

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	Agree – less expensive on the south side
North side sidewalk in poor repair – trail would replace it	Agree
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.

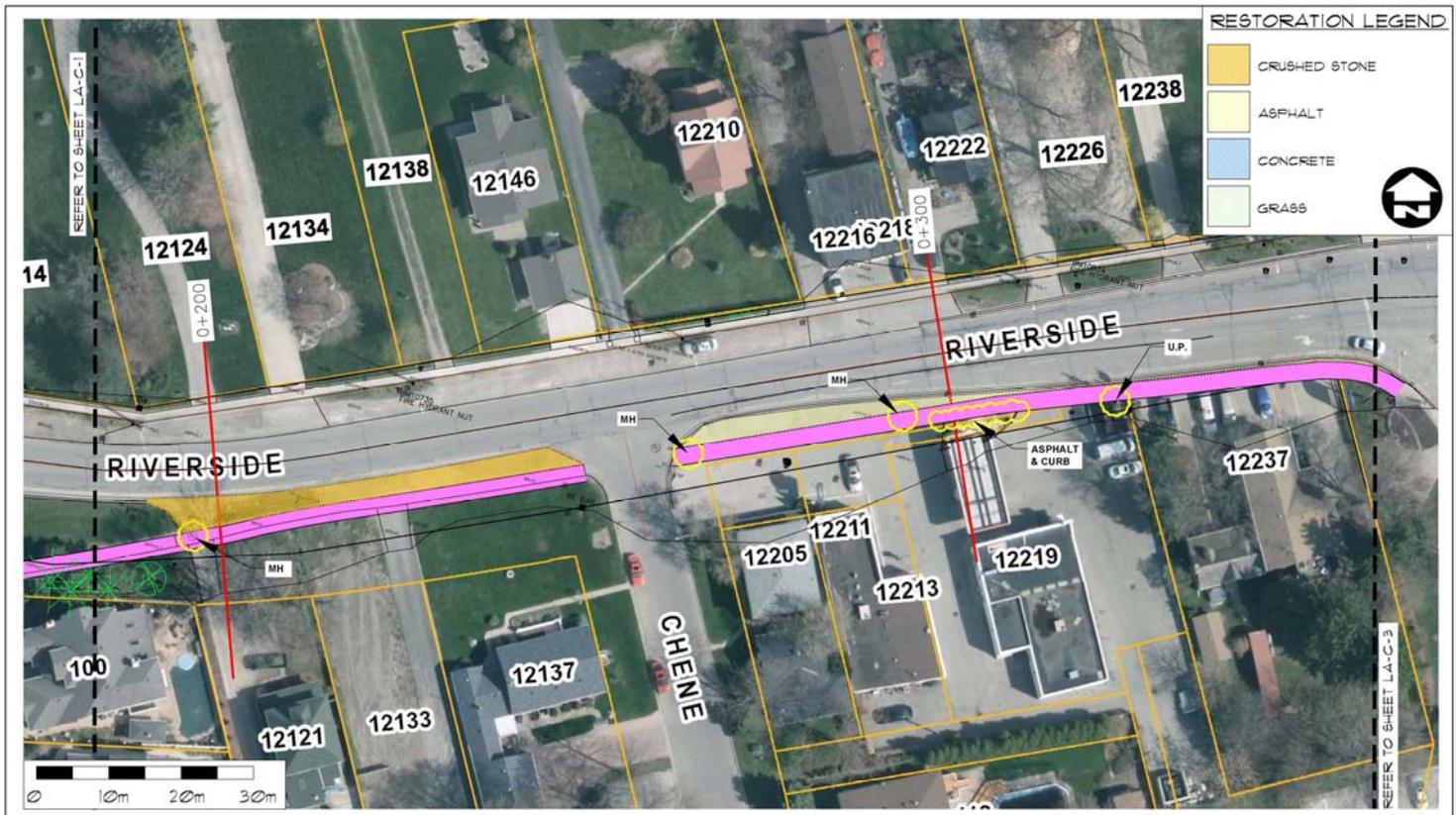
Item	North	South
Length of Path	2,050 (m)	2,180 (m)
Driveway Crossings	86	68
Road Crossings	0	12
Conflicts with trees	7	2
Fire Hydrants to be re-located	18	0
Utility/Light Poles to be re-located	0	0
Catch Basins to be relocated	24	8
Catch Basins to be adjusted	14	1
Manholes to be adjusted	5	5
Water Valves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

RECOMMENDATION

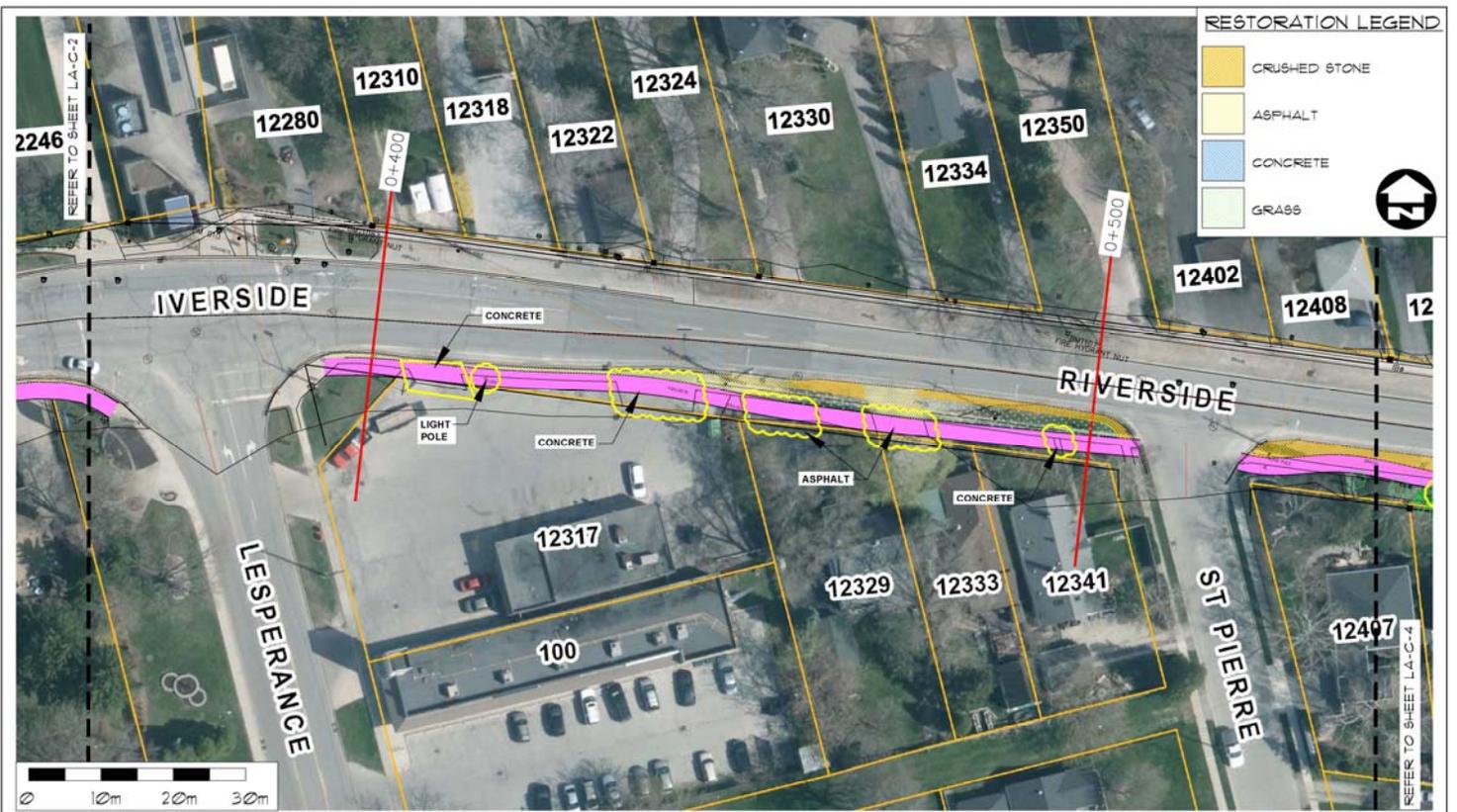
Based on our analysis of the design, the results of the public consultation, and the comparative costs and key issues, we recommend that the proposed multi-use trail be aligned along the south side of Riverside Drive easterly from the Tecumseh Windsor border to the west limit of Manning Rd.



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
				SCALE:	
				1:500 @ 11 x 17 1:250 @ 22 x 34	
			DRAWN BY:	1267 Concept R4	
			ML, GDB		



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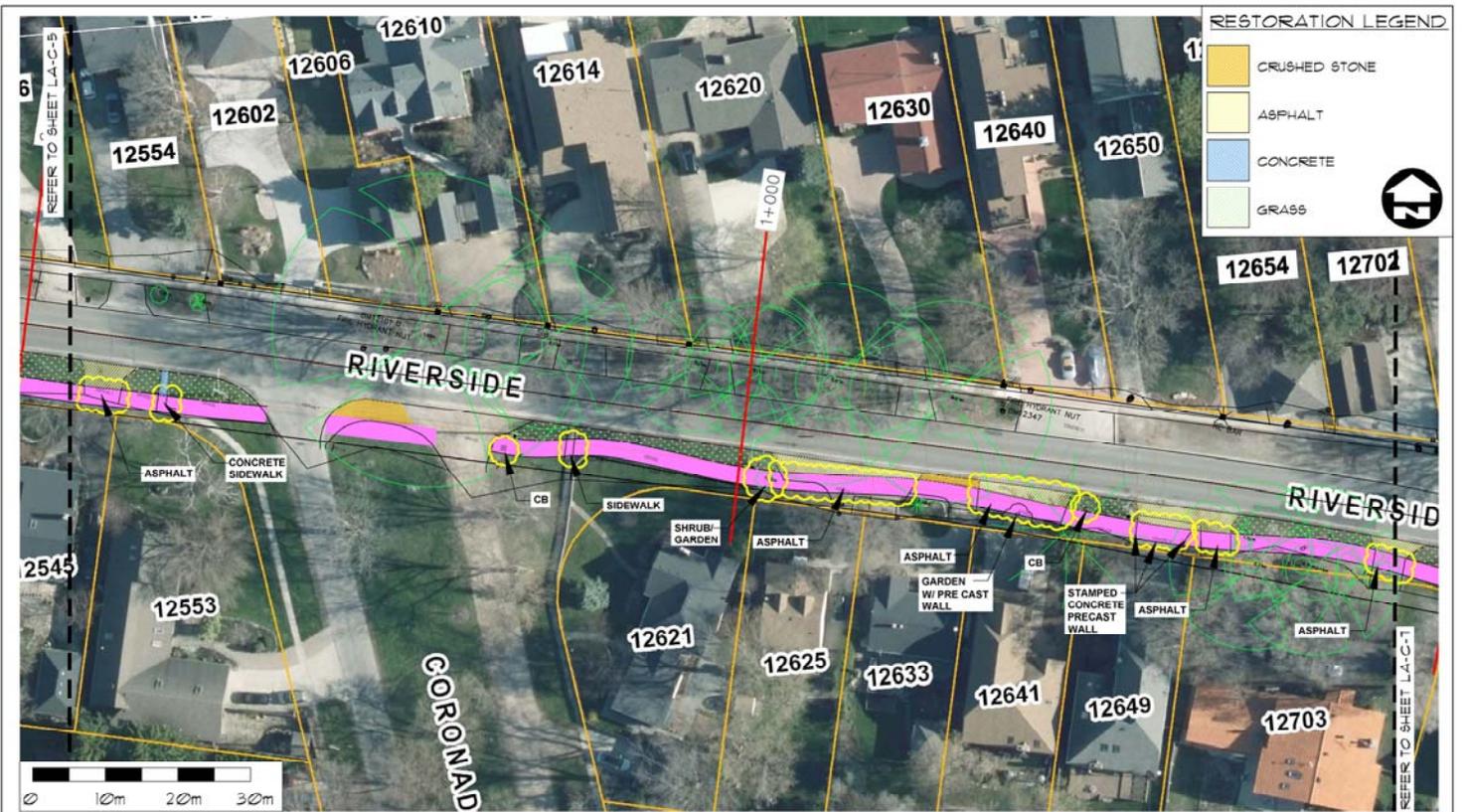
BP Bezaire Partners Planners, Landscape Architects <small>3514 Walker Rd., Unit 1A Windsor, ON N9W 3S4 p: 519 996 0544 f: 519 996 4059 gbezaire@bezaire.ca</small>	PROJECT: GANATCHIO TRAIL EXTENSION	CLIENT: Terra of Tecumseh <small>ONTARIO - CANADA</small>	DRAWING TITLE: CONCEPT PLAN	DATE: JUNE, 2018 SCALE: 1:500 @ 11 X 17 1:250 @ 22 X 34 DRAWN BY: ML, GDB	SHEET: LA-C-3 1267 Concept R4
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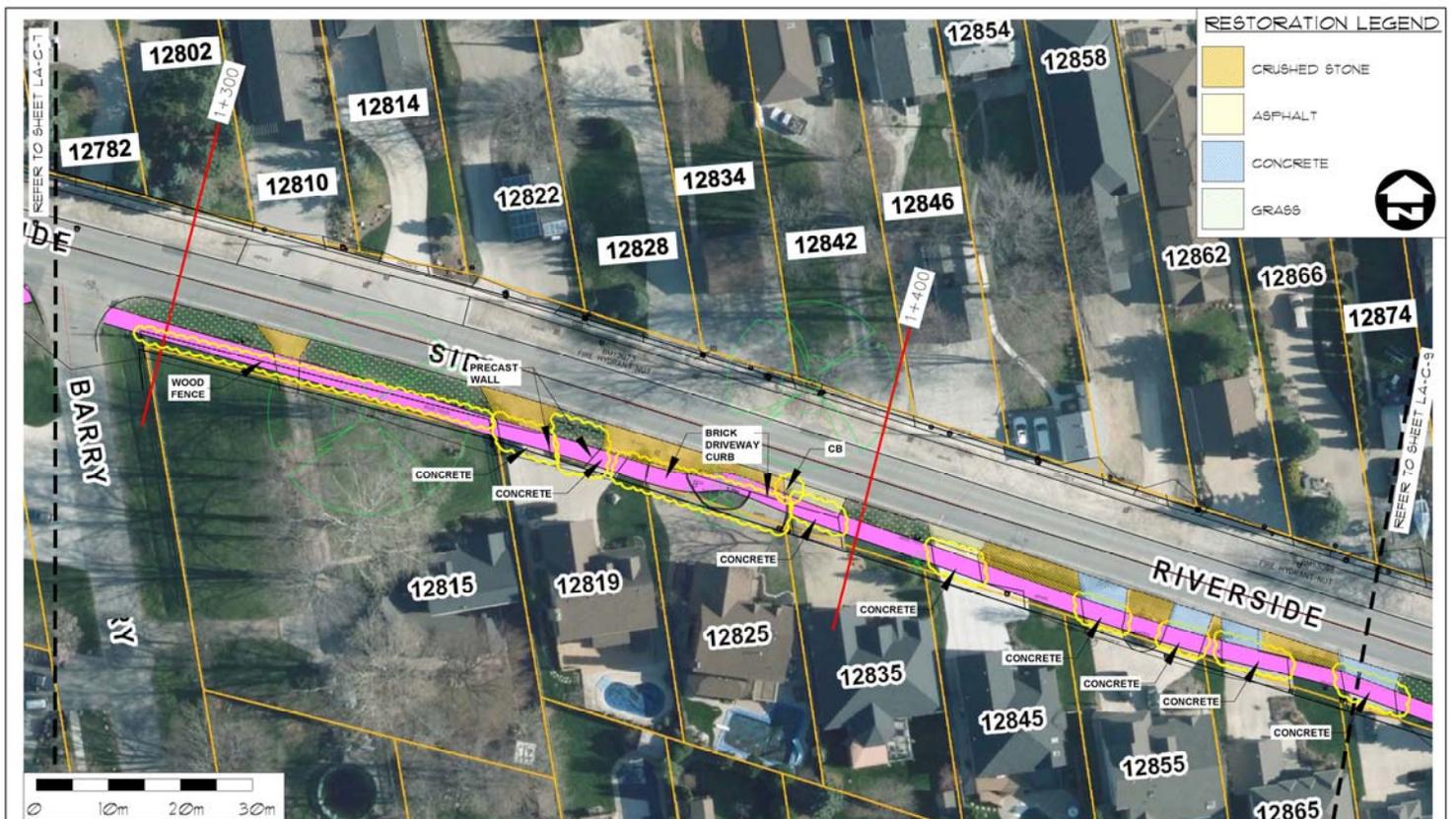
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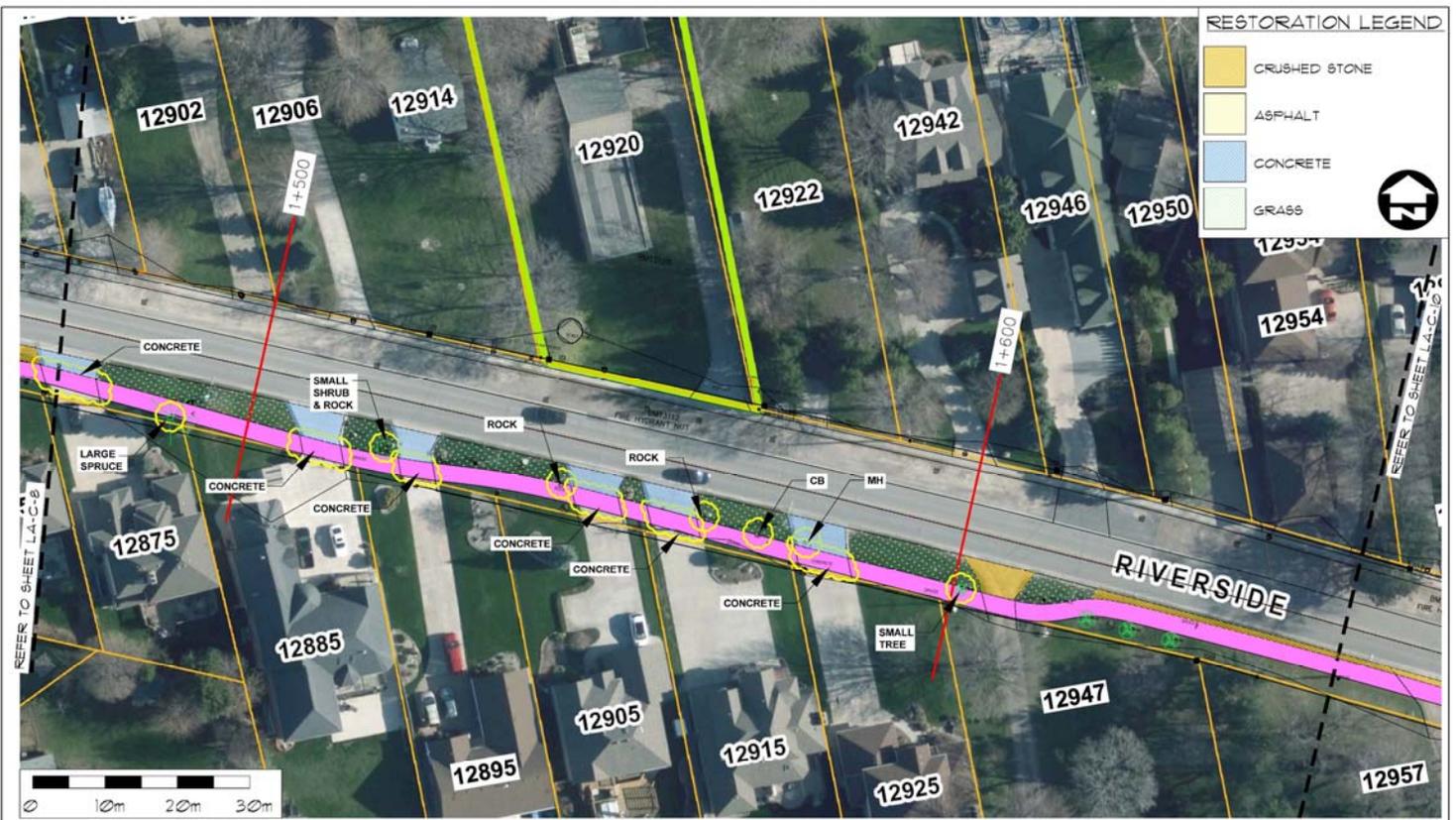
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RESTORATION LEGEND

	CRUSHED STONE
	ASPHALT
	CONCRETE
	GRASS

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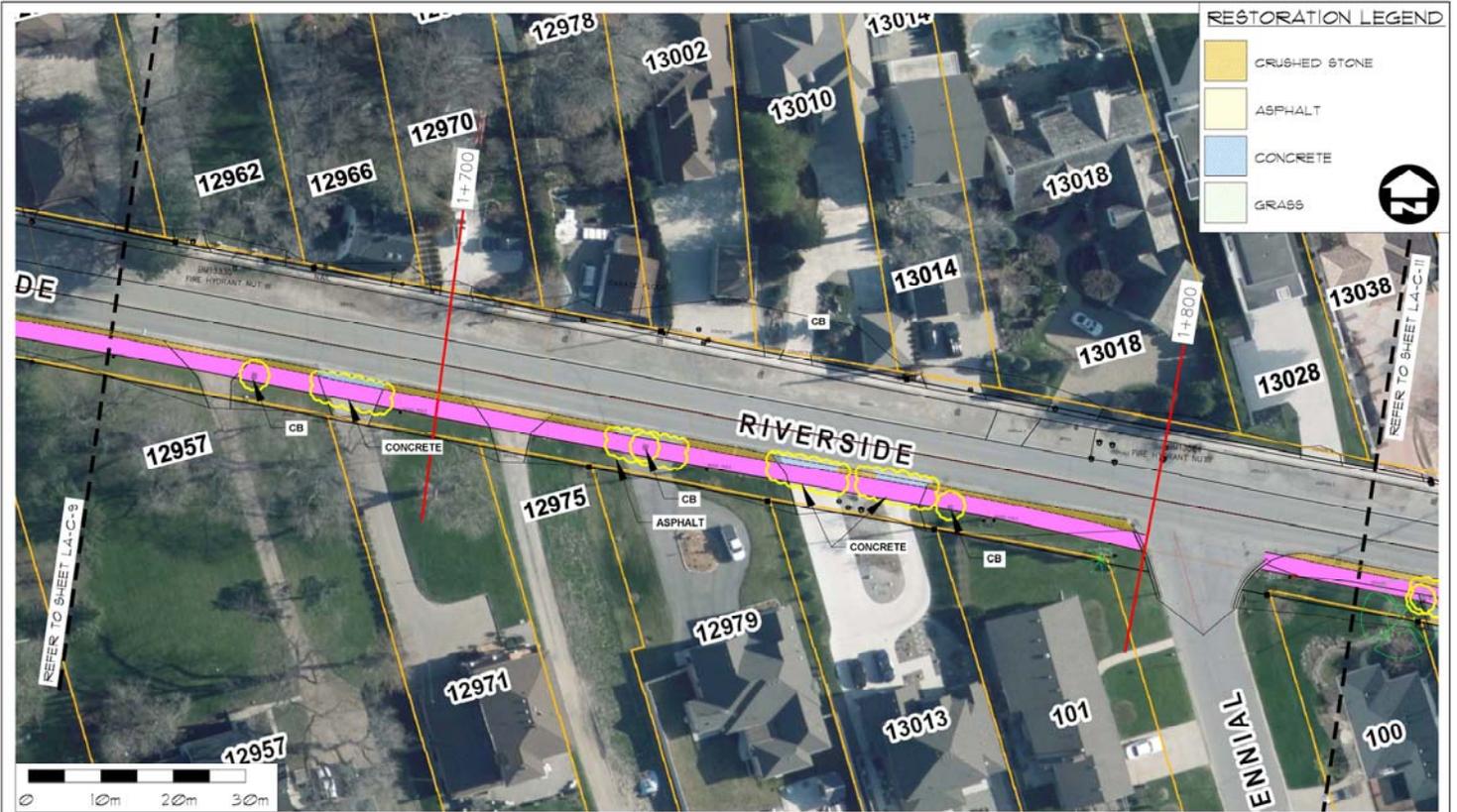
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Tecumseh
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DRAWING TITLE
CONCEPT PLAN

DATE: JUNE, 2018
 SCALE: 1:500 @ 11 X 17
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RESTORATION LEGEND

	CRUSHED STONE
	ASPHALT
	CONCRETE
	GRASS

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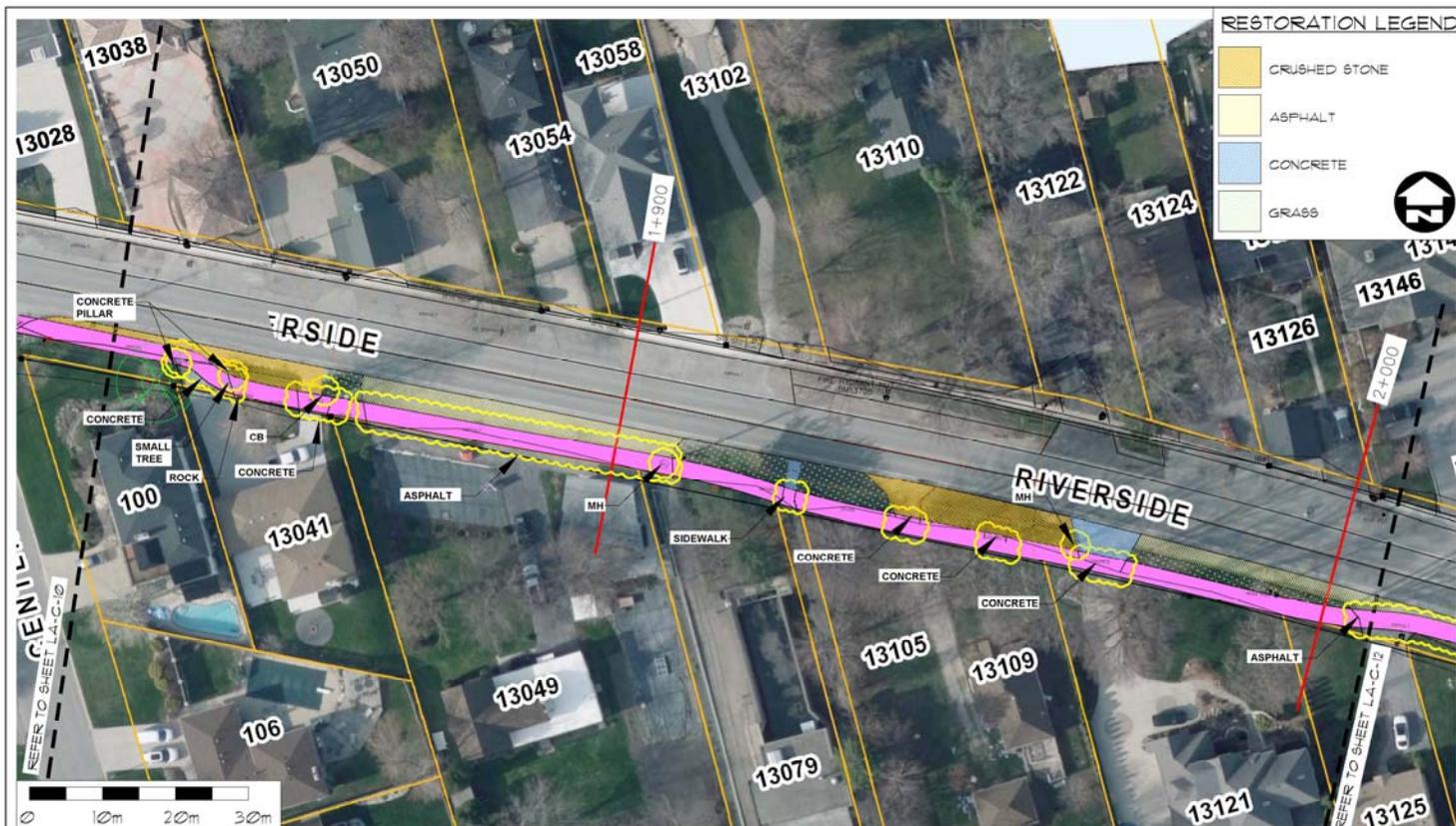
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GANATCHIO TRAIL EXTENSION

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 LA-C-10
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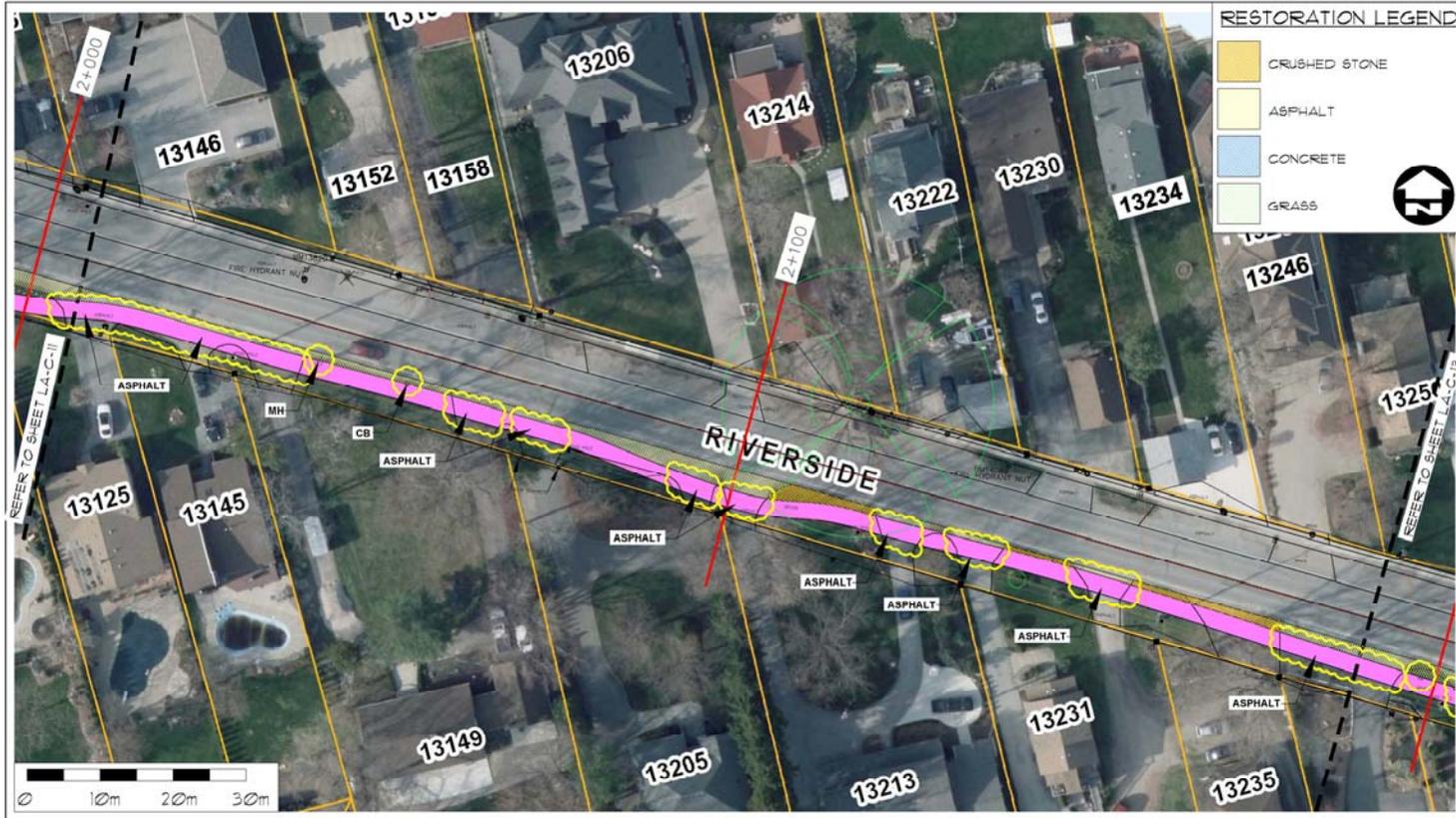
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LA-C-11
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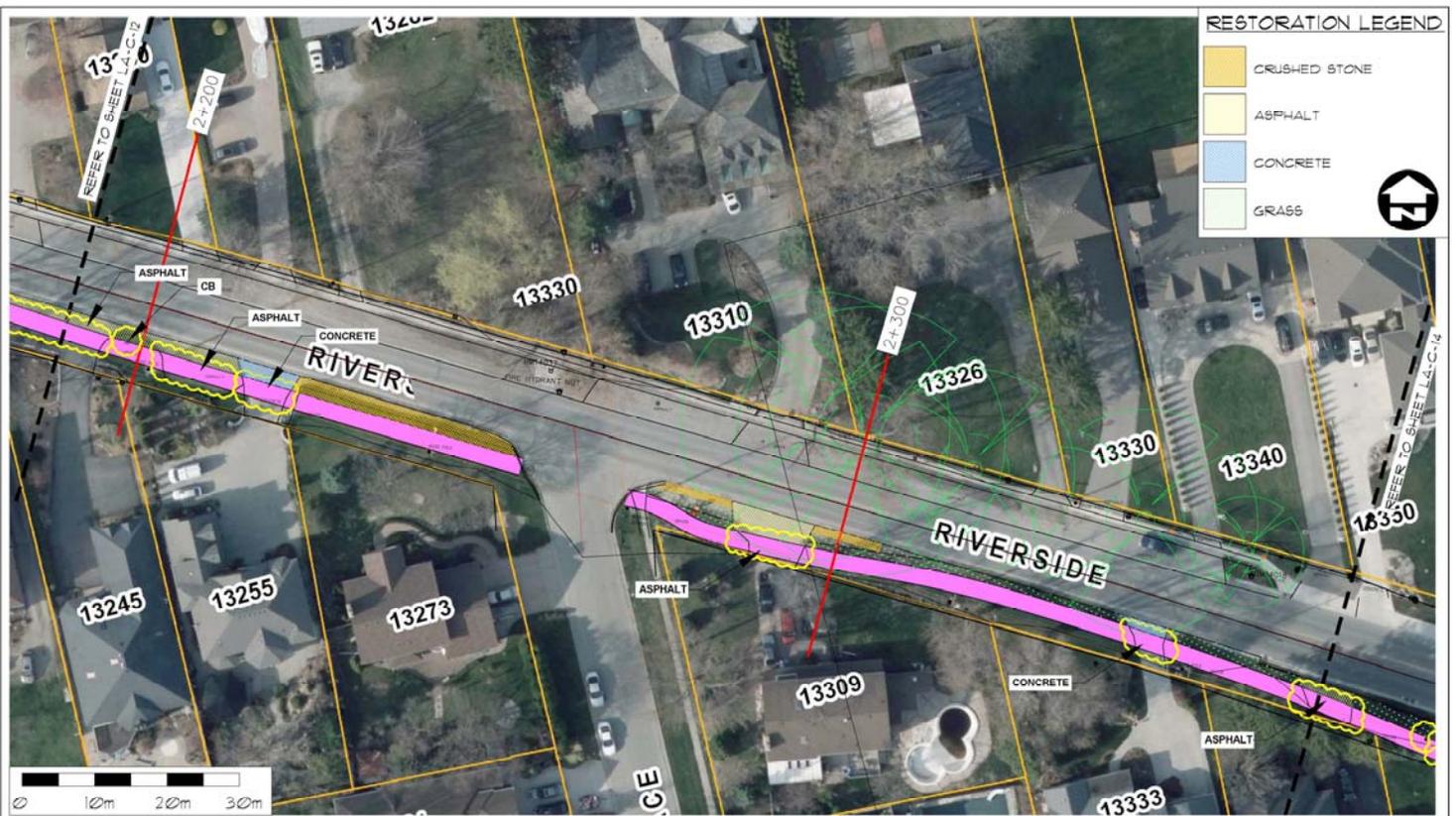
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SHEET
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RESTORATION LEGEND

- CRUSHED STONE
- ASPHALT
- CONCRETE
- GRASS

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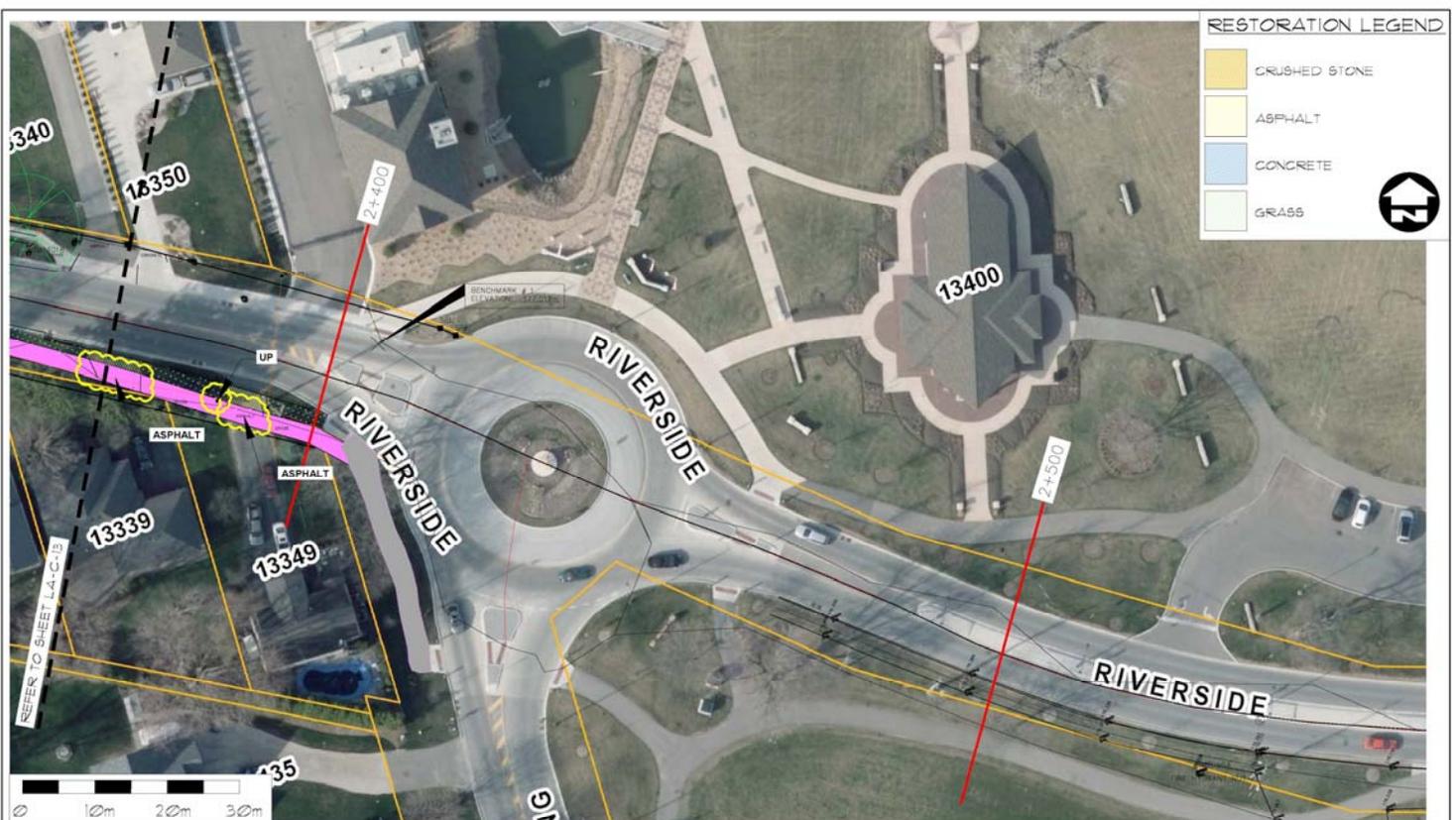
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RESTORATION LEGEND

- CRUSHED STONE
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