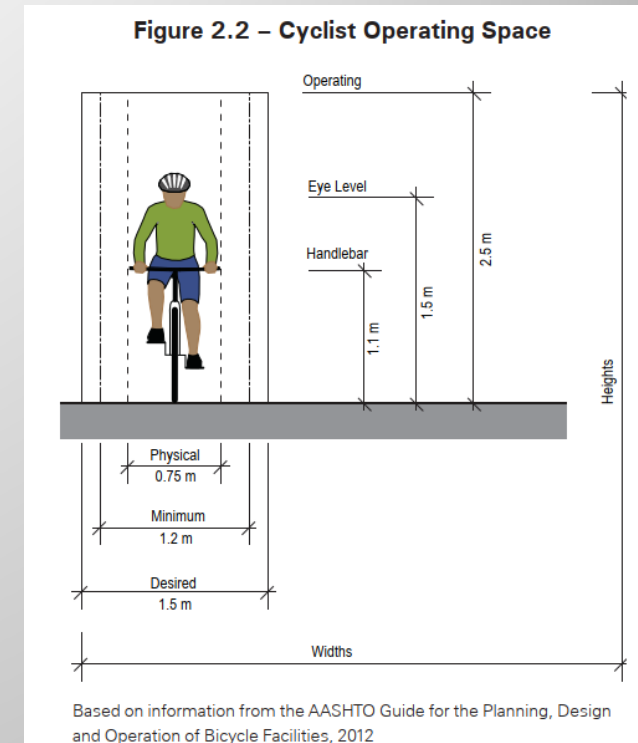
Source: Alta



Public Concerns

Location and Design

- Multi-use path width:
 - Minimum recommended:
 - TAC- Bicycle Integrated Design (2017) – 3.0m
 - Practical Lower Limit – 2.7m
 - 1.2m (cyclist) and 1.5m (two pedestrians walking abreast)
 - OTM Book 18 – Cycling Facilities (2013) – 3.0m
 - May be reduced to 2.4m over very short distances to avoid utility poles or other infrastructure.
 - OTM Book 18 – Cycling Facilities (Draft 2020) – 3.0m
 - May be reduced to 2.4m over very short distances to avoid utility poles or other infrastructure.
- Existing multi-use trail east of Manning Road (2.4 – 2.8m)
 - No incidents between cyclists/pedestrians and vehicles have been noted.
- A multi-use trail width of 2.7m (practical lower limit) has been proposed. Opportunities to increase the width to 3.0m exist and can be considered during detailed design.



Public Concerns

Accessibility Concerns

- Operating Space:
 - The proposed multi-use trail provides additional operating space when compared with a traditional sidewalk (2.7-3.0m vs 1.2-1.5m).
 - 2.7m trail width provides:
 - 1.5m width (typical sidewalk width)
 - 1.2m for an oncoming cyclist (1.2m) or pedestrian (0.75m)
 - Potential to increase to 3.0m through detailed design
- Sightlines:
 - The existing topography (flat) and road alignment (large radius) **do not pose significant sightline concerns**
 - Existing landscaping within the Town's right of way may need to be removed/relocated to address any in-boulevard sightline issues
 - Tactile surface indicators to be provided at all roadway crossings.
- Conflict with vehicles entering/exiting driveways:
 - Adequate sightlines from the road and trail will be maintained
 - Vehicle operators are responsible for ensuring the way is clear prior to entering/exiting the roadway. This is the same responsibility regardless of the adjacent facility (sidewalk, bike lane, cycle track, etc.)



DILLON
CONSULTING

Public Concerns

Added Pollutants to Lake St. Clair & Area Watersheds

- Increased Hardscape and Stormwater Runoff:
 - Trail installation would result in a **negligible** net hard surface area increase in context of the overall stormwater drainage boundaries.
 - Construction of the multi-use trail would include the removal of existing hard surfaces within the right of way (paved shoulder, paved parking areas, etc.) and restoration with permeable surface material (grass, granular).
- Increased Salt and Chemicals:
 - The proposed trail would require snow clearing efforts however, application of de-icing materials would be limited (similar to existing sidewalks). The impacts of the limited de-icing procedures could be considered **negligible** in comparison to the existing de-icing efforts of the roadway.



Public Concerns

Impact on Trees and Environment

- The alignment of a multi-use trail has **flexibility to be adjusted to avoid trees** where possible during detailed design.
- Existing trees have undergone significant trimming due to proximity to overhead power and telecommunications infrastructure.
- The Town has allocated approximately \$30,000 annually to plant new trees within the Town boundary.
- Construction of multi-use trails are considered to have **minimal adverse environmental impacts** (Schedule A/A+) and are pre-approved under the Municipal Class Environmental Assessment.



Public Concerns

Flooding Issues

- The Essex Region Conservation Authority (ERCA) Policies, Guidelines and Procedures note:
 - Open type public or private recreation areas may be permitted within the floodway of a watercourse.
- Sidewalks currently exist along the north and portions of the south side of Riverside Drive.
- The addition of hard surface will produce a **negligible increase in stormwater runoff** in the context of the stormwater drainage areas.
- **No impacts to localized or lake flooding are anticipated.**
- Existing hard surfaces (paved shoulders, parking areas, etc.) within the project area (south side) will be removed and replaced with permeable materials (grass/granular) to improve infiltration.



Public Concerns

Summary

The proposed multi use trail provides a safe and accessible active transportation facility with minimal impact to the environment.



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Budget Update (2021)

	Trail Construction	
A.	Previous Estimated Total Project Cost (2017)	\$842,458
B.	Updated Estimated Total Project Cost (2021)*	\$1,239,300

*includes engineering, contract administration, excess soil testing, construction (2.7m wide trail), and contingency

Conclusions

The Proposed Multi-Use trail:

1. Fills the “**Gap**” providing **continuity** between the existing facilities to the east (Lakewood Park) and west (Ganatchio Trail).
2. Serves the **Target Population** and promotes **Equity and Inclusiveness** within the Towns active transportation network (All Ages and Abilities).
3. **Provides Separation** from motorists increasing safety and security for users.

Conclusions

4. Improves **Pedestrian Connectivity** along the south side of Riverside Drive.
5. While there are road crossings, the **trail is highly visible** and appropriate crossing treatments will be implemented.
6. More room to **handle drainage on south side**.
7. Doesn't require **relocating fire hydrants**.
8. We recommend constructing the trail a bit wider – **2.4 to 2.7m (9 ft.)**.

Conclusions

9. Crosses **fewer driveways than north and alt. route**
10. Fewer **catch basins** to relocate or adjust.
11. Allows residents on south side to move along the road to get to a **safe crossing point**.
12. Doesn't require major **road reconstruction**.
13. Doesn't require **removal of existing sidewalk** infrastructure on north side.

Conclusions

Results of Additional Study

14. There are good **comparative examples** of local trails designed in the same manner as this.
15. Alternate **routes** are longer and don't resolve issues.
16. Alternative **facility types** do not serve the intended purpose.
17. There are no situations along the route where the trail could not be accommodated.
18. The proposal is a **good match** to existing trails to the east and west.

Current Recommendation

Based on our further review and analysis including the results of public consultation, and the comparative costs and key issues, **we recommend proceeding** with the detailed design and construction of a **2.4-2.7m** wide asphalt, off-road multi-use trail along the south side of Riverside Drive between Windsor and Manning Road.

A **Safe** active transportation facility which is **Accessible** for persons of **All Ages and Abilities**

Questions?

