



The Corporation of the Town of Tecumseh

Public Works & Environmental Services

To: Mayor and Members of Council
From: Phil Bartnik, Director Public Works & Environmental Services
Date to Council: June 22, 2021
Report Number: PWES- 2021-29
Subject: Riverside Drive Trail: Final Review and Recommendation

Recommendations

It is recommended:

That Report No. PWES-2021-29 Riverside Drive Trail: Final Review and Recommendation **be received**;

And that the recommendation from the Town's Consultants, Bezaire Partners and Dillon Consulting Limited, to proceed with the installation of a recreational multi-use trail on the south side of Riverside Drive from the Tecumseh-Windsor border to Manning Road **be adopted**;

And that the Riverside Drive Trail project **proceed to** the detailed design stage in accordance with the recommendations from the Town's Consultants.

Background

Developing and expanding the Town of Tecumseh's active transportation facilities has been supported by Council to achieve a desirable and sustainable community that promotes healthy lifestyles. The installation of the Riverside Drive Trail, a multi-use recreational trail, from the Tecumseh-Windsor border to Manning Road has been identified and recommended in a number of prior Council-adopted or approved plans and studies, which include the:

- 2010 Parks & Recreation Master Plan;
- 2012 County Wide Active Transportation Study (as amended in 2016);
- 2017 Transportation Master Plan; and
- 2021 Town of Tecumseh New Official Plan.

Project approval and funding allocation for the Riverside Drive Trail was initially approved at the December 13, 2016 Regular Meeting of Council through the '2017-2021 PWES Capital Works Plan' and carried through subsequent Capital Works Plans.

At the April 8, 2021 Special Council Meeting (SCM), the Town's Consultants, Bezaire Partners and Dillon Consulting Limited, presented a detailed review and analysis, inclusive of public consultation, comparative costs, key issues, and an evaluation of trail options. Based on their comprehensive evaluation, the Consultants recommended proceeding with the detailed design and construction of a 2.4m - 2.7m wide asphalt, off-road multi-use recreational trail along the south side of Riverside Drive between the Tecumseh-Windsor border and Manning Road. A copy of the Administrative report ([PWES-2021-04](#)) including the Consultants' presentation material from the April 8, 2021 SCM is provided.

The Town had previously held two Public Information Centres in 2017 and 2018 and recently received comments from many residents and heard from numerous delegations at the April 8, 2021 SCM. As recommended in report PWES-2021-04 (Motion: SCM-05/21), the project information and video recording of the April 8, 2021 SCM was uploaded on the Town's PlaceSpeak platform for a 30-day period to provide an opportunity to receive further public input on the project.

Comments

Additional 30-day Public Consultation

The 30-day public consultation period ran from April 9 to May 8, 2021. During that time there were 671 views on PlaceSpeak with 171 comments submitted, as well as 18 additional emails/correspondence received. The following detail regarding the comments is provided for further information:

- 171 PlaceSpeak Comments
 - 3 comments from Town Administrators
 - 168 comments from 63 members of the public
 - Of the 63 individuals, 23 had taken part in the April 8th SCM by either submitting communications or appearing before Council as a delegation.
- 18 Emails/Correspondence
 - 18 emails from 16 members of the public
 - Of the 16 individuals, 9 had also posted comments on PlaceSpeak
 - Of the 16 individuals, 8 had taken part in the April 8th SCM by either submitting communications or appearing before Council as a delegation.

The additional public consultation commentary received during the 30-day period is appended to this report as Attachment 1.

The public consultation commentary was forwarded to the Town's Consultants for their review and consideration during the preparation of their final response and recommendations for the trail. The commentary was grouped into common themes and discussed within the Consultant's recommendation letter (see Attachment 2).

The common themes arising from the public consultation commentary consisted of:

- Pathway Safety
 - Traffic Volume and Speed
 - Street and Driveway Crossings
 - Manning Road Roundabout Crossing
 - Sightlines
- Property Impacts
- Alternative Facility Types
 - Sidewalks and Bike Lanes
 - County Road 2 (Old Tecumseh Road)
 - Multi-Use Pathway
- Environmental Impacts

The Consultant's letter addresses and responds to these themes in detail appropriate to the conceptual/preliminary design stage.

Consultants' Final Recommendation

The Town's Consultants, Bezaire Partners and Dillon Consulting Limited, will be in attendance at the June 22, 2021 Regular Council Meeting to make a presentation (see Attachment 3) that will summarize their June 16, 2021 letter and final recommendation.

Based on the Consultants' fulsome review and analysis including the results of all of the public consultation, and the comparative costs and key issues, the Consultants are recommending to proceed with the detailed design and construction of a 2.4m – 3.0m wide asphalt, in-boulevard multi-use pathway along the south side of Riverside Drive between the Tecumseh-Windsor border and Manning Road.

The Consultants' recommendation is intended to provide:

- A pedestrian and cycling facility designed to meet the needs of the intended user (all ages and abilities) and promote equality and inclusiveness within the Town's active transportation network.
- Improved pedestrian and cycling connectivity between existing adjacent facilities (Ganatchio Trail, Lakewood Park and other trail networks).
- Physical separation between motorists and pedestrians/cyclists, increasing safety and security for users.

The recommendation is based on guidelines of the Ontario Traffic Manual, Book 18 Cycling Facilities, in the context of an existing urbanized environment (retrofit) and aligns with the Council-adopted or approved Master Plans and studies referenced earlier in this report.

Next Steps

Should the recommendations outlined within this report be adopted by Council, the next steps in the process for this project would be:

- 1) The conceptual and preliminary design stage would be deemed completed;
- 2) Detailed design of the multi-use trail would commence which would include further discussions with:
 - a. Utility companies whose plant may need to be relocated;
 - b. Individual property owners who have landscaping, irrigation systems, etc. within the Town's right-of-way;
 - c. Individual property owners where the Town may require property or easements;
- 3) Property/easement acquisition (if required) that have been identified as part of the detailed design;
- 4) Relocation of utilities that may be in conflict with the trail in advance of construction;
- 5) Tender the project as part of the annual PWES Capital Works Plan, the timing of which to be advantageous to receive multiple (competitive) bids;
- 6) Proceed to Construction.

Consultations

Chief Administrative Officer
Financial Services
Parks & Recreation Services
Planning & Building Services
Bezair Partners – Urban Planners, Landscape Architects
Dillon Consulting Limited

Financial Implications

The Town has undertaken extensive public consultation over the last number of years by means of Public Information Centres No. 1 & 2, the April 8, 2021 Special Council Meeting and the subsequent 30-day public consultation on PlaceSpeak. The total project costs spent as of June 1, 2021 are in excess of \$100,000, which reflect those efforts and the comprehensive and thorough consideration of public input into the project. These costs, for a Schedule A+ Municipal Class Environmental Assessment project, far exceed the efforts of what is required under the applicable legislation (i.e. Schedule A+ projects are pre-approved and may proceed to implementation provided that the public has been advised of the project). Having said that, it has resulted in a thorough public vetting of the project and consideration by the Town and its consultants of the issues raised by the public, whether for or against the project.

Council initially approved the project and funding allocation for the Riverside Drive Trail at the December 13, 2016 Regular Council Meeting (RCM) through Public Works & Environmental

Services (PWES) Report No. 54/16 titled “2017-2021 PWES Capital Works Plan” (Motion: RCM-442/16).

Council then approved additional funding for the Riverside Drive Trail as part of Report No. PWES-2020-33 at the December 8, 2020 RCM (Motion: RCM-375/20), for a total project cost of \$1,239,300. The increase in project cost is attributed to, but not limited to, the following: allowance for soil testing/disposal as required under new legislation, widening the trail, inflation and market pressures.

Link to Strategic Priorities

Applicable	2019-22 Strategic Priorities
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- Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
- Ensure that Tecumseh’s current and future growth is built upon the principles of sustainability and strategic decision-making.
- Integrate the principles of health and wellness into all of Tecumseh’s plans and priorities.
- Steward the Town’s “continuous improvement” approach to municipal service delivery to residents and businesses.
- Demonstrate the Town’s leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable

Website Social Media News Release Local Newspaper

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Planning & Building Services

Reviewed by:

Paul Anthony, RRFA
Director Parks & Recreation Services

Reviewed by:

Tom Kitsos, CPA, CMA, BComm
Director Financial Services & Chief Financial Officer

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1	Additional 30-day Public Consultation Received
2	Town's Consultants, Bezaire Partners and Dillon Consulting Ltd., Riverside Drive Trail Recommendation Letter, dated June 15, 2021
3	Town's Consultants, Bezaire Partners and Dillon Consulting Ltd., Council Presentation

Report Type: Discussion

Questions/Concerns/Discussion

The 30 day consultation period is now over.

Thank you for participating in the discussion.

Future updates on the Riverside Trail Project will be posted on the Town's website and PlaceSpeak page.

Ken CLEMENT - Tecumseh - May 7, 2021, 2:06 p.m.

Upvoted: 0 | Downvoted: 2

The comparable trails used in the April 8th presentation are not an accurate reflection of the proposed trail on the southside of Riverside Dr. between Lesperance and Manning . Let's use the example of Manning to Brighton it shows that the utility poles are located at the extreme southern edge of the town right of way with the trail laid out between the utility poles and the road with a buffer between the trail and the road. It is also evident that this layout provides a clear sightline when entering or exiting a driveway. The comparable also highlights the distance of the front of the houses to the trail to show a buffer between house and trail. In contrast the proposed trail is squeezed between the utility poles and the residential property lines. The buffer between the trail and property line is nonexistent. As a result our driveway has been reduced to a single car depth and we have lost our turnaround which provided a safe exit when entering the street. With the proposed trail the instant we put our car in reverse to exit the driveway we will be on the trail. Because our sightlines have been diminished due to landscaping on residential property we will have to spend more time blocking the trail before we can safely enter the street. The current location of the utility poles also causes a sightline issue. There has to be a better solution available that would be best practice rather than what is being proposed and squeezing that trail between the utility poles and the residential property lines i.e. a combination of a sidewalk and bicycle lanes that would accommodate everyone concerned. The issue of safely crossing Riverside Dr was also a major reason for the trail being on the southside however the current proposal does not address how pedestrians on either side of the road will be able to safely cross this busy street.

Mark Piche - Tecumseh - May 7, 2021, 11:08 a.m.

Upvoted: 4 | Downvoted: 2

Does this cost include maintenance not limited to: - garbage can continuance - lawn maintenance - plowing and salting - asphalt repair - routine line painting - whatever else I'm missing Councillor DOWEY - Can you revisit the request to the Consultants to provide all of us with a 'blue print' of what the trail, bike lane, sidewalk - whatever is comparable to the south side, equal to the north side - so everyone can see what it would look like before opinions are made and an informed decision can be made. The excuse that it simply 'costs more' does not fly. Everyone involved - FOR, AGAINST OR NEUTRAL deserve a real time - year 2021 cost for both sides with expected yearly maintenance. If "no, it costs more" is an excuse, the Town needs to look in the mirror and realize that the finances probably aren't that keen and perhaps any unnecessary project should be put on the back burner. We deserve these updated costs for every option available. We are in pandemic lockdown where a large portion of our community members cannot go to work. We don't even have the lights on at our local arena. It is our elected members fiscal responsibility to provide ALL TECUMSEH taxpayers with these updated numbers during this time. Maybe we are in a time when we should pump the brakes on things like this and focus on "necessity" until we know the Town's financial situation - derivative of the tax payers - when the world gets back to normal. Just a thought.

Ken CLEMENT - Tecumseh - May 7, 2021, 1:03 p.m.

Upvoted: 0 | Downvoted: 2

The comparable of trails provided in the report are not reflective of the trail being proposed for the southside of Riverside Dr. I would like to focus on the comparable used for the Manning to Brighton trail. As illustrated the utility poles are located at the extreme southern edge of the right away. This allows for the trail to be laid out between the utility poles and the road including

a buffer between the road and trail. As a result this provides an uninterrupted sightline when exiting a driveway to the west and east . The proposal for the southside trail between Lesperance and Manning squeezes the trail between the utility poles and the residential property line. In our case our driveway will be reduced to a single car depth driveway. The comparable trail from Brighton to Manning highlighted the distance from the front of the residence to the trail but not the distance from the garage door to the trail .Sightlines are severely hampered by the proposal because landscaping on private property comes into play. This will cause safety concerns both for pedestrians and cars straddling the trail when trying to exit safely onto the the street. The proposal cannot be considered best practice and alternatives should be considered i.e. sidewalks and bike lines to ensure a safe trail is proposed for both the residents affected by the trail and the trail users.

CONNIE RICHARDS - Tecumseh - May 8, 2021, 11:20 a.m.

Upvoted: 1 | Downvoted: 2

Has the town thought about the integration of the Gnatchio Trail extension with the CWATS route? What happens, long term, with the trail from Manning Rd east to Brighton and then down to Old Tecumseh Road (at East Pike Creek Rd). All bike riders will be pushing hard to connect to Cwats and not just end at Lakewood Park. The "trail" from Manning to Brighton is a mish-mash of old sidewalks with some wider paved sections. Once the Trail has been extended to Manning from Lesperance, a flood of cyclists and walkers will be putting pressure on the sidewalks/roads east of Manning as they try to find a path to Old Tecumseh Rd at East Pike Creek Rd. Another alternative route would be for the Trail to go south along Chene Street to Dillon and then follow Dillon all the way to Little River (two blocks west of Manning) and then follow Little River into Lakewood Park. This route is far less busy than the Drive and would only need lane markings etc rather than using residents front yards.

John Parent - Tecumseh - May 7, 2021, 3:32 p.m.

Upvoted: 0 | Downvoted: 2

Why did the Town's consultants not perform a comparative analysis and costing for the viable on-road alternative route that was identified in the Town's Riverside Trail report on slide 34. Since this route was identified as viable, I think that a full comparative analysis and costing report should be presented to council before any decision is made on implementing a new alternative transportation route along Riverside Drive. This viable on-road facility is safer and could easily and quickly be installed, it would be similar to the on-road lane on Lesperance Road. This viable on-road design facility could be installed and used until the Town is ready to reconstruct Riverside Drive, thereby allowing for alternative design options on Riverside Drive rather than the current unsafe multi-use trail. Council needs to understand that after Riverside Drive East, between Lesperance and Manning, is reconstructed many, if not all, the issues identified by the consultants would not longer be challenges, allowing for more and safer design alternative design facilities to be installed along Riverside Drive East. Council must demand that the consultants and administration complete a cost and comparative analysis of this viable on-road route so they can responsibly make a decision to improve community safe, connectivity, and ultimately save tax dollars. Riverside Drive is nearing its life cycle and will be reconstructed, this is a reality. Let's make connectivity a priority but do it wisely so that we can achieve safer alternative designs and more connectivity. To be very clear, a multi-use trail on Riverside Drive East is unsafe and should not be installed because there are viable alternatives, designs and routes.

Cheryl Curran (Moderator) - Tecumseh - May 10, 2021, 7:12 a.m.

Upvoted: 1 | Downvoted: 0

Thank-you for your comments. Please note that "the issue of "safety" was discussed at length in the Consultant's presentation at the April 8th SCM" The current condition of Riverside Drive along with the results and recommendations of maintenance contained within the 2019 Roads Needs Study were discussed at the April 8th SCM.

CONNIE RICHARDS - Tecumseh - May 8, 2021, 11:28 a.m.

Upvoted: 1 | Downvoted: 2

Riverside Drive is already being used as an arterial road by many entering the city and trying to make time (the speed limit is rarely obeyed) The road accommodates many more cars than is comfortable for those living here, adding cyclists to the traffic can only make things more complex and difficult than they already are.

CONNIE RICHARDS - Tecumseh - May 8, 2021, 2:33 p.m.

Upvoted: 1 | Downvoted: 2

It appears to me that the multi-use pathway plan to be implemented along the south side of Riverside will progress regardless of the protests of the people living here. Therefore, I am asking Paul Bezaire to ensure that the homeowners that don't have a lot of footage in their front yard and therefore will have the path closest to their front door, like us, will have a chance to discuss alternatives before the final detailed configuration is completed. This is as I understood Paul to say in the video and am grateful for the opportunity for input.

Bonnie Coutinho - Tecumseh - May 7, 2021, 12:38 p.m.

Upvoted: 0 | Downvoted: 2

We live next to property originally used for a single family dwelling. The owner/builder chose to divide the property to build two

single family homes and received approval from the town to do so. The building permits were issued by the Town of Tecumseh and approved well after the intent to build this trail was made public. It is unfortunate that approval was given to allow for said dwellings to be erected so close to Riverside Drive given that the lots are at minimum 230' deep. A further setback requirement would have resulted in longer driveways possibly avoiding the issue of a severely obstructed site line to our west. Anything parked in our neighbors driveway within their own property lines be it the owners own, guests or service and delivery vehicles, rv's, landscaping (again on their own property) will obscure the site lines for us to view anyone or anything heading east. Upon approaching the proposed trail (driving out front end first) the entire front of the vehicle up to the drivers seat would need to be on the trail before adequate visibility could be achieved to then proceed to the next hurdle which is pulling out onto the road. At this point the back of the vehicle is substantially blocking the trail since there is not enough driveway left to pull the vehicle out further without being on the road. In addition, should cars be parked parallel to the road to either the east or west of us, as happens now, we put ourselves in jeopardy with traffic not visible to us, among them cyclists. This happens quite often particularly with service, construction, and delivery vehicles. This scenario does not include what happens when a vehicle backs out of our driveway as is the case many times with service and delivery vehicles and other persons UNFAMILIAR to the area. The visibility in that case is even worse as the entire vehicle would have to be on top of the trail before the driver could see if is safe to cross. The trail as it has been indicated on the drawings is to be built partially on our property. We have survey stakes and are accurate in saying that the trail would have to be substantially narrower in order to stay on town property. There is absolutely no easement. This is like attempting to fit a size 10 foot into a size 7 shoe. You could buy the smaller shoes and jam your feet in but it will create problems now and for as long as you own the shoes. The same can be said for this proposal. With the space that the town does has we suggest building bike and walking lanes similar to those on Seacliffe Dr. near Kingsville. The bike lane is divided from the road by a painted line and a walking lane is divided from the bike lane by another painted line. It should be noted that the speed limit in that stretch of road is 60k per hour, is a mixture of residential, commercial and industrial buildings with many large trucks on the route. It appears the engineers and the town of Kingsville felt it was safe for their residents. This idea would also provide property owners along Riverside Dr. an easement. We also believe that the other considerations in the report from April 8, 2010 should have included cost estimates. They were tossed aside with little thought given. There has to be a better solution to serve all the residents.

Bonnie Coutinho - Tecumseh - May 7, 2021, 2:39 p.m.

Uprated: 1 | Downrated: 2

We live on the south side of Riverside Dr. E. in Tecumseh. The property west of us which was originally occupied by a single family dwelling was sold to a builder, divided into two building lots and raised in elevation to meet ERCA standards. Both homes were built very close to the road even though the property is 230' deep or more. The trail project had been announced prior to building permits for these dwellings were issued. Due to this elevation change should this project proceed as currently planned we will be dealing with a severely obstructed site line which will not allow us to see people on the path should anything parked on the neighbours driveway within their OWN property lines be it personal, guest, service/delivery vehicles, or especially boats and rv's which are allowed to be parked in driveways. Upon attempted exit from our driveway (leaving front end first) the entire front of the vehicle up to the driver's seat would be on the trail before adequate visibility could be achieved. Proceeding to the next hurdle the back portion of the vehicle is substantially blocking the trail as there is not enough driveway left to pull the vehicle out further. In addition, should cars be parked parallel to the road to the east and west of our driveway, as happens now, we have to put ourselves in jeopardy with traffic and road cyclists that we can't see. This happens quite often particularly with service and construction vehicles. This scenario doesn't include what happens when a vehicle backs out of our driveway as is the case many times with persons UNFAMILIAR to the area. The visibility is so reduced that the driver would have to be in the middle of the trail to see who's on it. It should also be noted that we have not planted or constructed anything on our own or town property to impede the view. The trail plan indicates that to obtain the proper width it would have to be partially built on our private property with no easement. The amount is substantial and we have survey stakes to substantiate our claims. With the property left available for the trail it is like attempting to fit a size 10 foot into a size 7 shoe. You could jam your foot into the smaller shoes but would create problems now and for as long as you own the shoes. With the space that the town does have we suggest building bike and walking lanes similar to those along Seacliffe Drive near Kingsville. The bike lane is divided from the road by a painted line and a walking lane is divided from the bike lane by another painted line. It should also be noted that the speed limit at that stretch of road is 60k/h and has a mixture of residential, commercial and industrial buildings. There are also many large trucks travelling the route. It would appear that the planners and all involved in the design/build process deemed that the health, welfare and safety of it's users was considered and implemented. This idea would provide in most instances the residents of Riverside Dr. a fair easement between town and personal property. We also believe the the other proposals presented on April 8, 2021 should have cost estimates included with the report. We enjoy cycling and walking around town just as much as everyone else and hope that a better plan is implemented that would be less dangerous and intrusive to those directly affected.

John Parent - Tecumseh - May 7, 2021, 4:51 p.m.

Uprated: 0 | Downrated: 2

I would like to know if the Town's administration or consultants have identified the various modes of alternative transportation currently being used on Riverside Drive between Lesperance and Manning Road. More specifically, what data has been collected on the number of current users. What transportation mode is currently used most. What other metrics were identified and analyzed to justify a 1.2 million multi-use trail along the south side of Riverside Drive. Has administration identify a utilization cost based on: - number of current user data. - projected user data - current modal user - projected modal user - Projected cost per user after a facility is installed - Cost based on current users Understanding this data is important so council can determine if the cost of the proposed multi-use Riverside Trail is a responsible use of tax dollars. I collected data from 4 of the multi-use trails used as examples in the consultants report to Council. During April 2021, on five separate observation days (Monday, Wednesday Friday, Saturday and Sunday). I also made three separate observation on each day of observation (8:00 am, 12:00 pm 4:30 pm). During my data collection, I witnessed utilization of these example at a much lower rate then I expected, even though the weather was fair and sunny. Most unexpected, I witnessed no one using the multi-use trail installed on Dougall Avenue. I would suggest that no one was using this facility because there was high traffic volumes and high vehicular speeds on Dougall Avenue. Utilization of the other examples I observed was also low. I wanted to take random samples of each of these multi-use examples and that is why I chose the morning rush hour, mid day and late afternoon rush hour. The highest users utilizing was on the Todd Lane multi use trail, it was on Monday morning - 5 kids were riding their bikes to school. On the Wednesday, I saw a man on Reaume Road, walk to his next door neighbour's house during the early morning rush hour, when I asked him why he used the trial he said that he general walks across the grass, but because it wet he used the path. The important point I am trying to make is that if council doesn't have user data to base its decision on, they might install something that has low utilization and high cost of use. Without data, council risks spending tax dollars on an unsafe Riverside Drive multi-use trail that could be grossly under utilized. The Riverside trail runs the risk to becoming a Dougall Avenue, which had no users during my observation period. Data is important and I would expect that a current and projected utilization cost would be presented to council before a decision is made. Will the consultants and administration present utilization costs to council which shows current user data, modal data as well as future projections of the same data categories? Will council ask administration to also provide utilization costs for alternative designs facilities that will best meet the highest modal users or combined users.?

Michelle Clement - Tecumseh - May 8, 2021, 4:25 a.m.

Uprated: 0 | Downrated: 2

The comparable designs that are provided in the resource section are not at all what is being proposed. In each instance of the comparable trail the hydro poles are to the extreme edge of the town right of way. The proposed trail winds between the hydro poles and the extreme edge of the right of way. Why were true comparables not provided? IIs this because this type of trail has not actually been done before?

Monique Wright-Cameron - Tecumseh - May 8, 2021, 10:15 a.m.

Uprated: 1 | Downrated: 2

Further to my comments about the safety concerns surrounding this trail, I have additional feedback in regards to the environmental impact of a paved trail. This trail has been misrepresented as a "green" initiative. Removing grass, plants and trees to make way for pavement is the opposite of "green". Instead of adding green space to our community, this project is planning on destroying it. Aesthetic issues aside (which are overwhelming), a paved path is not an effective solution to reduce flooding and contamination in our beautiful lake water due to run-off from the chemicals and salt which will be used to maintain this stretch of pavement. We are in the midst of a climate crisis that may be irreversible if not addressed effectively. We should be doing everything in our collective power to preserve green space and add green space, not destroy it or pave over it.

CONNIE RICHARDS - Tecumseh - May 8, 2021, 11:24 a.m.

Uprated: 1 | Downrated: 2

A route along the south side of Riverside Drive will cause many Trail users to try crossing to the north side to access the various parkettes and pedestrian-car accidents are bound to happen much more frequently than now (as walkers currently cross at Lesperance lights or at Manning Rd.)

Linda Zieba - Tecumseh - May 7, 2021, 10:18 a.m.

Uprated: 6 | Downrated: 2

We need bicycle lanes and walkways on both sides of Riverside Drive. What we don't need is to spend money on a 2-part plan - one plan today for a muti-use trail and one plan for tomorrow (or 10 years from now) to possibly repair the north side sidewalk, upgrade the road and add bicycle lanes. We do not need a plan that bulldozes landscaping, trees, and brick pillars. These have been in place for years and were put close to or on town property not to infringe but to give continuity to the landscape, to beautify and enhance the area for all to enjoy. Repeatedly it has been indicated that no one wants to "cross a busy road" but at some point you will be crossing whether it be at Lesperance, Riverside going north at Manning (at the roundabout) or Manning Road going east to Lakewood park, Pentilly north, Brighton east. In fact ALL residents from the north

side would have to cross Riverside to use the proposed path. If the initial proposal was for sidewalks and bicycle lanes on both sides of Riverside Drive, there would have been little or no opposition. Unfortunately whoever selected the stop-gap single path option did not have the vision to truly see what would best suit Tecumseh in terms of accessibility and safety now and in the future. The experts were commissioned to study a single multi-use path not what would truly benefit Tecumseh the most - bicycle lanes and path or sidewalk on both sides. Because of the design and placement of the path, true cyclists still do not have a safe place to ride and won't for many more years. Anyone with thoughts that this path will add beauty to Riverside Drive will see that it will soon look exactly like the area on the north side of Riverside or along the east side of the Manning Road path -with weeds, standing water, potholes, mud, and gravel strewn about. Some have lost sight of what should be the true goal - to provide safe, properly maintained areas for walking, cycling, and those with special needs along the entire Riverside Drive corridor.

Mark Piche - Tecumseh - May 7, 2021, 11:56 a.m.

Upvoted: 2 | Downvoted: 1

You makes some very logical points, well stated.

Don Crowder - Tecumseh - May 6, 2021, 9:02 a.m.

Upvoted: 6 | Downvoted: 2

From Cheryl Crowder Can we consider the businesses on this short stretch of Riverside Drive. This plan proposes too big of a facility in too small of a space to be either functional or safe and the people who are pushing for this so hard have displayed too little regard for the real stakeholders in this situation - those stakeholders being the people who live and work right beside this trail. Like the residents, the business owners know this will not improve their property value nor will it enhance their business opportunities. Ms. Winter (Dillon Consulting) in her April 8th presentation did acknowledge how close the trail would be to these businesses and identified that as an issue; BUT she quickly dismissed that as not a problem saying that the businesses would have to change to parallel parking. No big deal A parallel parking spot ranges from 23 to 26 feet in length. If the consultant was more familiar with the neighbourhood she would know that Dan's Nautical, which would be reduced to 2 parking spots, is actually two businesses and a residence. Next is the gas station which will have vehicles coming and going across the trail from both directions. From the west entrance to the gas station to the corner at Chene it is 17 meters (56.7 feet). In this space there are 3 commercial businesses, a lawyer's office and an apartment which will have to share 2 parking spots. One of those businesses currently is a cafe/bistro (which we hope will survive the pandemic) where people come and stay a while. How can businesses be expected to survive with next to no parking? Will the businesses owners themselves have to ride bikes to work to save the parking spot for their patrons? Will the cafe patrons be reduced to those who live within walking distance? Riperdy's Garden Market will have room for 2 parking spots to the west of the driveway since the trail is going to run right along the front edge of the garden stand. If you shop there regularly you know you will now have to cross the trail to park and turn around on the trail to be able to safely pull out onto busy Riverside Drive. Since this is parallel parking the small number of parking spots at all of these businesses will only be able to be accessed by vehicles travelling from west to east so from the other direction you will have to drive by to the next side street and turn around and go back UNLESS you just drive by and don't stop at all. This plan would almost make you laugh if it wasn't so absurd, if it wasn't so disengaged from the neighborhood and if it wasn't so disrespectful of the residents and business owners.

Michelle Clement - Tecumseh - May 6, 2021, 9:55 a.m.

Upvoted: 3 | Downvoted: 3

Riberdy's is very busy during their season of May to October which would also be a time when the trail would be heavily used. Why are we trying to shoehorn a trail where it clearly doesn't make sense because for some reason we are hell bent on having this on the south side. Put it on the north side, put in a couple of cross-walks in conjunction with speed bumps and help resolve the speeding issues at the same time. Allow people a safe way to cross over to the parkettes or walk/jog/bike on the lake side.

Monique Wright-Cameron - Tecumseh - May 4, 2021, 10:15 a.m.

Upvoted: 4 | Downvoted: 3

My concern with the multi-use trail is safety. As a homeowner on the south side of Riverside Drive, it is already extremely difficult to back out of my driveway. Adding pedestrian traffic at the foot of driveways where excessive speed and reckless driving occurs is a recipe for disaster. Encouraging future trail users to cross on the south side of Riverside Drive at Manning to access Lakewood Park is also very dangerous. The unsafe driving that occurs in this roundabout is unbelievable. I don't need a safety report to tell me what I observe on a daily basis. We have a picture of a vehicle driving the wrong way in the roundabout, and unfortunately, this is not an anomaly. I have almost been hit trying to cross here, and I have observed children jumping back onto the sidewalk after almost experiencing fatality. The speeding, the "driver disputes", the squealing tires, and the cars racing around and around occur on a daily basis. It is much safer to cross on the North side of the street where there is already a crosswalk. "Rethink the Trail" means just that. Multi-use trails do not belong on the front lawns of properties adjacent to very busy streets where excessive speed and reckless driving are factors. In addition to my many other concerns regarding this

plan, safety is the most urgent and obvious.

John Howard - **Tecumseh** - May 5, 2021, 11:50 a.m.

Uprated: 2 | Downrated: 1

Hi Monique, I share a similar concern with driving on Riverside. It is starting to get really bad and I communicated that to our town council members. We have seen really aggressive drivers and even drag racing in the middle of the street. If the trail moves forward it should replace and enhance the existing sidewalk that already connects to Lakewood park.

Wess Bechard - **Tecumseh** - May 4, 2021, 10:18 a.m.

Uprated: 1 | Downrated: 5

With all due respect, backing out of any driveway safely is entirely on the driver. You can see trails similar to this placement all over Lasalle and other communities where this isn't really an issue. Multiuse trails exist on hundreds of front yards in Tecumseh alone, and thousands throughout the county.

Ron Innocente - **Tecumseh** - May 4, 2021, 2:36 p.m.

Uprated: 5 | Downrated: 4

I live on the north side of riverside drive and I believe that extending the trail is a bad idea. Not only would it destroy some of the landscaping that people on the south side of the drive have spent much money and effort to do. The amount of traffic would certainly increase. The trail before Lesperance is a different issue. It is set back from the road as well as the house and this would not be the case with the new extension. I would not want to be sitting in my window as numerous walkers are staring into my house. While I think a bike and walking trail is a good idea, I am sure there are many locations that could be used instead.

John Howard - **Tecumseh** - May 5, 2021, 12:11 p.m.

Uprated: 0 | Downrated: 1

I spoke with Mayor McNamara last week and expressed the same concern. We have called the OPP three times over the last year after our cars were broken into, our garage was broken into (we found have a half drank bottle of booze on our drive) and drag racers sped down opposite lanes in the middle of the night. Our house is already pretty close to road and near a crosswalk which makes it a target already. We fear the trail will make this more accessible in the future.

Wess Bechard - **Tecumseh** - May 5, 2021, 7:40 a.m.

Uprated: 1 | Downrated: 3

Our town has offered to help move landscaping from public right of way where possible as a way to minimize impacts to homeowners. I'm not sure why you believe traffic would increase on the roadway. You're certainly entitled to your opinion of not wanting people to stare inside of your home, but from all the trails, sidewalks, and streets I've walked and cycled, I can't recall ever staring into someone's home. It's time to follow the recommendations after the third time in a row and move forward on Riverside Dr. South.

Robert White - **Tecumseh** - May 5, 2021, 5:30 a.m.

Uprated: 2 | Downrated: 2

We have lived within 1 km of Lacasse Park for 20+ years and thoroughly enjoy the Ganatchio. We love the work the Town has done to evolve Lakewood Park into a multi-function destination. It seems so logical to continue to connect all the regional trails to both encourage residents and visitors of all ages to get outdoors and to contribute in our way to help address climate change. While we understand the concerns of Riverside Drive residents affected by the Trail extension, we find it puzzling to understand comments which suggest Trail walkers and bikers are unwelcome when they have already chosen to live on a street that has substantial traffic noise. Whereas it would be more inconvenient and perhaps dangerous for trail users, we do agree with some Riverside Drive residents who feel the extended trail should be on the north side.

Wess Bechard - **Tecumseh** - May 5, 2021, 7:36 a.m.

Uprated: 1 | Downrated: 3

The engineering reports have been quite clear on why the North side is not recommended, and is available to all for review. North costs more, has less public right of way space to utilize, and requires much more work on utilities and services, plus requires residents from adjoining streets to have to cross a busy roadway from any of the seven adjoining streets. North side does not provide equitable and accessible access to the rest of the community. Please do review the documents comparing North and South Riverside and it will become pretty clear why the same recommendation has been made for Riverside Dr South three times in a row.

Paul Joseph Drouillard - **Tecumseh** - May 5, 2021, 5:26 p.m.

Uprated: 4 | Downrated: 2

I am a resident living on Riverside Drive and I am not opposed to a multi use trail but like many of us who live on this street we take issue as to where the city plans to put it. The current plan is highly controversial for the fact that the city plans to put this gigantic trail on the inside of the utility polls, 14 feet in from the road and 9 feet wide and right over everyone's driveways.

Although, it sounds nice when we think of how great the ganachio trail is up the road but we cant change the fact that we don't have the same amount of green space they have up the road and this trail does not fit or belong on peoples front lawns and around the many many obstacles on the inside of the utility polls. The road is in desperate need of repair and our properties flood after every storm due to the poor drainage. It is my opinion that its best to renovate the entire road and pave the roadway as well while adding storm sewers and curbs and moving the utility polls, this way you would be able to utilize the space more effectively without disrupting the lives of the home owners making the sacrifice. It will also be more cost efficient. Question for Bezaire; When I measure 9 feet in from the utility poll towards my house where the trail is proposed it does not line up where it does on the architecture plans. Is it possible the trail could be off by a couple feet on the plans on some properties? If so, the likely hood of encroachment is very high and this is a concern for many of us. Questions for Dillon contracting; As per the special meeting Dillon contracting said that there were 15 utility polls that will hinder the construction of the trail on the south. How much will it cost to move the 15 utility polls? At the special meeting Dillon contracting said that they are planning to confiscate as much of the right of way as possible. Can we find a way for the plan to be the exact opposite? Perhaps one that is the least invasive for the residents and their environment? Is there not a moral obligation to protect us who reside here as well? Does my concerns, my family, home and investment matter?

Paul Joseph Drouillard - [Tecumseh](#) - May 7, 2021, 11:37 a.m.

Uprated: 0 | Downrated: 0

Hey Ken, my apologies, I had to edit my reply as I misread the April 8th report and accidentally posted incorrect figures. If you look at the April 8th report the cost for the North was \$1,025,866 and it is found on page 6 and on page 69 the cost for the South is listed at \$1,239,300. Once they solve all the special considerations listed in the recent report for the South and also adding the cost of mitigating our concerns on the south the cost will be much more by putting the trail on the South. Regardless, they will still have to fix the North if they put the trail on the South.

Paul Joseph Drouillard - [Tecumseh](#) - May 7, 2021, 11:23 a.m.

Uprated: 0 | Downrated: 0

Hey Ken, my apologies, I misread the report and edited my comment; I seen a report for the North and it said the cost was around \$1,025,866. The current bill for the South is 1.2 Million and by the time they finish solving all the special considerations listed in the recent report for the South and also adding the cost of mitigating our concerns on the south the cost will most likely be much more by putting the trail on the South. Regardless, they will still have to fix the North if they put the trail on the South.

Paul Joseph Drouillard - [Tecumseh](#) - May 7, 2021, 8:46 a.m.

Uprated: 0 | Downrated: 0

Hey Ken, I seen a report for the North and it said the cost was around \$800k. The current bill for the South is 1.2 Million and by the time they finish solving all the special considerations listed in the recent report for the South and also adding the cost of mitigating our concerns on the south the cost will most likely be double the price by putting the trail on the South. Regardless, they will still have to fix the North if they put the trail on the South.

Paul Joseph Drouillard - [Tecumseh](#) - May 7, 2021, 10:55 a.m.

Uprated: 0 | Downrated: 0

Hey Ken, I seen a report for the North and it said the cost was around \$800k. The current bill for the South is 1.2 Million and by the time they finish solving all the special considerations listed in the recent report for the South and also adding the cost of mitigating our concerns on the south the cost will most likely be double the price by putting the trail on the South. Regardless, they will still have to fix the North if they put the trail on the South.

Paul Joseph Drouillard - [Tecumseh](#) - May 7, 2021, 10:57 a.m.

Uprated: 0 | Downrated: 0

I seen a report for the North and it said the cost was around \$800k. The current bill for the South is 1.2 Million and by the time they finish solving all the special considerations listed in the recent report for the South and also adding the cost of mitigating our concerns on the south the cost will most likely be double the price by putting the trail on the South. Regardless, they will still have to fix the North if they put the trail on the South.

Paul Joseph Drouillard - [Tecumseh](#) - May 7, 2021, 10:57 a.m.

Uprated: 0 | Downrated: 0

Hey Ken, I seen a report for the North and it said the cost was around \$800k. The current bill for the South is 1.2 Million and by the time they finish solving all the special considerations listed in the recent report for the South and also adding the cost of mitigating our concerns on the south the cost will most likely be double the price by putting the trail on the South. Regardless, they will still have to fix the North if they put the trail on the South.

Ken CLEMENT - [Tecumseh](#) - May 6, 2021, 12:48 p.m.

Uprated: 2 | Downrated: 1

I would like to add to the above questions as well. Why was there not an overhead layout of a trail for the northside of the road provided like the southside? This would help to make a more informed decision as to where the trail is best suited.

Can this be provided as part of the resource package by the town or the consultants before any final decisions are made?

Mark Piche - Tecumseh - May 7, 2021, 10:40 a.m.

Uprated: 0 | Downrated: 0

Is it safe to assume that the cost does not include maintenance (not limited to): - garbage can continuance - asphalt repair - plowing and salting - line painting - lawn maintenance on the public portion -I'm sure I am missing a lot. Aside from the initial cost, what can the tax payers that will use the trail, as well as the tax payers that do not - expect to see as a maintenance cost figure? Machinery and labor included. ALSO why is there only one schematic for this trail? Why cant an informed decision be made by all persons FOR, AGAINST or IMPARTIAL - looking at an alternative trail on both sides of the road - North and South? One would think that if cost is a factor, then the Town needs to revisit any such project until the finances are in better shape. Surely the cost can't be THAT significant. Councillor DOWEY - perhaps you could push for a revisit to see what the trail would look like on the north side of the road with a similar report from the Consultants so everyone involved can make an informed opinion and decision. Also provide updated real time cost - the year 2021 - for both sides of the roadway with said updated comparable "blue print" plans for both sides of the roadway. Perhaps by viewing these live current costs during a pandemic, when the lights at our local arena aren't even on, and a great portion of our tax base aren't going to work may allow everyone to pump the brakes on this and come back at time when we are in a better position. That is our Councils fiscal responsibility to everyone here.

Linda Zieba - Tecumseh - May 7, 2021, 8:15 a.m.

Uprated: 0 | Downrated: 0

We need bicycle lanes and walkways on both sides of Riverside Drive. What we don't need is to spend money on a 2-part plan - one plan today for a muti-use trail and one plan for tomorrow (or 10 years from now) to possibly repair the north side sidewalk, upgrade the road and add bicycle lanes. We do not need a plan that bulldozes landscaping, trees, and brick pillars. These have been in place for years and were put close to or on town property not to infringe but to give continuity to the landscape, to beautify and enhance the area for all to enjoy. Repeatedly it has been indicated that no one wants to "cross a busy road" but at some point you will be crossing whether it be at Lesperance, Riverside going north at Manning (at the roundabout) or Manning Road going east to Lakewood park, Pentilly north, Brighton east. In fact ALL residents from the north side would have to cross Riverside to use the proposed path. If the initial proposal was for sidewalks and bicycle lanes on both sides of Riverside Drive, there would have been little or no opposition. Unfortunately whoever selected the stop-gap single path option did not have the vision to truly see what would best suit Tecumseh in terms of accessibility and safety now and in the future. The 'experts' were commissioned to study a single muti-use path not what would truly benefit Tecumseh the most - bicycle lanes and path or sidewalk on both sides. Because of the design and placement of the path, true cyclists still do not have a safe place to ride and won't for many more years. Anyone with thoughts that this path will add beauty to Riverside Drive will see that it will soon look exactly like the area on the north side of Riverside or along the east side of the Manning Road path -with weeds, standing water, potholes, mud, and gravel strewn about. Some have lost sight of what should be the true goal - to provide safe, properly maintained areas for walking, cycling, and those with special needs along the entire Riverside Drive corridor.

Arlene Drouillard - Tecumseh - May 7, 2021, 7:02 a.m.

Uprated: 3 | Downrated: 3

I live on the South side of Riverside drive and have an In home daycare. The reason we bought our house is due to the roundabout driveway with easy access for clients to drop off and pick up. With having a trail take away a big portion of our driveway my business will be impacted. With a trail that close to my house it will force my clients to temporarily block the trail at drop off and pick up times. There has to be a better solution to satisfy the whole community, especially the home owners on the drive who's houses and businesses will be impacted drastically. Side walks and bike lanes would be a good solution. It would create more space for people to enter and exit driveways safely without blocking the path of walkers and cyclists.

Michelle Clement - Tecumseh - May 7, 2021, 3:46 a.m.

Uprated: 3 | Downrated: 2

It appears that the preference for the south side of Riverside as the location for the trail is primarily based on cost. I see references here to Federal grant money that will cover a lot of the cost. Why then are we not taking advantage of this and using this to build trail we can be proud of that exceeds minimal safety standards and has minimal impact on business' and homeowners if much of the cost is covered anyway?

Jonathan Mueller - Tecumseh - May 6, 2021, 12:05 p.m.

Uprated: 5 | Downrated: 2

Sharing a version of a letter I sent to the Town prior to the April 8th meeting but did not make into the official minutes for that

meeting. This letter is to state my position on the proposed Riverside Drive Trail from the Windsor/Tecumseh Board to Manning Road. I do not support the trail as currently designed. I am a huge proponent of walkable/bikeable communities and believe the idea of a multi-use trail(s) is an opportunity for the Town of Tecumseh and its residents. We are very fortunate in Tecumseh to have a great network of parks and public spaces - the pedestrian connections to these trails are critical to the use and success of these spaces. If they are 'easy' to access, they will be used, supported, and continue to contribute to the lifestyle that makes Tecumseh so appealing to residents old and new. We are fortunate to have other examples, good and bad, of multi-use trails and bike lanes throughout Essex County. The Ganatchio Trail is one of the most successful examples of trail networks in the County, but it cannot be replicated from its current most easterly termination to Manning road for obvious physical reasons. However, we do have a great 'test case' with the trail located (in the former St. Clair Beach) from Manning to Brighton Roads. That trail, now more than 25 years old could (have) been improved upon with marginally more money spent at the time. In its current form, it likely does not meet the "8 80" test, which in short asks the question – 'is it safe for an 8 year and 80 year old person(s) to use independently?' I have young children and use this trail; it requires relentless supervision as there are many parts of this trail that are too close to the road to allow children to walk or ride independently. If there were increased barriers between the road and trail it would be much safer and more user friendly. This could have been achieved with a larger curb height on Riverside Drive, a slightly elevated trail with small curbs along with some landscape (treed) median between the roadway and trail to act as both a visual and physical buffer. Lastly, an adjustment of the speed limit from the current 50km/h to 40km/h, which is what is recommended in most scenarios to pass the 8 80 test. Looking at the opportunity we now have in front of us for the new trail from the Windsor border to Manning Road, we should take the above noted 'Lessons Learned' and apply them to this initiative. There were several Options developed as part of the consulting report completed by Dillon Consulting and Bezaire Partners as well a defined purpose 'To Provide a safe and accessible active transportation facility for individuals and families (all ages and abilities)', I do not believe the proposed plan meets this criteria. The safety factor correlates directly to useability of the trail and should be paramount in Council's decision making. The capital cost at any price is irrelevant if there is a safer option available as one accident or fatality is one too many. My recommendations for Council's consideration are to: (1) Not approve the trail as currently designed (2) Request the consulting team review the alternative Option(s) from their report that improve safety and useability (8 80 test), options which could include; a. Narrowing of roadway (if necessary) to accommodate dedicated and protected bike lines on the north and south side of the road OR a combined (two lane) bike path on one side (Options 3 and 4) b. Replacement and widening of the existing sidewalk on the north side from its current most northern extent southward to accommodate a two-way multi-use trail that would supplement the Bikes Lanes contemplated in Options 3 and 4. (3) Implement a maximum 40km/h speed limit on Riverside Drive throughout the Town of Tecumseh (4) Installation of a round-about at the Lesperance Road and Riverside Drive intersection and installation of speed bumps at other high-traffic intersection i.e. Lacasse Boulevard and Centennial Drive. The above recommendations will no doubt result in increased costs (and schedule) to a capital project of this magnitude, a cost that is borne by all tax payers/constituents. It should not be viewed as an expense, but rather a long-term investment in our community, that if done well will pay dividends in safety, enjoyment, and healthy living for decades and generations of Tecumseh residents. Lastly, I believe that all the options presented by the consultants are in-line with the direction and scope that was provided to them by the Town, which in short likely asked the question of how we could add pedestrian and cycle connections in the project area based on existing conditions. It has become clear that the Town believes an overhaul of Riverside Drive (above and below grade) will be needed in the next 7 – 10 years, once the pumping stations have been upgraded. Given that relatively short time line (in relation to the useful life of these type of capital projects) it would seem prudent to ask the consulting team to look at what the ultimate/long term plan for a Riverside Drive improvement would be, and from there see if there are design elements (trails, paths) from that design that could be implemented in the near future versus the current scenario which may be an interim measure with questionable benefits given the many concerns raised by Town residents.

Renay Grant - **Lakeshore** - April 9, 2021, 12:39 p.m.

Uprated: 5 | Downrated: 4

I think it is needed and long over due. This is exactly what Tecumesh needs to keep cyclists and walkers safe and not on the road slowing traffic and causing congestion. People are frustrated when cycling is done on the street and pass in unsafe areas. This will prevent accidents. It is always a great idea to promote healthy lifestyle choices. By adding a safe path more people will be able to safely walk and bike. Thank you for voting for it. Money well spent.

Wess Bechard - **Tecumseh** - April 9, 2021, 12:44 p.m.

Uprated: 3 | Downrated: 2

Investing in active transportation, and our community is always a worthwhile expenditure. I can't wait to run, walk, and cycle with my family from Lacasse to Brighton and further!

Wess Bechard - **Tecumseh** - April 9, 2021, 12:19 p.m.

Uprated: 6 | Downrated: 6

Let's Extend the Trail and get this project going! I want this project to start as soon as possible following the latest recommendations by the engineering firms. It's been a good number of years with reports after reports all with the same

conclusion; build the trail on Riverside Drive South as recommended! We need accessible and equitable forms of active transportation for our entire community. This location perfectly fills the gap in the trail system, and provides connections to half a dozen other trails. This latest engineering report has shown yet again, that this trail is safe, well planned, negligible environmental impacts, and is not going to contribute to flooding. While I recognize and sympathize with residents who the public right of way frontage, a quick search shows that trails like this one improve property values, while offering an amenity for the entire community to enjoy for generations to come. Let's move forward with the active transportation plan, and get this trail built, as recommended on Riverside Drive South.

Darrin Drouillard - **Tecumseh** - May 4, 2021, 7:41 a.m.

Uprated: 2 | Downrated: 1

This is so needed by this town, and the consultants did a great job of considering all sides, and all arguments before making a recommendation. They are professionals and I trust their judgement. Let's proceed with the recommendation.

Aimee Martel - **Tecumseh** - April 11, 2021, 1:53 p.m.

Uprated: 4 | Downrated: 4

Well said Wess. I agree with all of your comments above.

Sue and Tom Omstead Share the Road - Essex County - **Kingsville** - May 2, 2021, 8 a.m.

Uprated: 4 | Downrated: 3

Comments from Share the Road – Essex County: Thank you for undertaking a study about how to make Tecumseh's Riverside Drive corridor multi-modal. The initiative to improve Tecumseh's Riverside corridor for pedestrians, cyclists and motorists is truly appreciated and very well warranted. We also appreciate having the opportunity to comment. We are veteran cyclists and well-informed about the pros & cons of many types of cycling facilities. Cycling in (and through) Tecumseh matters both to us personally as well as to many cyclists who support our Share the Road - Essex County initiative - many of whom reside in Tecumseh. We have reviewed the consultants' presentation and offer the following comments: **WHY RIVERSIDE DRIVE IS DRIVE AN ARTERIAL BIKEWAY OF SIGNIFICANT IMPORTANCE** Like many, we think that Riverside Drive is an important spinal part of the county-wide active transportation system. It also forms part of the local, regional, provincial (Waterfront Trail) and national (Trans Canada Trail) cycling networks. We note the following: * the road already meets the needs of most motorists * the sidewalk along the road already meets the needs of most pedestrians * the corridor does not meet the needs of average cyclists We think the current cross-section is only missing a functional cycling facility, that would meet the needs of average cyclists, to make it multi-modal. We think most would agree that the gold standard of active transportation facilities is an off-road multi-use facility that's got very few motorized vehicle crossing points. Facilities such as Lakewood Park's multi-use trails, the Ganatchio & Little River Trails, Windsor's Riverfront Trail, the Parkway Trail, the trails in Point Pelee and the Greenway are ideal for pedestrians and cyclists of every age & ability and set the bar at the highest level. However, it is well-studied and well-documented, including on page 40 of the MTO's Guide to Safe Cycling and in section 6.4.2.1 of the CWATS Master Plan, that such facilities can **CREATE** safety **RISKS** for most cyclists if the route has frequent motorized vehicle crossing points (ie driveways and intersections) (ie more than 12 residential driveways or 6 commercial driveways/minor streets or 3 major streets per kilometer); every crossing point is a potential point of conflict between cyclist and motorist. Most cyclists travel very comfortably at a speed of 22 kph on a flat asphalt surface. The only cyclists that are safer on a multi-use facility in an over-crowded crossing situation are cyclists travelling at pedestrian speed, which would typically be children who could/should legally cycle on a sidewalk. This section of Riverside Drive far exceeds the threshold for crossings, and this is why we do **NOT** support the current proposal for most cyclists. **THERE IS AN IMPORTANT DISTINCTION MISSING IN THE CONSULTANTS' ANALYSIS OF COMPARABLES** The consultants presented a number of local comparables as part of their analysis to support their recommended facility; they identified the number of motor vehicle crossing points for each comparable, implying that the recommended facility would be safe despite the number of crossings. However, it is important to note that 3 of the 5 comparables presented by the consultants to support their recommendation are attached to the road; we agree that these 3 facilities are appropriate for their locations, but these are not valid comparables for the consultants' recommended adjacent, but separated facility, when considering the risk of motor vehicle crossing points. Why are they not valid comparables for the consultants' recommended facility? The risk of collision at motor vehicle crossing points derives from the typical motorist behaviour of backing out of a driveway and stopping at the road to check for traffic before turning onto the road. When a facility is built attached to the road ("back of curb" or "back of road edge"), the typical motorist behaviour is to consider the facility as part of the road and stop at the facility before crossing it, reducing potential conflict with facility users. When a facility is built adjacent, but separated from the road (like the proposed facility), the typical motorist behaviour is to cross the facility and stop at the road edge, increasing the potential for conflict for facility users travelling over pedestrian speed (which is most cyclists). So, when considering the risk of motor vehicle crossing points, a facility adjacent, but separated from the road is **NOT** comparable to a facility attached to the road. Because of the inherent safety risk created with the proposed adjacent, but separated facility design, we do not support it. We would support a facility attached to the road. **FOLLOWING IS OUR ANALYSIS OF THE COMPARABLES IDENTIFIED BY THE CONSULTANTS** 1. Malden Rd Trail LaSalle - This facility is attached to the road and so isn't the same as the facility being proposed. It's similar to the facility that was installed on both

sides of County Road 20 between Leamington and Ruthven with great success; in fact, it placed second in 2020 for an award for its practical design and proven functionality. It should also be understood that Lasalle is now proposing to replace their "cycle track" facility (which is only on one side of the road) with an improved facility that includes bike lanes on both sides protected from cars by solid barriers. We are also in favour of this design. 2. Todd Lane LaSalle - This facility is attached to the road and so isn't the same as the facility being proposed. We're in favour of this "back of the curb" multi-use facility design - especially because of the addition of bike lanes. This combination is a facility that's truly for cyclists of all age & abilities (and pedestrians). 3. Dougall Rd Windsor - This facility is attached to the road and so isn't the same as the facility being proposed. We're in favour of this "back of the curb" multi-use facility design. 4. Separated Multi-use Trail along St. Clair Rd. Lakeshore - the low traffic conditions along St Clair Rd. allow most cyclists to choose to ride on the road so the design of the active transportation facility is not as critical in this location. In contrast, Riverside Drive's high traffic volume makes the road an unsuitable alternative for most cyclists, unless a cycling facility attached to the road is incorporated in the design. 5. Separated Multi-use Trail along Riverside Dr E. Tecumseh - for most of its length this is an incorrect comparison. A lot of the existing facility in Tecumseh is either attached to the road or the back side of the curb or runs along Lakewood Park or Beach Grove Golf Course, which have very few motor vehicle crossing points. These are fundamental differences. For cyclists travelling west to east the existing facility is suitable for most cyclists. Our main concern about the existing facility is for cyclists travelling east to west (against the expected direction of vehicular traffic). Those cyclists should avoid it and be told they have another choice. We suggest most cyclists should take the unmarked EC Way 100 bike route (which detours around this section via Lakewood Park and the low traffic neighbouring streets) instead. The positive feedback we've received from cyclists of most ages (12-75) and abilities confirms our assessment. WHAT MITIGATING MEASURES SHOULD BE INCLUDED IN THE DESIGN IF THE CONSULTANTS' RECOMMENDATION IS ADOPTED * We think the facility proposed is a pedestrian speed multi-use facility only which has the same level of practical functionality as a typical sidewalk; that is, it will be safer for pedestrians and child cyclists. However, it will be less safe for most cyclists because it will have too many dangerous motorized vehicle crossing points; confident cyclists with experience at sharing the main travel lane with other traffic should instead continue to use the road. * Most cyclists should be clearly directed (by signage and maps) to the more comfortable way to detour around Riverside Drive on neighbouring streets such as Dillon Dr (this detour has already been unofficially mapped as part of the EC Way 100). * If the proposed facility is built, speed limits of 15kph should be posted/painted on the facility, as is done in other jurisdictions to educate users who may not intuitively understand the risk they are undertaking, crossing driveways on the facility at speeds higher than 15kph. * Share the Trail signage posted so that cyclists know that they should be ready to stop and allow pedestrians to go first. * Another issue with the proposed facility is the perception of motorists sharing the road with cyclists who are safer on the road and have a legal right to be there. We and other cyclists have experienced the road rage of motorists seeing a multi-use facility along the road, assuming cyclists should be using it and not the road and acting aggressively toward us. If the proposed facility is built, posting of Share the Road signage will be even more important to mitigate the mixed message created by trail. OUR RECOMMENDED SOLUTION There is already a sidewalk for pedestrians in the corridor; therefore a true cycling facility built for normal cycling speed should be installed first - not second to a pedestrian-speed only trail. We think a far more suitable, safer facility to satisfy the most users would be dedicated bike lanes or a "cycle track" attached to the road and on both sides of the road. This facility could be and should be installed in addition to what exists (just as has been done in many places throughout County) and not postponed until the far future as part of a complete re-construction. Thank you. Sue and Tom Omstead Share the Road - Essex County

Lauren Holland - Tecumseh - May 1, 2021, 11:50 a.m.

Upvoted: 6 | Downvoted: 4

I don't think there should be a new trail. The north side of Riverside Drive already has a sidewalk. There is no need to cut down trees and take over homeowner's front lawn and property to make an unnecessary trail. The trail will be unsafe for all pedestrians and bikers when crossing the side-streets. Don't waste money creating a new trail when it can be used to expand the existing sidewalk.

Daniel Hofgartner - Tecumseh - April 29, 2021, 8:22 a.m.

Upvoted: 6 | Downvoted: 4

As a resident of Riverside Drive the past 18 years, walker and biker, I feel I have a good understanding of the proposal. The drive currently has a sidewalk which in most cases needs upgrading due to its age. The road way is too narrow for bikes to travel safely with the current amount of traffic. The current proposal is not as wide as Ganatchio Trail and will be squeezed in between the road and hydro poles which will be a hazard to both active users and vehicles. When my wife and I walk daily, we are constantly being run over by cyclists who don't obey pedestrian right of way. Cycling groups have indicated they will not use the trail extension because of speed, and design of proposed trail. The best solution going forward is not unlike what Town of Lakeshore completed on Old Tecumseh Road. Add bike lanes on both sides of road. Period. Least expensive option. Period.

Daniel Hofgartner - Tecumseh - April 30, 2021, 5:10 a.m.

Upvoted: 6 | Downvoted: 1

I agree with you Wess, then put it on the North side of Riverside Drive. No hydro poles to go around, it is far too tight in the

engineering report and too winding to be safe.

Wess Bechard - **Tecumseh** - April 29, 2021, 8:26 a.m.

Uprated: 1 | Downrated: 5

The trail is designated between the property lines of the houses on Riverside South and the poles, and not between the poles and roadway. You can see a very good visual description of this in the latest engineering reports. This trail is 2.7m - 3m in width, which separated from the roadway, offers safety from commuter cyclists, and drivers on the road. This trail isn't just about bike lanes - it's about connecting existing trail systems and providing an equitable method of transportation with a multiuse trails for varying ability and ages.

Shaylene Lev - **Tecumseh** - May 4, 2021, 7:26 a.m.

Uprated: 3 | Downrated: 3

As a distance runner I am looking forward to the new trail to be built!

Gary Switzer - **Tecumseh** - May 4, 2021, 12:21 p.m.

Uprated: 3 | Downrated: 5

I can't wait for the trail to be extended. The current path / sidewalk does not provide for safe walking, cycling or running. The homes along Riverside will benefit from a wider walkway for themselves and their children. It will make accessing their driveways easier, (especially if they back in). Our community is becoming more mobile....let's make it easier and safer for everyone. The land being used is actually Town / City property.....so no loss of value or land. Actually, it will increase the value of their property with professionally updated trail extension. Let's do it!

Dean Getty - **Tecumseh** - May 3, 2021, 7:29 a.m.

Uprated: 7 | Downrated: 3

This area needs to be updated and as an avid cyclist/commuter I suggest the following 1- replace the deteriorating sidewalks on the north side with a wider walking path 2- add 2 or 3 crosswalks with lights and speed bumps (like the one just west of Riverdale) 3- add bike lanes on both sides of the road

Bonnie Coutinho - **Tecumseh** - May 7, 2021, 12:50 p.m.

Uprated: 0 | Downrated: 0

Great idea!

Wess Bechard - **Tecumseh** - May 4, 2021, 6:28 a.m.

Uprated: 1 | Downrated: 5

I'd prefer we follow the advice of the professional engineers who live, breath, and think on these subjects every single day. It will be closer to a decade before the roadway is replaced, and the trail on the South side as planned will only have around 100m reconstructed when the roadway is replaced, which is an insignificant less than 5% of the trail. Let's all keep in mind this trail is intended to provide equitable, accessible access to residents of adjoining streets and Riverside residents alike. Existing sidewalks do not support wheelchairs, large strollers, and certainly not a cycling family heading from Ganatchio Trail to Lakewood Park on a sunny day. We need to do what is right for the community, even if some homeowners feel the loss of public right of way is too much for them to bear. The town has offered to help minimize impacts, so let's just get on with this thing and extend the trail!

Keith Thompson - **Tecumseh** - May 3, 2021, 1:53 p.m.

Uprated: 4 | Downrated: 1

Sure sounds effective; safe & far cheaper than what the Town is proposing.

Ron Hebert - **Tecumseh** - May 4, 2021, 7:47 a.m.

Uprated: 3 | Downrated: 3

The recommendations by the experts are all that matters to me at this point. Looks like a well thought out plan. Let's proceed!

Darrin Drouillard - **Tecumseh** - May 4, 2021, 8:19 a.m.

Uprated: 2 | Downrated: 2

I agree. So much money has already been spent in the "studies" and "consultation" phases. It's done. Recommendations have been brought forth that take into account ALL things and will benefit the majority. Let's go.

Alycia Sennema - **Tecumseh** - May 3, 2021, 4:25 p.m.

Uprated: 5 | Downrated: 2

Riverside Drive is not an ideal location. Connect all the parks and run the trail through the community. It's quieter and safer. Perhaps bike lanes and increased traffic enforcement along the Drive are better ways to spend taxpayer dollars.

Ron Hebert - **Tecumseh** - May 4, 2021, 7:48 a.m.

Uprated: 1 | Downrated: 4

It may not be 'Ideal', but it's the closest thing we have

Darrin Drouillard - Tecumseh - May 4, 2021, 9:30 a.m.

Uprated: 0 | Downrated: 3

I don't think we will find a solution that is "ideal" by everyone's standards. You don't want it on Riverside, but even if you move it to Dillon or a different street, that won't be "ideal" by someone else's standards who live on that street. The ideal solution has been brought forth taking all things into consideration... Safety, cost, impact to existing trees, land, etc. That is why we to used our tax dollars and commissioned a study. Not once, not twice, but three times now, and they have all come back with the same answer. Let's proceed with that recommendation.

Wess Bechard - Tecumseh - May 4, 2021, 6:19 a.m.

Uprated: 1 | Downrated: 4

Riverside Drive South fills the gap, connecting half a dozen multi-use trail systems, it's quite literally the perfect place for the trail. This is about equitable and accessible access to the rest of the trail systems and allows for safe access for all of the adjoining neighbourhoods.

Melanie Lowden - Tecumseh - April 10, 2021, 6:52 p.m.

Uprated: 3 | Downrated: 1

I am a Tecumseh resident and I completely support the extension of the trail! I am a cyclist but I don't feel totally comfortable using Riverside Drive. I am totally willing to follow trail rules so that I can commute to work and enjoy my spare time cycling and walking between Ganatchio and Lakewood Park, both of which I use regularly, without having to wind all through Tecumseh. It's time that Tecumseh more fully implements healthy active living habits. We've got some bike lanes, but we could do so much more, and this trail extension is a big step in the right direction. As the movie says, build it and they will come. This will be a much used and much loved trail.

TAMRA TENO - Tecumseh - April 29, 2021, 8:48 p.m.

Uprated: 7 | Downrated: 4

I do not believe extending the trail is necessary and I do not support the spending of taxpayer dollars to 'extend the trail'. However, if it is going to be done, then it should be on the north side of Riverside Drive. 1. There is more room and already a sidewalk there. Just fix the sidewalk and widen it. 2. The north side sidewalk already circumvents the roundabout at Manning. Putting the trail on the south side will force users to navigate and cross the busy roundabout on Manning which is a various dangerous proposition. 3. Trail Users walking east can simply cross at the light at Lesperance and continue to Lakewood park. Then, if they wish to go to Lakewood Park south, then they have the pedestrian crossing at the retirement home. 4. The trail on the north side eliminates the danger of cars entering and exiting Riverside Drive on local roads.

Michelle Clement - Tecumseh - May 1, 2021, 9:23 a.m.

Uprated: 3 | Downrated: 0

Agree Tamra and perhaps add cross-walks near the parkettes to encourage their use as well.

Daniel Hofgartner - Tecumseh - April 30, 2021, 5:05 a.m.

Uprated: 5 | Downrated: 0

Couldn't agree with you more Tamra!

Kris Desjardins - Tecumseh - April 24, 2021, 11:34 a.m.

Uprated: 6 | Downrated: 4

Once again today I walked this section of Riverside Dr. It is difficult not to get emotional about this situation. As someone who uses our town's sidewalks and roadways daily on foot, and as a medical and fitness professional, I am more than in favour of promoting an active lifestyle. The problem I feel is that the consultation on best action seems to have been biased in favour of the plan to build a trail on the South side of the road asap. This seems irresponsible to me for a number of reasons. I have read the reports outlining that this section of Riverside is not slated for reconstruction in the next ten years. What I don't understand is why not. It doesn't take a consultant to see that it is well below the standard of the roadway to the East and West. The sidewalk on the North has also been left out of plans for reconstruction. Why? Have you walked this section lately? Again well below the standard of the trail to the West and the wide sidewalk East of Manning. It seems that a comprehensive plan would include improvement to the road and existing sidewalk with a slight extension to the South of the road. This would eliminate the need to destroy private trees and landscape for the most part as well as the infringement on the property of these residents. (please note that I do not have a home here or a personal vested interest). I really hope the Town can delay gratification and address all concerns in order to come up with a plan that is more financially and environmentally viable in the long term.

Wess Bechard - Tecumseh - May 4, 2021, 6:45 a.m.

Uprated: 0 | Downrated: 1

What you call "delaying gratification", the rest of the community calls status quo for the very vocal minority of Riverside residents who are incredibly creative in their dissuasion tactics. The fact remains that this trail fills the gap in a much larger system, is fully vetted by actual professionals who should be listened to, especially after the third time recommending the trail in the same location. This trail also provides equitable and accessible access to the Ganatchio Trail system and Lakewood park for all adjoining streets and residents of our community. Nothing about this plan has been "ASAP" as you state, as the Rethink group continues to hamper this wonderful amenity for our entire community, and has been trying to halt it for going on three years. This trail SHOULD have been built already, as designed and recommended by our civil and professional private engineers. Every single reason for every decision has been made crystal clear, and we still keep hearing "what about the North side?" like it's never been discussed before. Every reason for the recommendation on the South side (For the third time in a row) has been made clear with abundant reasoning. The only reason not resolved is the fact that Riverside South residents don't want it in their front yard.

Carla DiFederico - Tecumseh - April 14, 2021, 5:28 p.m.

Uprated: 4 | Downrated: 4

Carla DiFederico I am a resident who lives close to the proposed trail extension on Riverside drive. As a regular walker on the existing trails in Tecumseh and Windsor I am fearful of public safety with the proposed extension location. It is true pedestrians or cyclists mixed with cars are accidents waiting to happen.....ones that we can clearly avoid. The distance that separates the trail from a major street is simply not enough! You can walk along the route today and clearly see for yourself the proximity of the proposed trail (marked with white chalk) to the busy road. Accidents occur within moments, texting and driving is a major police concern, and kids are easily distracted or not in total control of their bikes. Case in point, the 3 poles that were on the existing Windsor Riverside trail to indicate an intersection, have been removed or reduced to 2 poles as many cyclists were colliding with them! As a former ER Nurse it is tragic to see accidents causing life altering injuries or fatalities. Prevention is the key! Ironically we promote fitness for health, therefore residents should not be putting their health and welfare at risk by choosing this unsafe location. I am in favor of constructing and connecting trails. For example connecting Lakewood trail to Blue Heron lake or the Ganatchio trail, I believe the safer choice is a quieter, and wider residential street like Little River. I suggest walking or cycling the route to see for yourself the points I've discussed. Let us all exercise safely and prevent accidents in our community!

Wess Bechard - Tecumseh - April 16, 2021, 6:26 a.m.

Uprated: 1 | Downrated: 3

You should consider reviewing the latest engineering report, none of these points are accurate in the recommended plan. First of all commuter cyclists (over 20km/h) are not going to be on the multi-purpose trail, as they are moving too quickly for safety, and it's not legal to do so. This trail is for the rest of us; walkers, joggers, families with young children, people with accessibility needs, etc. Not once on the recommended plan did a three pole intersection exist as you describe. Design changes clearly are updated with previous trail changes to form a better plan to move forward, as we can see here, with the same plan recommended three times in a row.

Anne Murphy - Tecumseh - April 9, 2021, 1:24 p.m.

Uprated: 4 | Downrated: 3

My partner and I are both avid cyclists and walkers, we fully support the Riverside Drive Trail Extension. We enjoy the many safe walking and cycling paths in our area but feel that continuing this trail along Riverside Drive would benefit so many people in our community. The land is there, the effort minimal and the outcome will serve many people who are trying to maintain a health and active lifestyle. What's not to like about that. We realize those living on Riverside might not be happy about this, however, the number of people that would actively benefit from this trail must surely outweigh that small population. The land being considered is Town land, always has been and the Town should have the right to benefit the majority of residents. Looking forward to a positive outcome for the continuation of the trail!!! Regards

Melanie Lowden - Tecumseh - April 11, 2021, 6:45 a.m.

Uprated: 2 | Downrated: 2

The consultants clearly addressed the supposed safety concerns. What paths are you talking about that are supposedly so safe? Are there paths throughout Tecumseh that don't cross streets? Don't cross driveways? Unless you're talking about just a park itself, like Lakewood Park, I see no validity to your statement.

Donny Pearce - Tecumseh - April 10, 2021, 9:06 p.m.

Uprated: 2 | Downrated: 2

Who wants to bike/run/walk on a trail that has so many safety concerns? There are so many driveways and so many intersections that interrupt this proposed trail. I personally would not let my children use this proposed path and would not feel comfortable jogging or biking when I could go a couple of blocks away and use existing trails that are safer. This will be a trail that requires signs like "use at your own risk" as there will more accidents that will occur on this stretch.

Kris Desjardins - Tecumseh - April 12, 2021, 2:25 p.m.

Uprated: 3 | Downrated: 3

I walk and run the proposed section of the trail on a daily basis. I am completely in favour of projects that facilitate an active lifestyle for residents of the Town of Tecumseh. Having said that, I have concerns about the plan to place the trail on the South side of the road for several reasons. I feel that the Town is going to great expense however not addressing all of the issues in this strip of road. First of all the existing sidewalk on the North side is in poor repair. It is uneven and in many areas the transition to surrounding grass or gravel is dangerous. This was particularly evident to me when I recently tried to walk this section with my mother in law who is visually impaired. Because of the steep drop off in many sections, I was very concerned about her safety. Besides this, there are many areas of this North sidewalk that are poorly drained which means that it is flooded often making it impassable. There appears to be no plan to address this situation. My next concern is that the road is also narrow in the section. This means that passing cyclists when driving is scary not to mention treacherous for cyclists. Being a recreational cyclist only I do not ride on the road here for this reason. I do not believe more serious cyclists will use the proposed trail and in fact it would be dangerous if they were to do so for pedestrians due to the high speeds they travel at. Bicycle friendly communities have proper bike lanes. What is the plan for this? I think it is grossly unfair for people living on the South side to have a public thoroughfare almost on their front doorstep. This is particularly the case in the section from Lesperance to Lacasse. I do not live in this area but walk it often and am sad for these people. Most homes on the North side are set well back from the road and this wouldn't be a concern for these homeowners. Not only will residents of the South side have a trail on their front porch but in many areas, landscape and trees will be destroyed. Many of these trees are at least 50 years old! Why was there no mention of this in the report? The report also mentions that the trail would cross fewer driveways on the South side. How many fewer? Five?? This is a much bigger issue than a simple yes or no. I am completely in favour of accessible paths, I just feel that the proposed plan does not address many key issues. I really hope the Town reconsiders.

Kathy Thompson - Tecumseh - May 4, 2021, 8:26 a.m.

Uprated: 4 | Downrated: 3

My overriding concern about extending the trail from Lesperance to Manning is safety. The proximity of the proposed south side trail is much too close to Riverside Drive.. The Ganatchio trail is a perfect example of what is required in a multi-use trail -- plenty of distance between a trail and the street. It has nothing to do with whether homeowners on the south side of Riverside Drive want the trail or not. I'm a biker - I want a bike lane! I live on Riverside Drive and I do not want to see a child hit by a car because they are playing and step two feet off the trail and into the street. . I really don't care what the expert reports say. I can look out my front window and see the potential problems. And I do not believe the trail should be placed on the north side of the street either. I do believe that money would be well spent to widen and resurface the existing sidewalk. If the Town of Tecumseh proceeds with this ill-conceived and unnecessary expensive proposal, it is setting the Town up for potential lawsuits. Unfortunately, with insufficient space for adequate multi-use trail, accidents will happen.

Andrew Dowie - Tecumseh - May 5, 2021, 12:12 p.m.

Uprated: 0 | Downrated: 0

Hi John, just noting the background documents spoken of in our discussion as cited in response to your 12:40pm comment.

John Howard - Tecumseh - May 5, 2021, 9:26 a.m.

Uprated: 1 | Downrated: 0

Hi Wes, Andrew Dowie came and visited my house a couple weeks ago. He told me that the original report said that bike lanes were recommended as essential. The town did not agree and pushed for a separate report for the trail. I'm not sure if you knew that but it surprised me when he told me. Bike lanes are what the experts said were essential. Not a trail.

Michelle Clement - Tecumseh - May 4, 2021, 9:01 a.m.

Uprated: 3 | Downrated: 1

I can say with certainty that there is a case where a homeowner has a turnaround much of which is on the town portion of the property. If the south side trail is built as proposed, that turnaround which is there for safety reasons will be removed. The 4 car plus turnaround driveway will become a driveway with only one car depth and no turnaround. You can only exit by backing up and will be straddling the trail immediately. Also, going from a four car driveway with a turnaround to a one car depth driveway will reduce the value of the home. This is from a professional real estate agent looking specifically at the property. The blanket comments that the value of homes will not be impacted is not true. Each case is different. In this case, you are removing a safety feature and adding to the risk by putting a trail in. That is in affect what this proposal is doing. This is not on the professional report as are many other items. I don't see anyone on this forum that is against a trail. It's an issue with the specific proposal. There are people on this forum that are on the north side that are speaking out against the trail as proposed. There are people on the north side with "Rethink the Trail Signs". I'm hopeful that a compromise can be reached that is a win/win for everyone

Wess Bechard - Tecumseh - May 4, 2021, 8:31 a.m.

Uprated: 1 | Downrated: 3

" I really don't care what the expert reports say." This isn't much different from telling a doctor that while you hear what they say, you're going to ignore their advice because you know better. The rest of us will skip the fear mongering and actually listen to the experts who DO in fact know what they are doing, and are planning for the upmost in safety for the entire community. The latest design has plenty of separation from the roadway, and has been recommended to move forward on Riverside Dr. South three times in a row.

Don Crowder - **Tecumseh** - May 3, 2021, 3:07 p.m.

Uprated: 5 | Downrated: 4

The County Wide Active Transportation Initiative is widely recognized by all as a critical initiative in support of augmenting a Healthy Lifestyle agenda for the members of the community. There is no denying that it is a worthwhile undertaking. It has been made abundantly clear that some members of Council see the Riverside Dr corridor from Windsor border to the Manning Rd roundabout as a gap in that plan. What is concerning is that the south side of Riverside Dr E (an extremely busy road) would be considered the viable option by some. WHAT IS required on some route is a safe, accessible, fiscally responsible approach to addressing the need for connectivity. WHAT IS NOT required is a 2.7 swath of asphalt. So many options present themselves to achieve the required goal that would address the needs of all stakeholders. Riverside Dr E is on the town books for reconstruction in the near future. If Riverside Dr E is the preferred connectivity route would it not make sense to refurbish the deteriorating sidewalk that already exists and is used regularly now and provide useable roadside bike paths until the road construction is undertaken? Then a complete overhaul with new research as to Traffic volume and Community needs can be assessed and incorporate adjustments needed all at once. A 2.7 swath of asphalt is not the answer that Tecumseh needs at this time... Would it not make sense to take a breath and really consider if Riverside Dr is in fact the best safe accessible option to join Trails leaving Windsor to Tecumseh's Lakewood Park?

Wess Bechard - **Tecumseh** - May 4, 2021, 6:23 a.m.

Uprated: 1 | Downrated: 6

We've re-thought the issue for years already, and it's the best solution to fill the gap of a dozen km of existing trails, adding connections to the rest of the trail system, and provides save, equitable, and accessible access to every adjoining street. The North side would require people from adjoining streets continuously cross what you already said was an extremely busy road, which makes even less sense. I feel for your loss of public right of way, and the fence/landscaping you've placed on it, but I have every faith in our town to help minimize the changes and move your fence and landscaping back to your actual property line. I can't understate how big of an improvement this trail will be for the community, and literally all you have to do is allow the town to work with you, as they stated in the last council meeting on the subject.

Mark Piche - **Tecumseh** - April 25, 2021, 11:58 a.m.

Uprated: 7 | Downrated: 4

I find it suspicious that the Town has always plowed the north sidewalk of Riverside Dr, and not the existing south sidewalk, yet now they want to build a trail there. This is the last portion of lake roadway that is mature with trees and foliage, soon to be hacked down and concrete raised. What is wrong with the existing side walk that already 'connects' and 'fills the gap' with an added bike lane? Why is the Mayor so intent on bringing people to this million dollar park? If he was truly invested in this Town he should speak to the need to bring people to the stores and businesses by way of an alternate route, to enjoy restaurants and patios. As for the Towns parks.... along the lake - the ones that are groomed, maintained and provide benches with rest areas. Is it really safe to encourage pedestrians and cyclists to cross the roadway from the south side at any given location to go to these parks? Common sense and logic would say no. Is crossing several roadways along the south side a safer alternative? Common sense and logic dictate no. Cyclists do deserve a bike lane, but as a cyclist, we will not use the trail portion and remain on the roadway. Use common sense and logic. Save a few bucks. Fix the existing roadway, fix the existing sidewalk and put a bike lane in. This stretch of land does not have the vast expanse that the current trail in Windsor has. Don't ruin what can't be undone.

Michelle Clement - **Tecumseh** - May 1, 2021, 9:25 a.m.

Uprated: 1 | Downrated: 1

Excellent points

Don Crowder - **Tecumseh** - May 5, 2021, 7:25 a.m.

Uprated: 5 | Downrated: 3

There are about 24,000 people presently living in Tecumseh. According to the ward maps around 18,700 are eligible voters. Among the people who have fully informed themselves about this plan, it is doubtful that a majority are in favor of spending what will undoubtedly end up being well over 1.2 million on the current proposal. Most people are supportive of the continued development of our Active Transportation System (ATS) however it would seem that many people have not thoroughly examined the proposal, nor have they questioned whether or not this plan meets generally accepted design practices for function and safety. They like the "IDEA" of the trail and they have been mislead to believe, by pictures used on the Town's

website and the one on the cover of the proposal that a residential street with most homes incredibly close to a very busy arterial road can somehow be transformed into a parkland with a wide two directional trail meandering along a naturalized greenspace. It seems that the site was not thoroughly examined at the outset to determine what was the appropriate ATS facility for this specific location. If that had been done a conclusion would have been drawn that did not require the design to compromise on almost every standard developed to ensure proper function and safety. The presentation on April 8th pointed out some of the flaws in this plan. 6 homes were shown in an attempt to illustrate similar trails in similar settings. In 5 of the 6, the trail was on the outside of the utility poles, not between the utility poles and homes as is proposed here. On the sixth, the trail split around the utility poles. For each home the pictures showed the distance from the edge of the trail to the home. Those distances ranged from 24 meters to the closest being 10 meters. I urge people to look at the slides of the trail in the proposal. There are many homes that will be closer than the shortest distance from the trail on the comparables. Our home will be only 8 meters from the trail, my next door neighbour's 6 meters (leaving only enough room to park a compact car in the driveway) and two houses in the other direction a home will be three (3) meters from the edge of the trail. Many residents will have to park with their vehicles abutting the trail. Any trail built in our community should respect the people who live, every day, next to it - it should be buffered from private property and this proximity to private homes is not in any way acceptable. I urge residents to find out where their property line is whether you live on Barry, Burdick, Keith or any other street in town. If the stakes aren't visible, you can get this information from the town. If you have a sidewalk, your property line is possibly quite far inside of that. Ours is about 2.7 meters inside of our sidewalk and that is exactly where the diagrams show the trail being placed - fully inside of the sidewalk. Now picture a swath of asphalt running across your lawn up to the edge of your property line. You will lose some of your driveway, maybe part of a sidewalk and some trees and landscaping. You probably won't have any room to park on the street in front of your house and maybe only one car length on your driveway. Ask yourself if you think that slab of asphalt on your lawn is going to increase your property value. Someone commented I believe on this forum that the land in the easement belongs to the town and they can do whatever they want with it. If they can do that, that would hold true for every street in town. The town might be able to do whatever they want but the question is - should they? Is it the right thing to? Does this set a precedent? On the presentation slides you will see trees that have to be removed and many others that could be seriously damaged, possibly killed, due to root damage because of their proximity to the trail. It does not make sense and cannot be justified to remove trees and replace them with asphalt in the name of creating a "green space." If this was your street maybe you wouldn't be worried about the loss of trees, after all the consultant for Dillon said that the town will use its \$30,000. budget to plant new trees to replace the ones "removed from town property." After the construction of the trail, the town's property will consist of the roadside and 2.7 meters of asphalt - there will be NO PLACE to plant ANY trees. There is an expression used in the medical profession, "First, do no harm." The premise is that in some situations it may be better to NOT do something or to do nothing at all at the risk of causing more harm than good. That this plan has already done so much harm - before a shovel even breaks ground - is a strong indication that this is not the best solution. You should not do this much harm to an existing neighbourhood unless you are implementing drastic measures to prevent some sort of impending disaster. Let's develop our Active Transportation Plan but let's do it in an intelligent way so we can end up with an awesome design that works for everyone. Let's immediately develop bicycle priority streets in east west and north south directions to make all sorts of ATS connections within our community. Then, when the road on Riverside Drive is redone, develop a comprehensive, integrated road and ATS design that is safe, functional and attractive and is something that everyone in Tecumseh can be proud of.

Wess Bechard - Tecumseh - May 5, 2021, 7:32 a.m.

Uprated: 2 | Downrated: 4

Don, Nobody has been misled by anyone, outside of the fear mongering Rethink website. The town has continued to provide and receive fact based evidence, engineering reports, etc on the project and continues to come to the same conclusion. All of this information is very plainly available and answers every issue you've presented, and continue to present day after day. The majority of the community knows this project is well worth the cost (and with recent Federal funding for multi-use trails, a good portion will probably be covered) even though it's going to require changes on properties where homeowners have built on public right of way. We feel for you, but at the same time we can't let a minority of inconvenienced homeowners bully this project into the ground. It's been four years of this, enough is enough. Let's proceed as recommended for the third time on Riverside Dr. South. Let's fill the gap which very clearly exists, and get this trail built.

John Howard - Tecumseh - May 5, 2021, 12:03 p.m.

Uprated: 1 | Downrated: 0

With all due respect we have been kind of misled by the town, CTV and the Windsor Star. As Mr. Dowie mentioned to me on my driveway a few weeks ago the original study called for bike lanes over a trail. The town disagreed and pursued hiring a private engineering firm to investigate expanding the trail and connecting it to Windsor. It seems like that was the plan from the get go. What the town needs are safe bike lanes to protect our cyclists from the drivers on Riverside drive. Not a trail extension.

Dana Salvador - Tecumseh - May 4, 2021, 1:41 p.m.

Uprated: 4 | Downrated: 5

Having a walking/biking trail connecting us from Manning to the Ganatcho is a dream come true. Wintering in Florida & enjoying walking/biking on their numerous trails has caused me to be so upset returning here with so few trails of any length. The trail that Lakeshore added on Old Tecumseh Road has been such a wanted & needed extension & the bonus is that it is also esthetically pleasing. I feel that the addition of the trail on Riverside Drive will clean up the area & be a beautiful much needed facelift for the area. We are really looking forward to this trail & hoping that it will soon come to fruition.

Michelle Clement - **Tecumseh** - May 4, 2021, 5:30 p.m.

Uprated: 3 | Downrated: 2

The trail proposed on the south side of Riverside between Lesperance and Manning is not comparable to the trail you refer to on Old Tecumseh Road in Lakeshore. The trail in Lakeshore is an extension of the road with no obstructions. The proposed south side of Riverside trail is obstructed by utility poles and the sightline is compromised. The Lakeshore trail would be much better suited on the north side of Riverside where the utility poles are set back from the road and more space is available.

John Howard - **Tecumseh** - May 5, 2021, 11:52 a.m.

Uprated: 3 | Downrated: 2

I mentioned this to town council that the enhancements to Old Tecumseh is what they should use as their guide. It creates safe bike lanes, differentiates walkers and even enhanced the road. Totally the opposite of what is being proposed with this trail.

Arnold Blaine - **Tecumseh** - April 25, 2021, 9:26 a.m.

Uprated: 7 | Downrated: 3

This is a good idea but a terrible location. As a 45 year resident of Tecumseh who has lived on Riverside Dr. for the same amount of time , I can attest to the notable increase of speed along the Drive , I've seen vehicles travelling at least 100 KM/hour every single day. Having pedestrians and Bike riders next to this is a VERY BAD IDEA. Also between April and November refuse and garbage collection along with recyclables are collected 5 times every 2 weeks , where are the residents going to place there containers if they are placed on the trail this becomes a trip hazard, also don't expect the garbage man to neatly place them off the trail, tha's not going to happen. An alternative route could be south on Lacasse to Little River Rd. than directly East to Manning road connecting to all the trails offered there. This route offers much less disruption to residents and is notably safer. The Ganatchio trail swings south at Riverdale to avoid being next to busy Riverside Dr. and travels quiet back streets. The Lacasse/Little River route is also much closer to the majority of Tecumseh residents. Just because the Mayor/Council comes up with an idea doesn't make it a good idea, when an alternative is BETTER.

Wess Bechard - **Tecumseh** - May 4, 2021, 6:52 a.m.

Uprated: 0 | Downrated: 1

The location is absolutely perfect to fill the gap and provide safe, equitable, and accessible access to Lakewood Park and Ganatchio Trail for all adjoining streets. The reason Ganatchio Trail leaves Riverside Dr. at Riverdale is due to the homeowners on that stretch fighting the trail system with Not In My Front Yard mentality. Do you know where the trail goes after leaving Riverdale? I do, it continues a few streets, crosses Lauzon and then ends abruptly. Entirely useless end to a trail that very likely in the future will connect all the way to the downtown Windsor Riverside park system, as planned by the City of Windsor. Let's stop this nonsense that our personal feelings can trump professional engineers and the wishes of the majority of the community. Our town has already stated they want to work WITH homeowners to move landscaping where possible and help minimize impacts. Let's just do this and move forward. There are multi-use trails at both ends of the planned route, connecting our entire community of trail systems together.

Chris Courey - **Tecumseh** - May 4, 2021, 1:51 p.m.

Uprated: 4 | Downrated: 3

Hello, We own the property located at 12237 Riverside Drive East that operate as Dan's Nautical Shop and Simply Swimwear. We've reviewed your published documents and watched your YouTube recorded council meeting and have determined that your proposed plan will cross our property line and negatively impact our ability to operate our businesses. The impact would be substantial to us as it would severely limit our ability to use our parking lot as required and as such we request that you formulate a new plan that does not cross our property line. Thank you for your prompt attention to this matter. Chris Courey

Don Crowder - **Tecumseh** - May 5, 2021, 1:31 p.m.

Uprated: 2 | Downrated: 3

A safe route to get from point A (Windsor border) to point B (Lakewood Park) has never been in question. The question that begs review is why when Riverside Dr is slated for complete overhaul would 1.2 million dollars be slated for such an undertaking of a 2.7 metre swath of asphalt from end to end now. The current proposal will pose an unnecessary financial threat to businesses such as Dan's Nautical and others when options to appease everyone are there for discussion. I find it

difficult to understand why a temporary upgrade to present sidewalk and grading for roadside bike paths is not satisfactory for some and then really do an excellent job of making Riverside Dr accessible and appealing for all residents when the complete overhaul is undertaken. Taxpayer money would be better spent once rather than doing it twice.

John Howard - **Tecumseh** - May 5, 2021, 4:56 p.m.

Uprated: 2 | Downrated: 1

Hi Darrin, yea, our property taxes were raised by 2.46% this year in the new budget that was recently passed. I emailed the Mayor's office myself to confirm this was taking place. It surprised me that during the pandemic the federal government is providing assistance, the provincial government told us to stay home and even the City of Windsor froze their taxes. The increase covers a lot of stuff including capital projects as explained in an email to me that include the trail, roads, bridges, sewer and water mains. The increase roughly translates to around an increase of \$960,000 for the town. The trail is budgeted in that document at one million.

Darrin Drouillard - **Tecumseh** - May 6, 2021, 11:39 a.m.

Uprated: 2 | Downrated: 0

John; I appreciate the reply. Residential taxes actually increased overall by 1.8% over previous years, with no amount of that being earmarked for this trail. This is inline with the rate of inflation, which was 1.69% for Canada this year and represents an increase of about \$61 for a home valued at \$250,000. For the town, overall costs have increased with Covid 19, while revenues are down with park facilities, arena, etc all not being able to operate. You can read the town budget here (Jump to page 6 to see actual tax increases laid out)

<https://www.tecumseh.ca/en/town-hall/resources/Documents/2021-Budget-/2021-Proposed-Budget-Booklet--Final.pdf>

Paul Joseph Drouillard - **Tecumseh** - May 5, 2021, 6:13 p.m.

Uprated: 2 | Downrated: 1

Hi Neighbour, Chris, I believe your land is protected by the "Supporting Ontario's trails Act". The act states that it is "voluntary" for a home owner to allow any easement or expropriation of land for a trail.

Darrin Drouillard - **Tecumseh** - May 5, 2021, 4:14 p.m.

Uprated: 1 | Downrated: 2

John Howard; can you please explain where you came up with the idea that the town raised your taxes by 3% to pay for this? I live in Tecumseh and my taxes were not increased for this. There is federal grant money available to tap in to, and budgets for trail improvements are already set. As well as road repair, etc. There had never been any mention of increasing taxes to pay for a specific project such as this that I've seen. If this is actually the case I'd like to be informed.

John Howard - **Tecumseh** - May 5, 2021, 9:46 a.m.

Uprated: 4 | Downrated: 2

The Town also raised our taxes by 3% in the middle of a pandemic to cover the cost of this trail. I feel like our priorities are extremely out of sync. The federal government provides assistance, the provincial government tells us to stay home and our municipal government raises our taxes for a trail.

Wess Bechard - **Tecumseh** - May 5, 2021, 7:44 a.m.

Uprated: 2 | Downrated: 5

The term "horrific impact" is a bit dramatic perhaps. Has nobody considered how the additional foot traffic may translate into additional shoppers? From the latest engineering review, it seems the town and engineers were able to accommodate this business pretty well from what I can see. Of course there is always room for improvement, and I can't see why the town wouldn't work with the property owner to ensure their needs are met.

Michelle Clement - **Tecumseh** - May 4, 2021, 4:24 p.m.

Uprated: 3 | Downrated: 2

Seriously, in the second year of a pandemic the Town of Tecumseh is thinking of doing that to a small business? Have they not been hit hard enough? Who would want to set up shop here? This isn't a life or death situation and again, most people are not opposing a trail. There are a number of ways of doing this without having this kind of horrific impact on people. Let's try to be kind

Rhonda DeGraaf - **Tecumseh** - May 5, 2021, 11:51 a.m.

Uprated: 5 | Downrated: 0

Hi Wess, Thank you for your reply to my comment and for validating my concern that the Engineers may have missed (or are ignoring) some critical safety elements. There is ample access to Government Resources, Guidelines, Best Practices, Engineers, Designers, Lawyers, etc., outside of the PlaceSpeak resource section that encompasses relative information on this proposal. You raise a few more considerations and questions that I would like to ask the Engineers. I am not sure if you are aware that the proposed trail design in the legitimate Engineering Reports shows the clearance portions of the trail situated on

the "PRIVATE PROPERTY" of over 65% of the residences it crosses. These lateral clearance and sightline zones are NOT on public Town property but on PRIVATE PROPERTY, and the Town has no way of keeping these areas clear because they are not entitled to that land and do not dictate how private property is used. I am not sure if you are aware that in-boulevard multi-use trails have limited application. "The more intersections and access points along a bicycle route, the more conflict points that are present. Therefore, locations with increased intersections and access density require careful consideration when selecting a bicycle facility type for the area." (Ministry of Transportation Book 18 - Cycling Facilities) You may not be aware of the well-known fact that multi-use trails are among the infrastructure types that have a higher risk than most other types of facilities. Or that the injuries sustained on a multi-use trail are more severe than those suffered on different facility types. An important fact you may not know is that among the TOP predictors of injury on a multi-use trail are, colliding with objects, improper trail design (i.e., inadequate buffer, clearance, sightlines, etc.), recreational purpose trips, and obstructed sightlines. Did you know that it is IMPOSSIBLE for a driver to exit the driveway safely when they cannot see an oncoming trail user because of an obstacle in the way of their sightline? Or that a cyclist cannot see a vehicle exiting a driveway if something is impeding their sightline? Or that a young child may not anticipate a hidden vehicle about to cross his path? (View a more comprehensive list of potential conflicts on multi-use trails outlined in the Ministry of Transportation Book 18 - Cycling Facilities or RethinktheTrail.ca) I am not sure if you are aware there is a legal liability not just to build a safe trail, but to take active steps so that dangerous conditions are identified, corrected, and maintained. View the Engineers' proposed Riverside Trail design in the PlaceSpeak resource section. You will see a minimum of 110 predictable conflict sightline areas that the Town has NO control over as they are on private property (note that the property lines are covered in most places by the pink line depicting the paved portion of the trail - look closely and you will see them). I ask the Planners/ Engineers the following questions: WHY are the planners not addressing the identified and predictable conflict areas with obstructed or potential for obstructed sightline and clearance zones? Is it right to place such a burden on the Riverside Drive residents when your design has so many unmitigable conflicts by placing critical safety elements onto our private property? HOW do you expect us to navigate this impossible situation when entering and exiting the driveways?

Rhonda DeGraaf - [Tecumseh](#) - May 5, 2021, 11:58 a.m.

Uprated: 5 | Downrated: 2

Hi Wess, Thank you for replying to my comments and validating my concern that the Engineers may have missed (or are ignoring) some critical safety elements. There is ample access to Government Resources, Guidelines, Best Practices, Engineers, Designers, Lawyers, etc., outside of the PlaceSpeak resource section that encompasses relative information on this proposal. You raise a few more considerations and questions that I would like to ask the Engineers. I am not sure, Wess, if you are aware that the proposed trail design in the legitimate Engineering Reports shows the clearance portions of the trail situated on the "PRIVATE PROPERTY" of over 65% of the residences it crosses. These lateral clearance and sightline zones are NOT on public Town property but on PRIVATE PROPERTY, and the Town has no way of keeping these areas clear because they are not entitled to that land and do not dictate how private property is used. I am not sure if you are aware that in-boulevard multi-use trails have limited application. "The more intersections and access points along a bicycle route, the more conflict points that are present. Therefore, locations with increased intersections and access density require careful consideration when selecting a bicycle facility type for the area." (Ministry of Transportation Book 18 - Cycling Facilities) You may not be aware of the well-known fact that multi-use trails are among the infrastructure types that have a higher risk than most other types of facilities. Or that the injuries sustained on a multi-use trail are more severe than those suffered on different facility types. An important fact you may not know is that among the TOP predictors of injury on a multi-use trail are, colliding with objects, improper trail design (i.e., inadequate buffer, clearance, sightlines, etc.), recreational purpose trips, and obstructed sightlines. Did you know that it is IMPOSSIBLE for a driver to exit the driveway safely when they cannot see an oncoming trail user because of an obstacle in the way of their sightline? Or that a cyclist cannot see a vehicle exiting a driveway if something is impeding their sightline? Or that a young child may not anticipate a hidden vehicle about to cross his path? (View a more comprehensive list of potential conflicts on multi-use trails outlined in the Ministry of Transportation Book 18 - Cycling Facilities) I am not sure if you are aware there is a legal liability not just to build a safe trail, but to take active steps so that dangerous conditions are identified, corrected, and maintained. View the Engineers' proposed Riverside Trail Design in the PlaceSpeak resource section. You will see a minimum of 110 predictable conflict sightline areas that the Town has NO control over as they are on private property (note that the property lines are covered in most places by the pink line depicting the paved portion of the trail - look closely and you will see them). I ask the Planners/ Engineers the following questions: WHY are the planners not addressing the identified and predictable conflict areas with obstructed or potential for obstructed sightline and clearance zones? Is it right to place such a burden on the Riverside Drive residents when your design has so many unmitigable conflicts by placing critical safety elements onto our private property? HOW do you expect us to navigate this impossible situation when entering and exiting the driveways?

Wess Bechard - [Tecumseh](#) - May 5, 2021, 12:15 p.m.

Uprated: 2 | Downrated: 5

I can't even respond to such a statement of unsafe claims yet again. Good luck with your fear mongering. This clearly isn't

happening in similar trail to frontage areas in other communities, but some residents just want to scare everyone else away with fears of running residents over. Let's defer to the engineers before making such claims. And by defer I mean we already have, so let's get moving forward on this trail.

Rhonda DeGraaf - [Tecumseh](#) - May 5, 2021, 12:44 p.m.

Uprated: 4 | Downrated: 2

Thank you, Wess. I understood that this was the forum for myself and others to share our thoughts, fears and questions.

Michelle Clement - [Tecumseh](#) - May 5, 2021, 9:34 a.m.

Uprated: 4 | Downrated: 3

It is my understanding that the purpose of this forum is to give everyone an opportunity to review the documents, ask questions and provide feedback to the town about this important initiative. I just reread the introduction to this forum about why you should participate, why we are consulting and who is listening. I understand that there is a 30 day period to allow the public to do just that. I'm surprised that the town continues to allow individuals to attack and intimidate others for doing just what we have been told we can do. Some of us see gaps in the materials provided and would like the opportunity to comment on that. We are now at risk of being attacked personally and accused of bullying the project for doing just that. This may cause people not to comment because they don't want to be attacked and intimidated in a public forum. If we aren't allowed to voice an opinion that is in disagreement with others, then please tell me why this forum is here.

John Howard - [Tecumseh](#) - May 5, 2021, 9:40 a.m.

Uprated: 2 | Downrated: 0

I really think the priority here should be bike lanes and possibly curbs. I talked to Andrew Dowie who mentioned the original study actually concluded that bike lanes were more essential than the trail from the beginning. Apparently the Town disagreed and sought another report more in line with the idea of the trail. According to Councilman Dowie a lawsuit took place in Windsor where it was recommended a sidewalk be installed. The City avoided it due to cost. Someone was injured where the sidewalk would have been, sued the City and won because of that report. If the original study concluded that bike lanes were more essential than a trail and the Town goes in another direction does that not create the same liability? Seeing the traffic for what it is I believe it is only a matter of time prior to that happening. Honestly, bike lanes would be perfect for the serious cyclers as well as the leisure bikers like myself. I would really like to see the bike lanes prioritized over the trail. There is already an existing sidewalk that connects Riverside from Ganatchio to Lakewood Park with only crossing one street. The town also built a round about that also connects that existing side walk to other side of the street and the rest of the park. It is pretty clear what we need are bike lanes.

Andrew Dowie - [Tecumseh](#) - May 5, 2021, 12:08 p.m.

Uprated: 0 | Downrated: 0

Hi John: Appreciated our discussion. For the benefit of readers and clarity of subject matter/history, here are the documents I cited. Tecumseh Parks and Recreation Master Plan - December 2010 - <https://www.tecumseh.ca/en/town-hall/resources/Documents/Parks-and-Recreation-Master-Plan.pdf> page 4-15 (page 35 in the PDF) Original County-Wide Active Transportation Study 2012 - https://www.countyofessex.ca/en/Discover-The-County/resources/Documents/CWATS_Master_Plan_2012.pdf - page 389 2016 Staff Report - <https://tecumseh-pub.escribemeetings.com/FileStream.ashx?DocumentId=97> - page 114 The lawsuit cited is this one. <https://www.gregmonforton.com/blog/paralyzed-hit-and-run-victim-sues-for-128-million.html> I'm not aware, however, of a decision to not build based on cost.

Jennifer Roy - [Tecumseh](#) - May 4, 2021, 11 a.m.

Uprated: 3 | Downrated: 3

Can't wait to see the continuation of the trail, a true benefit to our community!

Stan Lovecky - [Tecumseh](#) - April 25, 2021, 6:55 a.m.

Uprated: 5 | Downrated: 4

Until we redo riverside drive .. expand the road on north and south side with a byc lane ..

Wess Bechard - [Tecumseh](#) - May 4, 2021, 6:47 a.m.

Uprated: 0 | Downrated: 1

We don't need to wait another decade for progress. The Rethink/Riverside residents have slowed this down for years already, and the roadway won't be replaced until close to a decade from now. We need an equitable, accessible community multiuse trail now to fill the gap and provide safe easy access to Ganatchio Trail and Lakewood park for the "other" residents who don't live on Riverside yet still want a say.

Cheryl Curran (Moderator) - [Tecumseh](#) - April 26, 2021, 12:12 p.m.

Uprated: 2 | Downrated: 4

Thank-you for taking the opportunity to provide your input and participating in open dialogue throughout this process. The intent of this forum is to engage in respectful online discussion and provide valuable information regarding the proposed project. In response to a number of comments, we offer the following in response: 1. What will happen to landscaping located within the municipal right-of-way?: The alignment of the multi-use trail has flexibility to be adjusted to avoid trees and landscaping where possible during detailed design. Any conflicts with landscaping will be addressed with each affected property owner to determine a suitable location for any items that are to be removed from the municipal right-of-way and relocated onto private property. 2. Speed and Volumes on Riverside Drive: The Tecumseh Transportation Master Plan (TTMP) establishes principles, policies and a network framework to guide the development of Tecumseh's transportation system. The TTMP identifies Riverside Drive as a minor arterial from the Tecumseh-Windsor border easterly to Arlington Boulevard. The road classification of Riverside Drive then changes at this point to an Urban Collector from Arlington Boulevard to Brighton Road. Riverside Drive has historically been intended to provide moderate volumes of traffic as a commuter road, which is recorded within the Official Plan prior to amalgamation. As stated in Report No. PWES-2021-04, presented at the April 8th Special Meeting of Council, going forward, the planning, design and maintenance of roads within the Town of Tecumseh will shift from a strong emphasis on auto mobility to a "complete streets" approach to better serve all modes of transportation to meet the needs of travelers of all ages and abilities. This approach will maintain traffic flow while providing a safe and convenient environment for all users. The recorded volume of vehicles (8,000 to 12,000 Average Annual Daily Traffic) along Riverside Drive further supports a separated facility to improve the safety and accessibility for users of all ages and abilities as per the Draft Ministry of Transportation (MTO) Book 18 (2020). The speed radar devices deployed along Riverside Drive between 2017 and 2020 recorded the average vehicular speed in the range of 48 to 55km/h and an 85th percentile speed of 57 to 62km/h. The OTM Book 18 classifies traffic speeds between 50 and 69km/h as moderate and further supports a separated facility for users. 3. Existing Multi-Use Trail, Manning Road to Brighton Road: There is a section of the multi-use trail east of Manning Road between Arlington Boulevard and Kensington Road that is a mixture of paved boulevard and sidewalks. It is planned to install a multi-use trail within this area to provide interconnectivity to the existing trail east and west of this segment. This planned replacement was detailed in Report No. PWES-2021-04, which was presented at the April 8th Special Meeting of Council, and was also identified in the 2020-2024 PWES Capital Works Plan (Council Report PWES-2019-49) to be tentatively constructed in 2023 (subject to Council approval and funding).

Rhonda DeGraaf - **Tecumseh** - April 28, 2021, 3:44 p.m.

Uprated: 3 | Downrated: 2

Thank you for the information. Can you please explain what will happen to the existing & future landscaping located in the lateral clearance and sightline zones on the south side of the trail edge, which is situated on private property? How do you provide safe crossing for multi-use trail users when you cannot control the south side lateral clearance and sightline zones at over 55 driveways (110 conflict areas) and 65% of the properties that the trail crosses over?

Sarah Bechard - **Tecumseh** - April 9, 2021, 12:49 p.m.

Uprated: 5 | Downrated: 4

This trail would be an amazing addition to our great town of Tecumseh! It would be so great to bike with the family all down riverside connecting to Windsor and their amazing trail system! Let's get this done! Enough delays

Jason Scott - **Lakeshore** - April 9, 2021, 12:56 p.m.

Uprated: 5 | Downrated: 3

This trail would be a great addition to active transportation for the Town and should be implemented as shown.

Linda Edwards - **Tecumseh** - April 16, 2021, 2:20 p.m.

Uprated: 4 | Downrated: 3

The meeting was very informative and I learned a lot from all the comments, thank you . I think everyone wants connectivity and I believe it can be achieved but it should be with minimal disruption to people's property and lives as that's the decent thing to do . I wish to add the following . 1. As Councillor Altenhof mentioned at the meeting we have to think about land stewardship . There should be no tree felling in the name of the 'public good ' unless trees are diseased and or dying .(Surely we all know this by now !) The report writers mention that the Town has allocated an annual budget of \$30,000 for trees but these funds are to increase the tree cover which we desperately need throughout the town and should be used diligently for that purpose. One mature tree will take up 22kilograms of carbon dioxide in a year from the atmosphere and in exchange release oxygen and help to slow climate change. This is of significant importance to us all and that should be part of the decision. The Municipality should not agree to the removal of mature healthy trees. 2. SLOW the traffic on Riverside Drive : when did it become ok for the Drive to become a raceway for heavy trucks and noisy vehicles ? Speed mitigation measures and consistent enforcement need to be applied on the stretch from Lesperance to Brighton now . 3. Repair the current sidewalk for walkers / runners / kids etc etc on the North side and create a bike lanes east and west for cyclists 4. Create crosswalks for pedestrians along the drive from Lesperance to Brighton so users can cross to the north side and access sidewalk and parkettes as both are very

challenging to access no matter what time of day. Crosswalks also give the 'message' to motorists that pedestrians / other users have equal priority in our community . 5. Review the whole stretch from Lesperance to Brighton not just the project area and repair where necessary (the section from Manning to Brighton also currently is in need of repair) and add practical utilities such as planters to beautify and buffer , rest benches to encourage community and garbage containers (property owners will thank you) Then prepare a plan for full road reconstruction and trail which sounds like it will not happen for at least a decade or more !!! 6. Invest in sidewalks and bike paths which would connect other areas of the town so people can walk / cycle to the parks , recreation , schools and businesses as other communities have already done . Riverside Drive is only one small section of this community that residents want to enjoy, it is merely one way to connect east and west . Thanks for the additional opportunity to share ideas .

Cheryl Curran (Moderator) - **Tecumseh** - April 16, 2021, 11:16 a.m.

Upvoted: 4 | Downvoted: 2

Posted by Town of Tecumseh Staff Thank-you for providing your input on the Town's initiative to construct a multi-use recreational trail along Riverside Drive from the Tecumseh-Windsor border to Manning Road. Your comments will be included for consideration in the final recommendations to Council following the 30-day review period. There appears to be a number of questions and comments on the project that were addressed either within the Administrative report or the Consultant's presentation at the April 8th Special Meeting of Council. We encourage everyone to review the material provided on our website and the recording of the presentation put on by Bezaire Partners and Dillon Consulting:

<https://www.tecumseh.ca/en/town-hall/capital-projects.aspx> A number of themes were evident in the comments within PlaceSpeak and we offer the following in response: 1. Road Reconstruction/Temporary Trail: As stated in the April 8th Special Council Meeting, there are no plans for the total reconstruction of Riverside Drive within the next 10 year period. The Town prioritizes road reconstruction projects based on an evaluation of the pavement condition and in coordination with other infrastructure upgrades (i.e. storm sewer upgrades, watermain replacement, etc.) for efficiencies. The Town undertakes a Roads Needs Study every 5-years, which analyzes and identifies each road segments 'Pavement Condition Index' and recommends type and timing of repair or remedial works. The last Roads Needs Study was completed in 2019, and only identified two road segments on Riverside Drive to be within the 6-10-year time period for maintenance. Also discussed at the April 8th Special Council Meeting was that the majority of the proposed multi-use trail will not be impacted by the future reconstruction on Riverside Drive due to its proposed alignment. Approximately 150m of the total 2400m of trail will require reconfiguration during the future reconstruction of Riverside Drive. 2. County Wide Active Transportation Study (CWATS) Plan The CWATS plan was amended in 2016 by the CWATS Committee whereby the segment identified as Tec-7 (Riverside Drive from the Tecumseh-Windsor border to Manning Road) was enhanced from "paved-shoulders" to an "off-road trail". This amendment was presented to and endorsed by Council in Planning and Building Services Report No. 32/16 at the October 25, 2016 Regular Council Meeting. 3. Sidewalk on the North Side of Riverside Drive & Drainage Concerns a. Sidewalk Repair: Each year, the Town conducts a comprehensive sidewalk inspection to develop the annual program for recommended sidewalk repair. The primary focus is to identify and repair trip hazards for the safety of sidewalk users. In accordance with the condition assessment of the sidewalk, there is no immediate requirement for the Town to replace the sidewalk on the north side of Riverside Drive. b. Drainage: The Town has been working to regrade the gravel areas of the shoulder along the north side of Riverside Drive to direct drainage of water to the catch basins. This work is limited to specific areas given the elevation of the abutting lands. With the current road cross-section being of a rural or semi-urban, drainage issues cannot be fully addressed until the road is reconstructed to an urban cross-section with curb and gutter.

Linda Edwards - **Tecumseh** - April 16, 2021, 12:23 p.m.

Upvoted: 1 | Downvoted: 1

Hello , Thank you for the info . Can you be more specific in regards to the segments of Riverside Drive to be within the 6to10 year time period for maintenance .Which segments do you mean ? Thanks

Stan Lovecky - **Tecumseh** - April 10, 2021, 9:10 a.m.

Upvoted: 3 | Downvoted: 3

Great meeting lots of information. I really liked John Parents comments. I agree with him the road & trail should be study together so we get the best for this area.

Pat McGivney - **Tecumseh** - April 11, 2021, 4:39 a.m.

Upvoted: 4 | Downvoted: 3

I fully support the Riverside Drive extension path. Cars and cyclists do not mix, cycling on Riverside drive without a trail is dangerous.

Donny Pearce - **Tecumseh** - April 11, 2021, 11:47 a.m.

Upvoted: 3 | Downvoted: 2

Yes it does and it has the advantage of being on the road which is where people are looking for traffic turning to road ways and pulling out of drive ways and is not as heavily trafficked as riverside dr also I drive that road 3/4 Times a day and I don't

see people biking along it very often because it's not a fun or safe place to bike considering all the other places you could be going. Would you let your children bike on it? Would you let your children bike on the proposed river side trail that is feet from the road where people are constantly do 65 and over? Cause I'm not gonna be using it or letting my children

Jordan Trudeau - [Tecumseh](#) - April 10, 2021, 2:13 p.m.

Upvoted: 1 | Downvoted: 1

Also one more question. Looking at the 2018 suggested path it was at the road. What changed the layout?

Cathy Pitre - [Tecumseh](#) - April 16, 2021, 11:30 a.m.

Upvoted: 5 | Downvoted: 6

The signs said to Rethink the Trail, and so I did. I thought about both sides of the argument. I'm a big proponent of living as healthy a lifestyle as possible and I support any efforts of a municipality in the development of both infrastructure and urban design which can impact how people move around their neighbourhood and how much formal and informal exercise they do. To encourage higher levels of physical activity and promote healthy neighbourhoods, infrastructures that create opportunities for the public to enjoy and stay healthy are very important in my books. Of course, we cannot discount the environmental benefits either, equally as important. I think we pretty much all agree on that note. I am a recreational cyclist and I also love to walk. I utilize existing trails and paths. So, when "rethinking the trail", I considered one of the fundamental concerns of the Rethink the Trail group – the number of homes, and therefore driveways and roadways, the path would cross, making it dangerous for trail users. I gave serious thought to this, especially as I am not a "roadie" and will not use a path unless I feel safe on it, and I will admit, I believed it was a good argument; UNTIL this past Easter Sunday. My husband and I rode our bikes from Tecumseh to Belle River, using the paths installed along Old Tecumseh Road. We've done this several times in the past, but with the Rethink the Trail campaign on my mind, I saw this path with a fresh set of eyes. The path extends from just East of Pike Creek to Puce (where it joins another path), and is on BOTH sides of a well used road. I counted in excess of 350 homes and roadways the path crossed, until I was too tired to count any more. While cycling, the road was busy, and a number of residents were exiting or entering their driveways or roadways, without issue to them or to any cyclists or walkers (including many families). Cyclists and walkers of all ages were using the paths, both sides. Everyone was good. Everyone was happy. Everyone was safe. I recognized in that moment that this was consistent with all of the many times we've taken this path; we have never encountered a problem. This is when I had my "ah ha" moment. In my mind, it completely blew the argument right out of the water of the Rethink the Trail group (sorry folks). If a busy and highly residential road like Old Tecumseh Road, which stretches further than Riverside Drive between Lesperance and Manning Roads, can accommodate a safe and well used path on BOTH sides of the road, then there is no reason that I can see why this one can't. The extended trail, its placement along Riverside Drive and its connectivity to other paths, is a good idea, it's forward thinking, and it's good for and benefits the collective community. I do recognize that in building the trail there will be inconvenience to some in the community. It can't be avoided; it's the price of progress. Notwithstanding this, my research has suggested it would be worth it as urban trails are regarded as an amenity that helps to attract buyers and to sell properties. Regardless, decisions should be made for the collective good of an entire community despite where anyone lives, the inconvenience it creates, or individual biases, otherwise, communities remain stagnant and never progress. I've always believed Tecumseh has demonstrated it is a progressive community. I conclude by offering this: The only real constant we experience in life is change, and I appreciate that it can be difficult. It challenges our comfort zone and what we know, and so we often choose to stand still; we stagnate and don't progress. Our greatest fears lie in anticipation. I believe this way of thinking is especially detrimental and a disservice to communities. Change takes courage. I implore council to give very thoughtful consideration to the matter at hand and to demonstrate courage in making its decision on behalf of the entire community that it serves.

Richard Fuschi - [Tecumseh](#) - April 21, 2021, 2:59 p.m.

Upvoted: 4 | Downvoted: 2

Your ah ha moment may have been a revelation to you which convinced you that your experience should supercede the concerns of others. What you did not do was put yourself in the place of those affected. You did not envision entering Riverside traffic while being mindful of pedestrians. You did not envision the encroachment on many short driveways or the parking problem that will result when those driveways are truncated. Your thoughts of the benefit to the greater community are laudable, too bad they don't include the affected residents.

Kathleen Meloche - [Tecumseh](#) - April 9, 2021, 1:12 p.m.

Upvoted: 3 | Downvoted: 2

I frequently like to walk, run, and bike along the Ganachio Trail and Old Tecumseh Rd trail. The section along Riverside Drive is in dire need of a trail and bike trail to link up the trails I use. The sidewalk is not consistent and ends and then you have to cross (a problem Tecumseh seems to have like on McNorton..?!) the sidewalks are also not ideal for healthy lifestyle, they are hard on joints with running, they are uneven and are a tripping hazard. I guess this is why runners are seen running on the bike lanes around town I would like to see sidewalks replaced with Asphalt and widened along the main streets where bike trails are to give users like walkers/runners a safe place to use and frequent. But baby steps... We need the trail extension for

sure!!!! And I would love Town of Tecumseh to be an example and leader in healthy lifestyle changes and start replacing concrete sidewalks with asphalt trails

Douglas Hayes - **Tecumseh** - April 11, 2021, 7:22 a.m.

Uprated: 5 | Downrated: 3

I live on Grace Road, one street west of Manning Rd. My wife and I walked to Riverside Drive yesterday and tried to cross the road. We found it impossible because of the heavy car traffic, We had to walk on the grass on the South side to the roundabout in order to cross to the trail on Manning. This is a common occurrence in the morning, evening and weekends when traffic is heavy. We believe the trail on the South side of Riverside Drive is the proper place for it. Anyone who lives on the South side will be able to make their way to the park safely when this trail is completed.

Mark Piche - **Tecumseh** - May 4, 2021, 4:03 p.m.

Uprated: 0 | Downrated: 0

The parks on the Lake with the benches? Those are actually on the north side.

Donny Pearce - **Tecumseh** - April 11, 2021, 11:42 a.m.

Uprated: 0 | Downrated: 0

I live on the south side and this is nothing but lies worst case in stall another set of lights to A. Slow traffic and B. Have a safer crossing but in general I cross the road all the time and have zero problems

Mary-Alice Beneteau - **Tecumseh** - April 10, 2021, 10 a.m.

Uprated: 4 | Downrated: 3

I am opposed to the location of the proposed multi use trail. I think the trail should be located in an alternative location in town. I support bike lanes on the drive however as it is not safe for cyclists to ride on the road. The north side sidewalk is adequate for walkers to use and family on bikes can use any of the quiet residential streets like little river to ride on together. Riverside drive is a very busy street making it unsafe for this type of trail. The impact on South side residents is too great.

Jordan Trudeau - **Tecumseh** - April 10, 2021, 2:06 p.m.

Uprated: 3 | Downrated: 3

During the presentation you showed various other trails that you said were comparable. East of Manning road there is a path that was cited as comparable. However this path is suggested to be run 2m or more away from the road leaving space (lawn, pavement, gravel) between the road and the path. Why is this project not being run along the road like east of Manning? I know on my stretch of the road there is 10-12 ft in front of hydro pole. If it is a safety concern than why were all those comparable listed as they are all adjacent to the road?

Tim Duckett - **Lakeshore** - April 9, 2021, 2:48 p.m.

Uprated: 2 | Downrated: 3

One would think that if extending the trail that the township would revitalize and widen the sidewalk on the north side of the street, that way it terminates at Manning Road Optimist Park. Then just enhance the cross walk at Lesperance Rd, given that pedestrians and bikers are already crossing the road to get to the sidewalk. Anyone wishing to walk the trails in the old Lakewood Golf Course can just walk across at the crosswalk by Chartwell.

Donny Pearce - **Tecumseh** - April 10, 2021, 8:27 p.m.

Uprated: 0 | Downrated: 3

What your saying doesn't make much sense considering that's there are 12 roadways to cross with the path on the south side yet only one road to cross to get to the north side

Wess Bechard - **Tecumseh** - April 9, 2021, 2:56 p.m.

Uprated: 3 | Downrated: 3

What you propose works prevent the residents of adjoining streets equitable and accessible access to the trail. Lesperance is not the only place to get on the trail. There are another 2.4km to consider with seven adjoining streets. It makes the most sense to be inclusive to the entire community.

Neil Mens - **Windsor** - April 9, 2021, 2:28 p.m.

Uprated: 4 | Downrated: 3

Great to see Tecumseh build this important cycling infrastructure which forms part of the Trans Canada Trail. I currently ride my bike on the sidewalk on the north side of the road because Windsor drivers habitually speed and pass over the solid line which makes road sharing very unsafe. The separated bike path will be wonderful. Thank you.

Don Lesperance - **Tecumseh** - April 9, 2021, 1:27 p.m.

Uprated: 3 | Downrated: 0

I would very much like to see the trail continued through to Lakewood park, but I'd prefer better than an "all or nothing"

approach to appeasing impacted homeowners. I'd be willing to increase the budget if it meant implementing the trail in a way that was minimally disruptive.

Danielle Desjardins-Koloff - **Tecumseh** - April 11, 2021, 9:04 a.m.

Uprated: 3 | Downrated: 3

Over the past decade, the exponential rate of urbanized growth in the Town of Tecumseh has rendered Riverside Dr a major artery in Essex County. Placement of this trail is not issue of north and south or a justification for convenience; it is overwhelmingly an issue of safety. As a resident of this patch, I have witnessed the transformation of this area from a peaceful, scenic drive to a highway. In times of heavy traffic, I often wait for long periods to leave my driveway. Development, construction, and overall growth of recreational lands have been beneficial in attracting economic growth and increased tax revenue for the Town, but the residents of this area, in particular, have witnessed and can attest to its most significant environmental impacts. Despite having a the ability to turn around in my driveway, I have often experienced "near misses" of passing pedestrians who are blocked by voluminous traffic, garages, parked cars, delivery trucks and construction equipment. I fear for the safety of my child who must cross the street to attend school and, now, who will be navigating the artery as a new driver- pulling out at the same time as a child on roller blades, or a group of people socially distracted on bicycles. I am fearful for the safety of the residents of Essex County who will be inhaling the fumes of traffic while navigating the movements of vehicles crossing multiple roadways and driveways. A individual long control of bicycle or rollerblades at given, frequent voluminous traffic peaks would have little chance of avoiding an accident involving a vehicle on this route. I have witnessed and been affected by the increased flooding on this roadway caused by, among other factors, such developments and can imagine the effect that both the increased use of salt and increased recreation-related traffic might welcome. As an outdoor enthusiast and avid trail runner, I do not oppose trail development. I believe this trail could be constructed utilizing a less dangerous and invasive route, perhaps connecting the Little River access points. Such a solution would be a much safer and greener alternative. The current Ganatchio Trail is strategically placed to minimize risk. I imagine most people have enjoyed trails in municipalities across our Province that are strategically placed in quieter, more tranquil areas - paths in green spaces, a safe distance form residential throughways, where the health and safety of residents are the priority.

Donny Pearce - **Tecumseh** - April 10, 2021, 9:06 p.m.

Uprated: 4 | Downrated: 3

Who wants to bike/run/walk on a trail that has so many safety concerns? There are so many driveways and so many intersections that interrupt this proposed trail. I personally would not let my children use this proposed path and would not feel comfortable jogging or biking when I could go a couple of blocks away and use existing trails that are safer. This will be a trail that requires signs like "use at your own risk" as there will more accidents that will occur on this stretch.

Cheryl Crowder - **Tecumseh** - April 22, 2021, 1:47 p.m.

Uprated: 2 | Downrated: 2

The difference is that cyclists in bike lanes travel in the same direction as the cars on the road, not in both directions. So that people entering or exiting the roadway see them coming while they are looking for oncoming traffic. It is a very different scenario and a genuine safety concern, That's why 2 way trails are not put in places where there are so many crossings.

Donny Pearce - **Tecumseh** - April 11, 2021, 11:52 a.m.

Uprated: 2 | Downrated: 1

I also find the comparison comical your comparing a rarely used bike only path to a multi use trail that is suppose to be for entire family's

Melanie Lowden - **Tecumseh** - April 11, 2021, 6:33 a.m.

Uprated: 3 | Downrated: 2

What safety concerns? Driveways? Streets? What paths? As an example, the bike lane on Lesperance crosses plenty of driveways and streets.

Matthew McLeod - **Tecumseh** - April 10, 2021, 9:12 a.m.

Uprated: 3 | Downrated: 3

It's about time that the trail is connected between Lakewood Park and the existing trail at Lesperance. Regardless of which side of the road the trail ends up on it's good that this vital piece of infrastructure is finally being built. The current sidewalk on the north side of the road is much too narrow, anything that is eventually built needs to be wide enough for wheelchairs to pass each other going in opposite directions. Far too frequently the needs of those with reduce mobility are ignored.

Anna Thompson - **Tecumseh** - April 11, 2021, 2:56 p.m.

Uprated: 4 | Downrated: 2

I'm neither a Riverside Dr resident impacted nor a trail user but rather simply a Tecumseh taxpayer. A previous comment suggested this shouldn't be an all or nothing decision so let's figure out how this can be implemented while addressing the

concerns where possible. It's my understanding that there are major future upgrades planned for Riverside Dr in the next 5+ years. Why are we spending a large amount of \$\$ for a temporary trail only to be rebuilt in a few years? In order to offer a safe trail properly designed, can this become part of the overall Riverside Dr improvement so the road & trail mutually benefit while we don't waste taxpayer dollars for a short term trail only to be dug up & rebuilt in 5 years.

Wess Bechard - Tecumseh - April 16, 2021, 6:37 a.m.

Uprated: 2 | Downrated: 4

The updated roadway is ten years out, and this trail has been confirmed to not be impacted, outside of 100m of the 2.4 km length when this road work is done. Seems silly to wait another decade to preserve 100m.

Debbie McGivney - Tecumseh - April 13, 2021, 8:03 a.m.

Uprated: 5 | Downrated: 3

I support the construction of the Riverside Drive Trail Extension asap. The Town of Tecumseh continues to talk about providing opportunities for the citizens of Tecumseh to live healthy lifestyles. For the safety and enjoyment of all community members (cyclists, runners, walkers, etc.) this trail is a must along Riverside Drive. It is dangerous now for cyclists on Riverside Drive. Walkers and runners using the sidewalk on the North side of Riverside Drive experience mud, flooding, parked vehicles and uneven pavement. The Trail Extension has been talked about for a long time and it will cost tax payers more and more as this construction continues to be delayed. The trail will be well used, beautiful and appreciated by so many in our community. Let's get the job done now!

Richard Fuschi - Tecumseh - April 25, 2021, 9:22 a.m.

Uprated: 3 | Downrated: 1

Your idea of beauty does not encompass the damage done to existing landscaping, or the encroachment on private property of a trail that is crammed into an unsuitable space. Not does it envision the destruction of parking facility of many homes that are too close to the road to accommodate some five metres of trail and buffers. Furthermore, as proposed the trail will do nothing to remove the potential danger to cyclists. Children riding their bikes down this trail will be exposed to more than one hundred resident vehicles, plus the traffic of twelve intersecting roads. Serious cyclists, as well, are prone to use the road, even on the spacious Ganatchio stretch. They will never used the proposed extension with it's 50 telephone poles, intersecting roads, and vehicles pulling out of driveways. They will force this issue to be revisited.

Richard Fuschi - Tecumseh - April 10, 2021, 8:39 a.m.

Uprated: 3 | Downrated: 4

I thank town council for extending this opportunity to hear both sides of this community concern. But I also encourage them to hear with an open mind, messages that do not fit their agenda. I understand that numbers alone, give you a comfort zone in which you can push that agenda. But numbers alone neither enlighten, nor are necessarily significant. For example, e-mails sent to the special meeting of Apr.8, appear to heavily favour the proposed extension. But what is notable about those e-mails is that they were short, free of any valid explanation for their position, and likely coached. On the other side of the argument, e-mails were extensive, highly descriptive of specific concerns, and sincere in effort, rather than a quick "I'm for it". This phenomenon describes what is wrong with numbers of yays alone. Most of the claimed Tecumseh support comes from people who are unaffected by the proposed changes, unconcerned about consequences, and likely unaware of the potential upheval to that neighbourhood. For council to justify proceeding by those numbers, is wrong. There are some eighty households who have to bear the consequences of a poor decision. The rest should not carry the weight that you afford them. Listen clearly to the people you are affecting before you throw their opinions in the garbage.

Darrin Drouillard - Tecumseh - May 6, 2021, 12:18 p.m.

Uprated: 1 | Downrated: 0

Thank you for your well thought out message Richard. You make some good points but the length of an email has no bearing on this. I agree with Melanie's comments that those in the organized group attempting to block it, obviously provide and unified front, and all said the same things. As for your statement that the rest of the residents in town's opinions should not carry as much weight as the opinions of those who live on Riverside, I find that statement upsetting. We are a democracy, and opinions of ALL residents that will use this trail system should carry equal weight. Just like someone mentioned in the public meeting that Riverside residents pay more in taxes because of the value of their property, so they should get a bigger say. That's not how our town Charter is set up. This affects everyone who will use it. This is about the safety of ALL residents not having to cross a busy roadway, or children having to bike on a street that puts their life in danger. There has been a LOT of research done as to what benefits and concerns there are to every option and they have all come up with the same results time and time again. It's time to proceed with the recommendations as brought forth by the professionals we've hired.

Melanie Lowden - Tecumseh - April 11, 2021, 6:41 a.m.

Uprated: 3 | Downrated: 3

I disagree with the statement about emails. Both sides had some that were "coached." In fact, many claims of the rethink group simply say the same thing over and over again. I also completely disagree that those who support the extension were "free of any valid explanation." Many proponents of the extension have obviously done their homework. They've looked at the claims of the rethink people and argued with facts. An example is the number of streets. Other paths in Essex County have similar numbers.

David Gillis - [Tecumseh](#) - April 14, 2021, 8:02 p.m.

Uprated: 4 | Downrated: 3

I believe the top priority should be having the trail accessed by as many residents as possible. Therefore, I see an alternative in having the trail run east to Lacasse where there's a large boulevard in the middle of the road. South on Lacasse to a proposed light at Little River rd. Little river is wider than riv. side dr. so less intrusive to residents. and it runs east to Manning rd. and the middle of Lakewood park. Another advantage to this is a possible bike lane connection to Lacasse park which can lead to other bike lane connections and soon everyone north of the train tracks has access to the trail. We only get one chance to do it right. Let's all benefit from this!

Darrin Drouillard - [Tecumseh](#) - May 4, 2021, 8:04 a.m.

Uprated: 1 | Downrated: 1

All other routes were explored by the consultants and ruled out for various reasons. They don't fill the gap, They don't fill the need of what we are trying to build, costs, etc. This would still impact half of the homes on Riverside that you are trying to avoid impacting, and would result in a LOT more street crossings, more driveway crossings, longer route, more cost.... I say let's trust the professionals we've hired.

Wess Bechard - [Tecumseh](#) - April 16, 2021, 6:22 a.m.

Uprated: 3 | Downrated: 3

As outlined in the latest trail report, while interesting, it does have the exact same impact on resident properties where public right of way will be used. This trail, while not the same as the alternative on Dillon, would still be longer, and frankly we've been through enough reports to determine costs, utility moves, etc. After three reports of the same conclusion, it's time to Extend the Trail and do so as planned. Lets be honest here, after the engineers summarily dismissed all of the safety, runoff, flooding, and other concern, this comes down to Riverside residents simply wanting this to be in someone else's front yard. No matter which street you go, landscaping, and driveways will be impacted. Should we never build anything because a small minority aren't happy about it? Let us all consider what is right for the community, a safe equitable and accessible trail on Riverside South as planned, and recommended three times in a row.

Richard Fuschi - [Tecumseh](#) - April 21, 2021, 3:20 p.m.

Uprated: 3 | Downrated: 3

Well put David. Little River makes more sense in so many ways and yet it was discarded because it is somewhat loner, and claimed, without any substantiation that it is more expensive. No telephone poles, no traffic, plenty of room without needing to butcher people's property...what about this alternative is more expensive?

Michelle Clement - [Tecumseh](#) - April 16, 2021, 7:54 a.m.

Uprated: 4 | Downrated: 2

I shouldn't concern myself with the mayor's public comments, but I should listen to you poke holes in a survey? It's nice to know that you were clear that this is a democratic process. With all due respect, I wasn't talking about you I was referring to the mayor who quite frankly holds more weight when he makes a public statement.

Wess Bechard - [Tecumseh](#) - April 16, 2021, 7:59 a.m.

Uprated: 2 | Downrated: 2

I wasn't poking holes, I was outright dismissing a very flawed poll which can be very easily manipulated. I never inferred once you were talking about me, not sure how you would come to that conclusion to be honest. My only points are that this poll is laughably inadequate for any purpose other than entertainment, and this process will ultimately help guide the end result, and the community will have its say.

Lyn Robinet - [Tecumseh](#) - April 12, 2021, 7:36 p.m.

Uprated: 3 | Downrated: 2

I live on the south side of Riverside Drive and support having a sidewalk, or a trail if possible. Sidewalks, as well as road bike paths, on both sides of Riverside Drive would be ideal. Unfortunately funds are limited and therefore not practical now, but a future goal. My main concern is to the integrity of properties being affected by placing the trail south of the poles into well established and landscaped yards. I understand this is town land but up till now it has been cared for by responsible homeowners who take pride in their homes. Meeting with planners to discuss affects on individual properties would go a long

way. Every situation is unique, is there any give and take so the goal can be achieved? The trail at the east end is north of the poles, why can this not be extended further west when there appears to be the room to do so? Why not alleviate unnecessary destruction of trees and hardscaping as much as possible? I welcome the opportunity to discuss this further.

Lyn Robinet - **Tecumseh** - April 16, 2021, 9:26 a.m.

Uprated: 5 | Downrated: 1

Mr. Bechard, Thank you for your response, I did watch the full meeting on the 8th, and listened to all the reports and delegates, which was very informative. I also spoke with Councillor Dowie who gave me measurements of the poles from the road at our property and further east. I have received a copy of the town property lines as well as the path of the proposed trail, I am informed. I'm happy the town will be working with homeowners and pray that common sense and respect for each other will prevail. However, I was looking for a response from Mr. Bartnik or Ms. Curran who will actually have an impact on what happens with our properties. I understand your position, but until you have someone wanting to impact your landscaping and invade twenty feet into your front yard, you cannot understand mine. I am hoping to work with the town to see this project through to completion, but until I have all the answers I am holding off on finalizing my verdict.

Wess Bechard - **Tecumseh** - April 16, 2021, 6:29 a.m.

Uprated: 3 | Downrated: 6

The engineering report does explain that there is not enough room on the North side, and provides adequate and plentiful reasons as to why. The report also indicates very few trees will be removed (two already halved by utility lines) along with some landscape shrubs that were planted on public right of way. The town has also indicated it will be working with homeowners to relocate and address landscaping where possible. You can read and hear all about this in the special council meeting video posted here on PlaceSpeak, along with the latest engineering reports.

Wayne Lessard - **Windsor** - April 16, 2021, 12:11 p.m.

Uprated: 2 | Downrated: 2

It is my hope that if a multi use trail is constructed on only one side of the road that there will also be bike lanes constructed on each side of the road. Multi use trails are used by walkers, runners, roller bladers, stroller pushers, dog walkers etc. It is not suitable for serious cyclists because of conflicts with other users and the high number of driveways and roadways to be traversed.

Darrin Drouillard - **Tecumseh** - April 9, 2021, 2:12 p.m.

Uprated: 3 | Downrated: 3

I support the recommendation brought forth by Dillion Consulting and Bezaire and Associates. I believe it acts in the best interest of the majority of residents in town. Yes there are some that will be impacted, and they will be very vocal, asking to put it on the North side, or down a different street than theirs. But if you put forth the recommendation to put it on the North side, all those residents would be speaking up and saying "put it on the south side". If you recommended it go down Dillon, then those residents would be speaking out against it. You will not be able to appease everyone but this is in the best interest of the entire town, and all residents, not just a small vocal minority. Safety, cost, "filling the gap", minimal impact to trees and infrastructure... all the points considered and answered by the engineering consultants. It's time to move ahead with this while we have the budget and resources to get it done.

Bruce Desjardins - **Tecumseh** - April 11, 2021, 10:13 a.m.

Uprated: 4 | Downrated: 3

I have seen the recommendations of the CWAT report, which includes the recommendation that Riverside be modified to include bike lanes. The Town has cherry picked parts of the report and not included this important safety feature. Riverside Drive both in Windsor outside the "Welcome to Tecumseh" sign, and past Manning road, has driving lanes that measure 4 metres in width, and getting past bikes is quite easy and safe. That portion of the Drive has mountable curbs that handle rain runoff, it doesn't depend on the water washing gravel down onto the sidewalk to reach storm drains. In the portion where a trail is considered, the lanes are only 3.4 meters wide, and that is why long strings of cars line up trying to get enough room to go into the oncoming lane to pass a bike. The bikes I am talking about are NOT the bikes that would use this trail. These road bikes do not even use the Ganatchio trail. Moreover, the North Side sidewalk in many locations is under water and under gravel runoff in each and every rain event, not just once-in-a-century event. It is a civil engineering disaster in terms of drainage and design, especially when the water freezes, and will remain so after the construction of a multiuse trail. Essentially the trail construction will divert funds that should be used to make existing infrastructure meet modern design safety standards.

Rhonda DeGraaf - **Tecumseh** - April 24, 2021, 11:02 a.m.

Uprated: 6 | Downrated: 4

WHY is the planner using private property for clearance/buffer portions of the proposed trail design? Is it because there is not enough space along Riverside Drive for an appropriately designed 2way multi use trail? The consultants' presentation clearly shows that they are willing to implement certain trail features that are "at" or "below" the minimum standards outlined in the

Best Practice & Standards Guidelines for Multi Use Trail Design. (trail width, # of intersections, # of driveways, proximity to utility poles, parked cars & other obstructions, etc.) The presentation states that the town will maintain sightlines at the road and trail. "Existing landscaping within the town's right of way may need to be removed/relocated to address any in-boulevard sightline issues." The presentation did not explain why planners ignore the safe sightline guidelines on the south side of the paved trail edge. The planner is using private property for the critical "lateral clearance" and "safe sightline zones," where the town has NO control to keep these areas clear. Recreational Trail users cross driveways at their own risk. Cyclists of various ages and skill levels will be at risk due to obstructed sightline zones. The clearance zones overstep approximately 65% of property boundaries, with over 55 grossly affected driveways totaling over 110 uncontrolled sight zones to navigate. WHY is the town not insisting on the implementation of safer trail conditions?

Wess Bechard - Tecumseh - May 4, 2021, 6:56 a.m.

Uprated: 1 | Downrated: 1

Why don't we leave this to the professional engineers whos careers are staked on getting these things right? Every single report has spoken to the safety of the plan, and evidently only Riverside residents believe it's a death trap for some reason. I highly recommend everyone review the actual figures and numbers in the engineering report a legitimate source of real information before they take numbers provided on a message board by a resident against the project. It's time to move past personal feelings about your front yard and move on this project as recommended for the entire community to enjoy.

Richard Fuschi - Tecumseh - April 15, 2021, 6:49 p.m.

Uprated: 5 | Downrated: 4

Town council has variously made a great deal of their poll results regarding the trail extension. They have publicly stated they 85 percent of Tecumseh residents approve of the project as envisioned by town council. They make no effort to substantiate those figures or give any idea how they were arrived at. Did they question ten friends, a hundred, who knows. Well if they consider numbers alone to be any sort of justification to steamroll across the lawns of the victims, then they should surely have a rethink after the numbers from the AM800 poll taken last weekend. A resounding majority of nearly 3000 people from a total of 4525, said no to the trail extension as presented by town council. Just a reminder, that this is still a democracy, and that the people have spoken loudly against the half baked plans of town council. Numbers count even when they don't agree with you.

Lisa Lavack - Tecumseh - April 22, 2021, 6:11 a.m.

Uprated: 4 | Downrated: 4

Richard and Michele - I would be more than happy to organize a petition or campaign so that there is a well documented and clear position on where the majority of residents of Tecumseh stand on this issue. We have had hundreds of Extend the Trail signs requested and distributed from residents throughout the Town as I am sure you have seen and mentioned during the special meeting of town council. The Extend the Trail FB group has close to 400 people and more and more join every day.

Wess Bechard - Tecumseh - April 15, 2021, 8:52 p.m.

Uprated: 3 | Downrated: 5

Numbers DO count when they don't agree with you, and citing an extremely easy to manipulate poll on the AM800 site (clear cookies, airplane mode on/off, amazon turk, etc), just consider that democracy IS this precise process we're in now. Simply citing the one set of manipulated poll numbers as a way to ignore the rest of the community is incredibly disingenuous, and frankly tiresome. How about we simply see the results of all of these democratic processes rather than what votes can be bought (seriously, it's very easy), organized, and sought through an insecure web poll. I'm more than confident that the community will have their say in this democratic process, and not yield to ridiculous and easily manipulated third party news polls. Extend the Trail as planned on Riverside Dr. South, and let's build something equitable and accessible to the entire community, just like the trails that came before it (Brighton to Manning, Brighton to Tecumseh, etc).

Richard Fuschi - Tecumseh - April 21, 2021, 3:14 p.m.

Uprated: 4 | Downrated: 4

Onviously, we all knew the rules and the contested poll was fought by the same limitations on both sides. Just like a soccer game with a square ball, neither side had an advantage. Your dismissal of the results is just as disingenuous as your acceptance of the mayor's claims. Boasting that we must build something "equitable and accessible" does nothing to be equitable to the affected homeowners, and will be accessible only when the half baked plan presented by council's advisors is corrected.

Wess Bechard - Tecumseh - April 16, 2021, 6:17 a.m.

Uprated: 3 | Downrated: 5

I was pretty clear in stating that the democratic process will be the way forward. While I do believe the mayor's figure is probably accurate, I can't speak to the source, nor should we concern ourselves with it. We're all part of the same

community, and we all have our say. I merely wanted to point out how poor quality the AM800 poll is for data collection.

Michelle Clement - Tecumseh - April 16, 2021, 5:58 a.m.

Uprated: 4 | Downrated: 3

CTV article, February 23, 2021 "A lot of people who are directly in front of the trail are opposed to it. Eighty-five per cent of people in town support it," said Tecumseh Mayor, Gary MacNamara. "Active transportation is the future. We are not going back here." I'd like to see some support for our mayor's comment about 85% in town supporting. That's extremely hard to believe. Further, when our mayor is quoted as stating "we are not going back here" we should all be very concerned. He's basically telling people not to bother challenging it.

Richard Fuschi - Tecumseh - April 16, 2021, 5:25 a.m.

Uprated: 4 | Downrated: 3

But citing council's manipulated numbers is ok with you!

Keith Thompson - Tecumseh - April 27, 2021, 8:36 a.m.

Uprated: 6 | Downrated: 4

I'm neither a Riverside Dr resident nor a trail user but rather simply a Tecumseh taxpayer with 2 thoughts on the issue: 1) Who will be liable if / when there's an accident - - the Town or the homeowner? 2) I understand the Town is looking to upgrade Riverside Dr in ~5+ years. Has deferring this proposed trail been considered so it can be properly designed addressing the residents' concerns; satisfying the trail users and not wasting the \$1.2MM now only to see the road / trail torn up during reconstruction?

Wess Bechard - Tecumseh - April 27, 2021, 10:26 a.m.

Uprated: 1 | Downrated: 6

#2 has been made very clear recently, and the it's more like 8-10 years to reconstruct the roadway. It was confirmed only 100m of 2.4 km will need replacing when this work is done, so there is relatively no waste. It's not fair to make the community wait up to another decade, we need to work with the homeowners to minimize impacts, help with landscaping movement where possible and simply move forward. I will say to #1, if you're referring to a car accident, it's the always been the driver's responsibility to ensure it's safe to move your vehicle, regardless of crossing a trail, a regular sidewalk, or simply driving down the street. We should be a little less alarmist over accidents with the if/when language, as it's simply not a common occurrence on ANY multi-use trail in the region, including trails with similar frontage in other communities. All of this information was in the last engineering report. Simply watch for people like you would on any other sidewalk or street crossing and residents will be just fine.

Rhonda DeGraaf - Tecumseh - April 28, 2021, 3:30 p.m.

Uprated: 5 | Downrated: 3

I share the same concerns Keith. A multi-use trail is not the same as a sidewalk, and it uses very different design specifications. The Town is placing the paved portion of the trail in close proximity to the homeowner's property lines. Multi-use trail design goes beyond the paved portion and has BASIC safety guidelines to follow, providing buffer zones and sightlines to ensure the user's safety. The planners have positioned these safety elements onto private property by placing the paved edge so close to over 65% of property lines. The Town cannot govern or ensure that adequate buffer zones and sightlines will exist. Why is the Planner using private property for the trail design?

Keith Thompson - Tecumseh - April 28, 2021, 7:18 a.m.

Uprated: 2 | Downrated: 1

#1 I'm not an alarmist but rather a realist that believes the up front design work should address dangerous situations like insufficient sight lines. And stating "if / when" does not suggest it will be a common occurrence. #2 I have not read the lengthy consultant report nor followed Town meetings so I apologize if it was very clearly stated Riverside Dr will not be reconstructed for 8-10 years. I didn't believe many issues related to this whole proposal were very clearly stated so good to hear the Riverside Dr upgrade is.

Michelle Clement - Tecumseh - April 27, 2021, 11:36 a.m.

Uprated: 4 | Downrated: 3

There are people responding directly to specific questions on this forum which I would reasonably expect should be answered by the town. Are these people agents for the Town of Tecumseh and authorized to speak on their behalf? It can be quite misleading to the public and difficult to ascertain fact from opinion.

Wess Bechard - Tecumseh - April 27, 2021, 11:50 a.m.

Uprated: 2 | Downrated: 4

The whole point of this site is for the community to discuss, which means anyone and everyone can comment on any other post made. The town engineer has been on numerous times to clarify any direct questions if that's what you're looking for. I

suggest directly requesting their feedback if you are looking for it.

Doug McDougall - **Tecumseh** - April 28, 2021, 10:22 a.m.

Upvoted: 5 | Downvoted: 3

/After speaking to the majority of council and appreciating their honesty I will be interested on how they vote. All parties have indicated that Riverside Drive is not designed for a multiuse trail between Lesperance and Manning. When asked if I agreed with the possibility of a bike lane on both sides and maybe a sidewalk I had no objections. I do have concerns that the Municipality did not go to an Environmental Study since the trail would be situated in a designated flood zone and as one council member stated he was well aware of the magnitude of this project. I know that the Municipality went with the Class A-A+ route which I will seek advice from the Ministry of Environment.

Carol Gallagher - **Windsor** - April 26, 2021, 3:07 p.m.

Upvoted: 6 | Downvoted: 4

I have always loved to walk but this past year it has literally saved my life. I really don't know how I would have survived this past year without the simple joy of putting on my walking shoes and hitting the trail. I love to challenge myself to walk different routes and as far as I can. I love to walk to the riverfront and love walking on Riverside drive, I believe it belongs to the people of the city of Windsor and the town of Tecumseh and should be a place to enjoy for all, not just the people who own houses on it. Walking from Windsor to Tecumseh is difficult now due to the narrow path on one side and no path on the other, this is especially challenging at the moment due to social distancing for COVID. Sharing the pathway with walkers, cyclists, people with dogs and parents with strollers is just not practical or safe. I sincerely hope common sense prevails and the trail is extended to allow everyone to enjoy this public roadway that belongs to us all.

Phil Bartnik

From: Joe Bachetti
Sent: April 9, 2021 1:38 PM
To: Phil Bartnik
Subject: Fwd: Don Crowder

Hi Phil,
Don Crowder has given me permission to forward his inquiry to your attention for clarification.
Thanks

Joe Bachetti
Sent from my iPhone

Begin forwarded message:

From: Don Crowder [REDACTED]
Date: April 9, 2021 at 12:40:33 PM EDT
To: Joe Bachetti [REDACTED]
Subject: Don Crowder

Here you have 2018 version. And then clearer view from 2021

Now they moved proposal completely inside sidewalk whereas their first rendition included sidewalk
This occurs for a number of houses unfortunately
They did not sufficiently address the change in position as Bezaire was one who created 2018 images
Now the stone wall and tree is in jeopardy for us unlike when we had it installed and town rep told our installer
that everything was on our property
Entire undertaking is extremely frustrating

We would like clarity of the change in location and why we were told the landscaping was inside our property line
and now it is not
If you can assist with this it would be appreciated
Regards
Don



Sent from my iPhone

Joe Bachetti
Deputy Mayor

Phil Bartnik

From: Laura Moy
Sent: April 9, 2021 5:16 PM
To: Jenna Ulch
Cc: Jennifer Alexander; Phil Bartnik
Subject: RE: Extend the trail!

Good afternoon, Jenna

Thank you for your email regarding the proposed Riverside Drive Trail.

I invite you to view the Administrative report, consultant presentations and the video recording of the April 8 Special Council Meeting which have been uploaded on the Town's PlaceSpeak platform. During the next 30 days the public will be able to provide input on the project using the Playspeak platform found here:
<https://www.placespeak.com/en/topic/6517-riverside-drive-trail/#/overview>

Kind regards,
Laura

-----Original Message-----

From: Jenna Ulch [REDACTED]
Sent: April 9, 2021 11:37 AM
To: Laura Moy [REDACTED]
Subject: Extend the trail!

Please help us get the ganatchio trail extended to Tecumseh so we can enjoy biking and walking along riverside drive!

Thanks
Jenna Ulch
[REDACTED]

Sent from my iPhone

Laura Moy
Director Corporate Services & Clerk

Phil Bartnik

From: Laura Moy
Sent: April 9, 2021 5:23 PM
To: COUNCIL
Cc: Phil Bartnik
Subject: FW: The proposed Tecumseh Pathway

Mayor and Members of Council,

As requested by Tim and Stephanie O'Neil I am forwarding their email regarding the proposed Riverside Drive Trail.

Respectfully provided for your information.
Laura

From: Laura Moy
Sent: April 9, 2021 5:20 PM
To: 'Stephanie O'Neill' [REDACTED]
Cc: Jennifer Alexander [REDACTED]
Subject: RE: The proposed Tecumseh Pathway

Good afternoon, Jenna

Thank you for your email regarding the proposed Riverside Drive Trail and letter delivered to my office today. As requested, your email will be shared with the Members of Council.

I invite you to view the Administrative report, consultant presentations and the video recording of the April 8 Special Council Meeting which have been uploaded on the Town's PlaceSpeak platform. During the next 30 days the public will be able to provide input on the project using the PlaySpeak platform which can be found here: <https://www.placespeak.com/en/topic/6517-riverside-drive-trail/#/overview>

Kind regards,
Laura

From: Stephanie O'Neill [REDACTED]
Sent: April 9, 2021 11:35 AM
To: Laura Moy [REDACTED]
Subject: The proposed Tecumseh Pathway

Dear Laura Moy,

Would you kindly share the following letter to:
Mayor McNamara, and the Tecumseh members of Council.

With thanks and regards,
Tim & Stephanie O'Neill

Mayor McNamara & members of Council,

Everyone knows about the risks the municipality of Tecumseh is willing to let the residents take.

The "ReThink the Trail" flier clearly says it all.

But, on a personal note, we'd like you to know how your thoughtlessness, will effect our lives.

The tree in our front yard muffles the increased traffic noise ,in the summer.

It shades our front garden and our home, allowing us to use less air conditioning and leave our windows open.

Losing that tree will change things for us , in a very negative way.

That lose will have a huge , aesthetic impact on our residence, and leave us with the financial burden of relandscaping our yard.

We will lose our privacy.

Our already difficult driveway , will now become worse to park in and dangerous to back out .

We honestly do not understand why this has become so important to you.

And WHY you are not listening to " Best Practices " a sound ,and well respected company , that believes this path is a very bad idea.

We believe, we should expect and receive better, from our Mayor and town Council.

Sadly & Sincerely,
Tim & Stephanie O'Neill

Laura Moy
Director Corporate Services & Clerk

Phil Bartnik

From: Kris Desjardins [REDACTED]
Sent: April 11, 2021 1:42 PM
To: Phil Bartnik
Subject: Riverside Drive Trail

Hello Phil,

I attempted to post a comment on Placespeak today however it doesn't appear to have been submitted. I'm sending a copy of my comment to you for your consideration. I will try again to submit my comments tomorrow.

Thank you,
Kris Desjardins

I walk and run the proposed section of the trail on a daily basis. I am completely in favour of projects that facilitate an active lifestyle for residents of the Town of Tecumseh. Having said that, I have concerns about the plan to place the trail on the South side of the road for several reasons. I feel that the Town is going to great expense however not addressing all of the issues in this strip of road. First of all the existing sidewalk on the North side is in poor repair. It is uneven and in many areas the transition to surrounding grass or gravel is dangerous. This was particularly evident to me when I recently tried to walk this section with my mother in law who is visually impaired. Because of the steep drop off in many sections, I was very concerned about her safety. Besides this, there are many areas of this North sidewalk that are poorly drained which means that it is flooded often making it impassable. There appears to be no plan to address this situation.

My next concern is that the road is also narrow in the section. This means that passing cyclists when driving is scary not to mention treacherous for cyclists. Being a recreational cyclist only I do not ride on the road here for this reason. I do not believe more serious cyclists will use the proposed trail and in fact it would be dangerous if they were to do so for pedestrians due to the high speeds they travel at. Bicycle friendly communities have proper bike lanes. What is the plan for this?

I think it is grossly unfair for people living on the South side to have a public thoroughfare almost on their front doorstep. This is particularly the case in the section from Lesperance to Lacasse. I do not live in this area but walk it often and am sad for these people. Most homes on the North side are set well back from the road and this wouldn't be a concern for these homeowners. Not only will residents of the South side have a trail on their front porch but in many areas, landscape and trees will be destroyed. Many of these trees are at least 50 years old! Why was there no mention of this in the report?

The report also mentions that the trail would cross fewer driveways on the South side. How many fewer? Five??

This is a much bigger issue than a simple yes or no. I am completely in favour of accessible paths, I just feel that the proposed plan does not address many key issues. I really hope the Town reconsiders.



Kris Desjardins B.Sc.P.T, PMA® CPT
[REDACTED]

Phil Bartnik

From: Margaret Misek-Evans
Sent: April 12, 2021 4:34 PM
To: Phil Bartnik
Subject: FW: Riverside Trail

Phil,
For discussion tomorrow; I have already approached Kirby on the last paragraph and sent an inquiry to the OPP on the middle 2 paragraphs.

Thanks,
Marg

From: Andrew Dowie
Sent: April 12, 2021 8:23 AM
To: Margaret Misek-Evans [REDACTED]
Subject: Riverside Trail

Hi Marg,

Resident Rhonda deGraaf of [REDACTED] reached out to me over the weekend. In her opinion, the consultation process has not answered her despite multiple attempts to have the question answered as to whether landscaping, trees or privacy fencing otherwise compliant with applicable municipal by-laws but located on private property will be affected in any way by prospective trail construction. The risks cited are the health and viability of trees and the sight triangle/distance that may be affected by said landscaping, trees and fencing from trail users to and from the driveways. She is looking for a very specific and written answer to this question. Can one be provided. Mrs. DeGraaf can be reached at [REDACTED] and [REDACTED]

Secondly, back in 2018 there were several references made by residents to the O.P.P. being vocal against the Town's trail initiative. It is likely the personal opinion of an officer, but was highly cited. Therefore given that this happened, one of the requests that I had made at the time was to obtain an official written response from the O.P.P. with respect to their official opinion. I haven't seen one provided so far. Can one be supplied.

Along the same note, there is a belief of increase risk of pedestrian/vehicle conflict at driveways that is being cited. Our process has not so far published police response data to date that demonstrates whether or not these conflicts materialize in other areas and whether this is a problem that actually results from the construction of an in-boulevard trail. Can these be supplied.

On a separate note, I also wanted to inquire about the mailbox situation at the former Victoria site. It is unclear as to whether this situation is permanent or some of the rationale. Given the distance from many of the homes that it serves and availability of established, closer alternative sites for many of the residents or one that better supports motor vehicle use (the Circle K location comes to mind immediately), it is creating unnecessary traffic congestion and this was cited at our recent public meeting. Can you advise as to whether this site is intended to be made permanent by Canada Post and what we can do to initiate a change here.

Thank you!

Andrew

Andrew Dowie
Councillor Ward 1

Margaret Misek-Evans
Chief Administrative Officer

Phil Bartnik

From: Laura Moy
Sent: April 19, 2021 5:39 PM
To: COUNCIL
Cc: Phil Bartnik
Subject: FW: Riverside Trail
Attachments: Jonathan Mueller April 6 2021 Town of Tecumseh Riverside Drive Trail Comments.pdf

Mayor and Members of Council,

Please find attached a letter submitted by Jonathon Mueller in regards to the proposed Riverside Drive Trail.

The letter was intended for the April 8 SCM, and unfortunately caught in the Town's spam software. I am forwarding it now for your information and awareness.

Respectfully,
Laura

On Tue, Apr 6, 2021 at 10:30 PM Jonathan Mueller [REDACTED] wrote:

Good evening Councillor Dowie,

Please find attached my letter regarding the proposed Riverside Drive trail.

Please do not hesitate to reach out if you have any questions.

Thank you,
Jonathan Mueller
[REDACTED]
[REDACTED]

Laura Moy
Director Corporate Services & Clerk

April 6, 2021

Town of Tecumseh

Attn: Andrew Dowie – Ward 1 Councillor

Sent Via Email: [REDACTED]

CC: [REDACTED]

RE: Riverside Drive Trail Tecumseh-Windsor Border to Manning Road

This letter is to state my position on the proposed Riverside Drive Trail from the Windsor/Tecumseh Board to Manning Road. I do not support the trail as **currently** designed.

I am a huge proponent of walkable/bikeable communities and believe the idea of a multi-use trail(s) is an opportunity for the Town of Tecumseh and its residents. We are very fortunate in Tecumseh to have a great network of parks and public spaces - the pedestrian connections to these trails are critical to the use and success of these spaces. If they are 'easy' to access, they will be used, supported, and continue to contribute to the lifestyle that makes Tecumseh so appealing to residents old and new.

We are fortunate to have other examples, good and bad, of multi-use trails and bike lanes throughout Essex County. The Ganatchio Trail is one of the most successful examples of trail networks in the County, but it cannot be replicated from its current most easterly termination to Manning road for obvious physical reasons. However, we do have a great 'test case' with the trail located (in the former St. Clair Beach) from Manning to Brighton Roads. That trail, now more than 25 years old could (have) been improved upon with marginally more money spent at the time. In its current form, it likely does not meet the "8 80" test, which in short asks the question – *'is it safe for an 8 year and 80 year old person(s) to use independently?'* I have young children and use this trail; it requires relentless supervision as there are many parts of this trail that are too close to the road to allow children to walk or ride independently. If there were increased barriers between the road and trail it would be much safer and more user friendly. This could have been achieved with a larger curb height on Riverside Drive, a slightly elevated trail with small curbs along with some landscape (treed) median between the roadway and trail to act as both a visual and physical buffer. Lastly, an adjustment of the speed limit from the current 50km/h to 40km/h, which is what is recommended in most scenarios to pass the 8 80 test.

Looking at the opportunity we now have in front of us for the new trail from the Windsor border to Manning Road, we should take the above noted 'Lessons Learned' and apply them to this initiative. There were several Options developed as part of the consulting report completed by Dillon Consulting and Bezaire Partners as well a defined purpose *'To Provide a safe and accessible active transportation facility for individuals and families (all ages and abilities)'*, I do not believe the proposed plan meets this criteria. The safety factor correlates directly to useability of the trail and should be paramount in Council's decision making. The capital cost at any price is irrelevant if there is a safer option available as one accident or fatality is one too many.

My recommendations for Council's consideration are to:

- (1) Not approve the trail as currently designed
- (2) Request the consulting team review the alternative Option(s) from their report that improve safety and useability (8 80 test), options which could include;
 - a. Narrowing of roadway (if necessary) to accommodate dedicated and protected bike lines on the north and south side of the road OR a combined (two lane) bike path on one side (Options 3 and 4)
 - b. Replacement and widening of the existing sidewalk on the north side from its current most northern extent southward to accommodate a two-way multi-use trail that would supplement the Bikes Lanes contemplated in Options 3 and 4.
- (3) Implement a maximum 40km/h speed limit on Riverside Drive throughout the Town of Tecumseh
- (4) Installation of a round-about at the Lesperance Road and Riverside Drive intersection and installation of speed bumps at other high-traffic intersection i.e. Lacasse Boulevard and Centennial Drive.

The above recommendations will no doubt result in increased costs (and schedule) to a capital project of this magnitude, a cost that is borne by all tax payers/constituents. It should not be viewed as an expense, but rather a long-term investment in our community, that if done well will pay dividends in safety, enjoyment, and healthy living for decades and generations of Tecumseh residents.

Jonathan Mueller



Phil Bartnik

From: Laura Moy
Sent: April 19, 2021 5:47 PM
To: [REDACTED]
Cc: Jennifer Alexander; Phil Bartnik
Subject: RE: Request to be a delegate for Apr 27th

Good afternoon, Mr. Morais

A special meeting of Council was held on Thursday, April 8, 2021 regarding the proposed recreation trail on Riverside Drive whereat Delegations were provided the opportunity to address council on the project.

The Administrative report, consultant presentations and the video recording of the April 8 Special Council Meeting have been uploaded on the Town's PlaceSpeak platform. The public will have 30 days (from April 9) to be able to provide input on the project using the PlaySpeak platform which can be found here: <https://www.placespeak.com/en/topic/6517-riverside-drive-trail/#/overview>

Please submit your comments using the PlaySpeak platform.

The Director Public Works & Environmental Services, Phil Bartnik, who I have also copied on this email, can be contacted at [REDACTED] or [REDACTED] [REDACTED] for any questions or comments you may have.

Kindest regards,
Laura

From: dean morais [REDACTED]
Sent: April 19, 2021 1:59 PM
To: Jennifer Alexander [REDACTED]
Subject: Request to be a delagate for Apr 27th

I would like to see bike lanes down Riverside to complement the multi use trail and will show in my slides why a multi use trail alone is unsafe.
What is the length of my presentation to be , and anything else I need to know?

Travel light, go far
Dean Morais

Jennifer Alexander
Deputy Clerk & Manager Legislative Services

Laura Moy
Director Corporate Services & Clerk

Phil Bartnik

From: Laura Moy
Sent: April 20, 2021 9:57 AM
To: COUNCIL
Cc: Phil Bartnik; Jennifer Alexander
Subject: FW: Extending Ganatchio Trail
Attachments: uploadsLetter to Tecumseh Town Council 20APR2021c8cdfaa3-b415-4293-943c-3824b4ded21a.pdf

Mayor and Members of Council

Please find attached a letter from Robert Baker regarding the proposed Riverside Drive Trail, as per his request that it be forwarded to you.

Respectfully,
Laura

-----Original Message-----

From: noreply@esolutionsgroup.ca [REDACTED] On Behalf Of Robert Baker
Sent: April 20, 2021 7:52 AM
To: Laura Moy [REDACTED]
Subject: Extending Ganatchio Trail

Please forward the attached letter to council so they are aware of my opinion.

Also, please confirm receipt.

Best Regards,
Robert Baker

Origin: <https://www.tecumseh.ca/Modules/contact/search.aspx?s=e6lJD0LWSxQxqEpX35FX4AeQuAleQuAl>

This email was sent to you by Robert Baker [REDACTED] through <https://www.tecumseh.ca>.

Laura Moy
Director Corporate Services & Clerk

20 April 2021

Dear Mayor, Deputy Mayor, and Councillors the Town of Tecumseh:

I agree with the extension of Ganatchio Trail along the south side of Riverside Drive with the understanding that the existing sidewalk will remain on the north side.

As the trail will be relatively close to Riverside versus the existing portion of the trail in Windsor, there should be traffic calming features in attempt to make the trail as safe and the high speed of some drivers. (Traffic calming measures such as in “Table ES2: Traffic Calming Measures” of “Tecumseh Transportation Master Plan, 2017.”)

Keeping the pedestrians and the leisure (low-speed) cyclists separate from the motor vehicles provides a comfortable environment that will only encourage usage and thus promote the health of our residents. The importance is not only prevention of conflict with vehicles, it is also the perceived level of safety for the users of the trail. Figures EA1 to Figure EA4 of the “Tecumseh Transportation Master Plan, 2017” show the proper curb and buffer between roadway and walkway. A buffer zone and curb separation from the roadway provides a spatial barrier from traffic, provides room for snow plowed from the roadway without blocking the trail, and also discourages parking of vehicles onto the pathway.

What Tecumseh deserves much better than a simplistic economy version as what Lakeshore has done along Old Tecumseh Road, where they only a white lines of paint separating the pedestrians from motor vehicles. This would not be in accordance with our town’s Transportation Master Plan. What Lakeshore has done is a positive improvement, they did not reach for a good quality path on behalf of their residents.

We need a quality engineered extension of Ganatchio Trail that will become another jewel of Tecumseh for generations to come.

Kind Regards,

Robert Baker



Tecumseh

Phil Bartnik

From: [REDACTED]
Sent: April 22, 2021 8:45 PM
To: Phil Bartnik
Cc: [REDACTED]
[REDACTED] Riverside Drive Trail Proposal at [REDACTED]

Hi Phil:

Mr. Courey (cc'ed) would like to speak with someone from the Riverside Drive trail project team to discuss the expected impacts of the trail proposal affecting the property at [REDACTED] immediately west of the Lesperance intersection. Would this be able to be arranged for.

Thank you!

Best regards.

Andrew Dowie

Councillor, Ward 1

Town of Tecumseh

----- Forwarded Message -----

From: Chris Courey [REDACTED]
Date: 2021-04-22T20:10:13-04:00
Subject: Re: Contact Info
To: Andrew Dowie Ward 1 Tecumseh [REDACTED]
Cc:

Thanks Andrew. I reviewed the plans on the town of Tecumseh page and watched the YouTube copy of the meeting from early April. Based on my understanding of the documents shown it would appear the proposed trail crosses over our property line for the entire width of our property based on the survey we have on file from 2016. Can you connect me with someone on this project who can come and mark where the proposed trail would be so that I can review that information with our lawyer?

Thanks

Chris

Sent from my iPhone

Chris Courey

[REDACTED]

[REDACTED]

> On Apr 22, 2021, at 19:51, Andrew Dowie Ward 1 Tecumseh [REDACTED] wrote:

>

> Hi Chris,

>

> You can reach me at [REDACTED] or [REDACTED]

>

>

> Best regards,

>

> Andrew Dowie

> Councillor, Ward 1

> Town of Tecumseh

Phil Bartnik

From: Andrew Dowie
Sent: April 27, 2021 12:47 AM
To: Phil Bartnik
Cc: Rick Tonial
Subject: Fw: Riverside Trail Comments

Hi Phil: See below to your attention. Andrew

Sent from my BlackBerry — the most secure mobile device — via the TELUS Network

From: [REDACTED]
Sent: April 26, 2021 9:48 PM
To: [REDACTED]
Subject: Re: Thanks

Hi Andrew, I'm taking you up on your offer of forwarding this to Mr. Bartnik (I did not see an e-mail for him on the web site).

Thanks very much. Lyn

Dear Mr. Bartnik,

I have been following closely the developments of the proposed trail since the town meeting showed us original drawings, outlining a path on the south side of Riverside Drive. At that time I voted in favour of continuing the trail. I still feel some type of path on the south side is beneficial to all. I've had several e-mail correspondences with the town, as well as conversation with Councillor Dowie about this. He told me he would forward one of my e-mails to you, hopefully you received this and have a better understanding of my position. I also had the opportunity to personally meet with both Councillors Dowie and Tonial this past Saturday. They were kind enough to visit our property and see the situation here. We have the proposed trail chalked out on our grass, so there was a visual. I have attached a few photos to give you a better understanding of what I am referring to.







The first four pictures are facing east and the last one facing west. As you can see, all four of our pillars, gardens and curbs would be impacted if the trail was to remain as shown on the drawings. This plan uses only the area on the south side of the pole. The proposed trail then switches to the north side just two homes further east. We have a 12 foot asphalted area on the north side of the pole not being utilized at all for the trail. In the original drawings shown to us at town hall, the trail was designed north of the poles. During the meeting on the 8th I heard the reasoning for the switch to the south side. I also understand without curbs a buffer needs to be created for safety reasons. Both Councillor Dowie and Councillor Tonial agreed there would be a way to work around our concerns with the amount of space we have, and not lose our pillars. I also saw Ms. Curran's post on Place Speak today that upon a decision on the trail, the planners would be working with individual home owners to minimize any damage to their properties. This was reassuring. Councillor Dowie also said there is the possibility of moving a pole, but the cost is expensive. I would be interested in knowing the cost. If the proposed trail is voted through this would be something we would be willing to share cost on, in order to have the trail on the north side in front of our home, as the neighbours a few doors down will have.

At the meeting you outlined reasons why Riverside Drive improvements are still several years down the road. I understand budget restraints and timelines for improvements. Councillor Tonial voiced an opinion many of the residents along this side of the Drive feel is a more practical solution. Have a narrower, accessible sidewalk (or asphalted path) on the south side, resulting in less damage to property. This would primarily accommodate Tecumseh residents for the next few years and join the trails - the ultimate goal. When future improvements to Riverside Drive are in the cards, Tecumseh can then become more appealing to the rest of the county by creating curbs, allowing a sidewalk or trail to be built right up to the road, bike paths, and an upgraded road. The City of Windsor recently did this between Lauzon and Riverdale, upgrading the look and use of Riverside Drive tremendously along that stretch. If these improvements were done at the same time, the results would be impressive rather than disjointed, and would maintain the beauty of Riverside Drive. There may be a little more cost at that time, but if the initial cost for a smaller path is less, it makes sense. Realistically if road repairs are ten years out, the new path will be in for an upgrade. Everyone would get what they want, Extend the Trail, Re-Think the Trail, Tecumseh Residents, we'd all be winners. Town Council would have bragging rights for accomplishing their goal of joining the trails east and west, by providing continuity along Riverside

Drive. Tecumseh has patiently waited for a south side connection, a few years more to do it properly, is the right thing to do. This plan gets my vote.

I appreciate the effort, time and research involved in a project of this magnitude. There are passionate arguments for all sides, and hopefully by working together the solution will be in the best interests for everyone.

Thank you for your time.

Sincerely,
Lyn Robinet

On Apr 24, 2021, at 10:24 PM, Andrew Dowie [REDACTED] > wrote:

Hi Lyn. It was my pleasure, and thank you for giving me your time today. I appreciate having had the opportunity to better understand the circumstances at your property. Please stay in touch if any further questions come to mind, and if you have a listing of specific considerations that you'd like for the project team to make, you can send my way and I can ensure that they receive. Andrew

Sent from my BlackBerry — the most secure mobile device — via the TELUS Network



Andrew Dowie
Councillor Ward 1

[REDACTED]
Town of Tecumseh - 917 Lesperance Rd. - Tecumseh, ON. - N8N 1W0
Phone: [REDACTED] Fax: 519 735-8326 - www.tecumseh.ca

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Messages sent to and from us may be monitored.

 Please consider the environment before printing this e-mail.

Andrew Dowie
Councillor Ward 1

Phil Bartnik

From: Andy Robinet [REDACTED]
Sent: April 29, 2021 10:05 AM
To: Phil Bartnik
Cc: Andrew Dowie; Rick Tonial; Andy Robinet
Subject: Thank you

Good Morning Phil,

Thank you for taking time out of your busy schedule to speak with me this week, it was much appreciated. You answered my questions and lowered my concerns regarding the trail's impact on our property. It is a relief to know the town is going to work with homeowners, in our case consider the possibility of moving a pole (there is no transformer), to minimize damage to our landscaping and hopefully save the four pillars. Also being aware the town is accepting the financial cost of replacing or moving items is something I know residents along this stretch will appreciate.

One thing I've learned from my communication with town representatives I have met, regarding the trail, is that there is a genuine interest in helping their constituents. Everyone has gone out of their way to respond as efficiently as possible and help in any way they could. Beginning with Laura's friendly correspondence and thoroughness in what was asked of her, Councillor Dowie reaching out to a general e-mail I sent for the meeting and consequent phone call, both Councillors Tonial and Dowie taking time on a Saturday to meet personally with residents along our stretch, and yourself for allowing me 25 minutes to answer questions. Personally, I feel the request we were after with our sign to "Re-Think the Trail" has been answered. I was listened to and my concerns were addressed.

Although, I feel Councillor Tonial's suggestion for a temporary sidewalk still has my vote, I now feel better informed on the reasons why things are being proposed the way they are. I look forward to working with the town on whatever decision is passed by council, feeling everyone has the same goal - to maintain a scenic Riverside Drive corridor with better accessibility and connectivity.

Warm Regards,

Lyn Robinet

P.S. – The new light for our pillar arrived and my husband has installed, so all good there. The officer who responded to our call (Wendy Desjardins), was also very nice. Throughout this process I've met more neighbours and a lot of nice people from town hall. There's always a positive.

Ontario Provincial Police
Essex County Detachment

1219 Hicks Rd.
P.O. Box 910
Essex, Ontario
N8M 2Y2

Tel: (519) 723-2493 Fax: (519) 723-2133



Police provincial de l'Ontario
Détachement du Comté d'Essex

1219 rue Hicks
C.P. 910
Essex, Ontario
N8M 2Y2

Tel: (519) 723-2493 Télécopieur: (519) 723-2133

File Reference/

April 29, 2021

Ms. Margaret Misk-Evans,
Chief Administrative Office,
Town of Tecumseh
917 Lesperance Ave
Tecumseh, ON N8N 1W9

Dear Margaret

In response to your email dated 28 April 2021, I was asked to provide a response to the Town of Tecumseh's initiative of a proposed trail extension from Lesperance Road to Lakewood Park. I'm aware of a request from the Town of Tecumseh on 21 February 2021 to Staff Sergeant Jamie Smith, Tecumseh OPP in which data was provided in relation to motor vehicle collisions vs. Bicycles/Pedestrians in the Town of Tecumseh.

This is an initiative undertaken in collaboration with community members and The Town of Tecumseh and while I appreciate the opportunity to offer an opinion, we remain impartial as to such decisions to alleviate any potential conflict or bias.

A handwritten signature in black ink that reads "Glenn Miller". The signature is written in a cursive, slightly slanted style.

Glenn Miller, Inspector
Detachment Commander
Essex County O.P.P.

cc. Staff Sergeant Jamie Smith
Tecumseh O.P.P.

Answering the Call... Making a Difference

Phil Bartnik

From: Laura Moy
Sent: May 5, 2021 12:17 PM
To: COUNCIL; Phil Bartnik
Cc: Jennifer Alexander
Subject: FW: Riverside Drive Trail Project

Mayor and Members of Council,

The following communication from Chris and Kaitlyn Courey, owners of [REDACTED], is being forwarded for your information and awareness at their request.

Director Public Works & Environmental Services, Phil Bartnik, is also copied.

Respectfully,
Laura

-----Original Message-----

From: noreply@esolutionsgroup.ca [mailto:noreply@esolutionsgroup.ca] On Behalf Of Chris Courey
Sent: May 4, 2021 5:14 PM
Subject: Riverside Drive Trail Project

Hi Andrew and Council,

We've reviewed the published documents and video regarding the trail project and wanted to ensure you and Council are aware of our concerns and objections to the proposal as it relates to our property [REDACTED]

We recognize that the consultants have noted that we are a Special Consideration property and in speaking to a Town of Tecumseh engineer on April 23, 2021 realize that some of the property we own will be needed to complete this trail as outlined in the documents available. While it isn't clear to us what the specifics would entail we wanted to be sure that we brought to your attention again that any acquisition of our parking lot would be detrimental to our business operations since we own two retail businesses that rely on customer parking to generate revenue. There is truly no amount of space that can be forfeited that would allow us to continue to offer parking to our customers at a level we require to operate.

In speaking with our lawyer we were advised to reach out to you to confirm that you are aware that we are not in support of the proposal as it stands and ask that you create an alternative option that does not impact our property line.

We are big supporters of the Town of Tecumseh and love the idea of a greener community, however, we need to ensure that our businesses are not impacted financially and the future resale value of our building is not hindered by this project.

We would appreciate you confirming receipt of this email and have forwarded a copy to the Clerk so that it can be shared with Council.

Regards,

Chris and Kaitlyn Courey

Origin: <https://www.tecumseh.ca/en/town-hall/appearing-before-council.aspx>

This email was sent to you by Chris Courey [REDACTED] through <https://www.tecumseh.ca>.

Laura Moy
Director Corporate Services & Clerk

Phil Bartnik

From: Andrew Dowie
Sent: May 7, 2021 2:26 PM
To: Margaret Misek-Evans; Phil Bartnik
Subject: Fw: Riverside Trail Project

Hi Marg and Phil - forward for our consideration. Andrew

Sent from my BlackBerry — the most secure mobile device — via the TELUS Network

From: [REDACTED]
Sent: May 7, 2021 1:43 PM
To: [REDACTED]
Subject: Riverside Trail Project

We are Nick and Bonnie Coutinho and we reside at [REDACTED] in Tecumseh and have the following concerns should the trail be approved by council:

Due to an elevation change for the purpose of meeting ERCA standards to build two residential dwellings to the west of us we would be forced, by this proposal, to deal with a severely obstructed site line which would not allow us to view anyone or anything heading east on the trail until they have almost entered our property. Anything parked in our neighbours' yard within their own property lines be it vehicles, rv's, services vehicles, even planters or trees will completely obscure the site lines for us, delivery/service vehicles, guests, etc. Upon approaching the path (driving out front end first) the entire front of the vehicle up to the drivers' seat would be on the trail before adequate visibility could be achieved to proceed to the next hurdle which is pulling out onto the road. At this point the back end of the vehicle is substantially blocking the trail since there is not enough driveway left to pull the vehicle out further. In addition, should cars be parked parallel to the road to the east and or west of us, as happens now, we have to put ourselves in jeopardy with traffic that we can't see. This happens quite often particularly with service and construction vehicles visiting other homes. I work from home and leave and return to job sites sometimes several times a day in other words, this isn't a once-a-day crossing. The trail will only contribute to greater risk for all. This scenario does not include what happens when a vehicle backs out of our driveway as is the case many times with service vehicles and other persons UNFAMILIAR to the area. The visibility in that case is even worse as the entire vehicle would have to be on the path to see persons on the trail. We have not planted or constructed anything that impedes this view on our property or town property. It is unfair to put such a burden on any homeowner, it would be devastating should a life altering accident occur, especially since it's been noted it could have been avoided. We could also be hit by a cyclist walking out of our driveway because they wouldn't be able to see us either.

The permits issued by the Town of Tecumseh were approved well after the intent to build this trail was made public. It is unfortunate that approval was given to allow for said dwellings to be erected so close to Riverside Drive given that the properties are at minimum 230' deep. A further setback would have resulted in longer driveways possibly avoiding these issues all together. Please note that we also flood in the west corner since the construction of said homes and are very concerned that the proposed trail will only exaggerate that issue during heavy rains.

The trail plan is indicating that it is to be partially built on our private property with no easement. The property owned by the town is 6'-5" from the utility post to our property line on the east side, and 8'-2" from

the utility post to our property line on the west side. This is like attempting to fit a size 10 foot into a size 7 shoe. You could buy the smaller pair of shoes but it will create problems now and for as long as you own the shoes. Without an easement to private property cyclists who often ride their bikes off the paths to avoid slow moving walkers will use our yard to keep moving. We do not want this liability and neither should the town.

With the space that the town does have we suggest building bike lanes similar to those on Seaclyffe Dr. near Kingsville. The bike lane is divided from the road by a painted line and a walking lane is divided from the bike lane by another painted line. It should also be noted that the speed limit in that stretch of road is 60k/h and is a mixture of residential and commercial buildings. There are also many large trucks travelling that route. It appears that the engineers felt it safe enough for vehicles, bikes and pedestrians. This idea would in most instances provide the residents of Riverside Dr. a fair easement between the town and homeowner's property.

We also believe that the other proposals presented on April 8, 2021 should have had cost estimates included with the reports. Maybe there is another solution. Possibly just bike lanes and repair the sidewalk on the north side. Whatever the decision made it is our hope that you consider the options to provide a safe place for drivers, walkers and cyclists and especially the homeowners who are asking for a different solution. Please be fair to us.

Sincerely,

Nick and Bonnie Coutinho

Sent from [Outlook](#)

Andrew Dowie
Councillor Ward 1

Phil Bartnik

From: Mark Piche [REDACTED]
Sent: May 7, 2021 4:32 PM
To: Andrew Dowie; Phil Bartnik
Subject: Today's 4 minutes of rain - photos attached (Mark Piche)

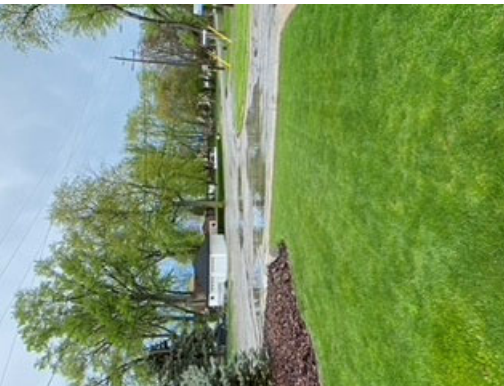
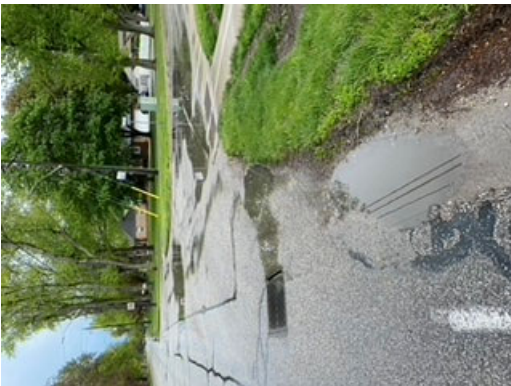
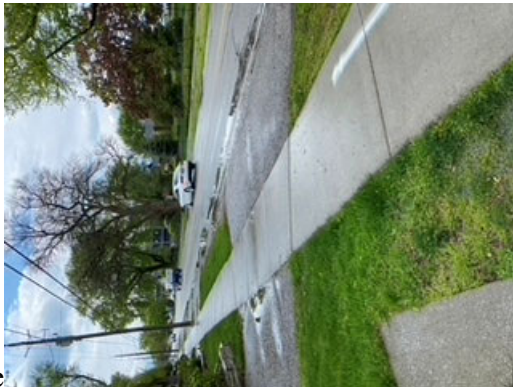
Hey Andrew and Phil, I hope things are well.

Respectfully, here is an example of 5 minutes of rain today where a trail is proposed. This is just one property.

The water can't even find the drain sewer because the grade is so low. Perhaps prioritizing roadways and flooding should come before a trail.

I'm not trying to come off ignorant or be rude by any means. I'm just being a realist, because it's my sump pump working overtime, and it shouldn't be. These photos were taken 20 minutes after the 5 minutes of rain stopped.

Mark Piche



Phil Bartnik

From: Adriana Blondeau [REDACTED]
Sent: May 8, 2021 9:38 AM
To: Cheryl Curran; Phil Bartnik
Subject: Re-think the Trail - very concerned resident (Adriana Blondeau) [REDACTED] r. East, Tecumseh, Ont. - (this was submitted back in 2018 to Mr. McNamara, with some additional info now)

>

>>>> Dear Mr. Bezaire and Mr. McNamara,

>>>> My name is Adriana, I reside in Tecumseh @ [REDACTED] and I am writing to you both to let you know i "Strongly Disapprove" of the extension of the Ganatchio Trail on the south side of Riverside Drive. I think this is a terrible idea!! Why the South side and not the North side which already has a sidewalk and a shoulder, wouldn't that make more sense? Especially for "Safety" reasons...?

>>>> I'm sorry but I do not want the public walking, running or riding their bikes pretty much on my front lawn, would you like that at your front door? I will have no privacy but will mostly FEAR for my family's SAFETY as well as OTHERS. Please, put yourselves in our shoes!!

>>>> At most of the homes the trail will be right at their front door because of their very short front yards, this would NOT be fair at all to those residents!! Riverside Dr. Is already way too busy, often it takes me awhile to get out of my driveway because of all the traffic so now I would have to worry about the public as well when trying to leave my home. In my opinion this will become a very "DANGEROUS" trail because of the close proximity to the road! All it will take is one driver to be texting, speeding or trying to pass another car which they do OFTEN on Riverside Dr. to hit a pedestrian, someone on a bike or even a baby in a stroller being walked by a parent to cause a fatality. Imagine the devastation of a family if this happens? I hope to God it would not ever happen, but honestly it could! Who would be held responsible for that?

>>>> Also to take approximately 9 ft of my property for this project is completely ridiculous, will my taxes go down? I pay well over \$8,000+ a year and have lived at my home for 20+ years. In all my years here I have never seen more than 10 people at a time walking on the existing trail unless there was a special event taking place which is rare. Don't get me wrong I think the existing trail is just lovely but has anyone really done the research on how many people are really using it - (We have Lakewood now where everyone likes to walk) would it really be worth extending it? It would be in my opinion a complete "WASTE OF MONEY" to extend this trail which could be used for many other wonderful things in Tecumseh that would benefit our community and for people who are in need during this pandemic. I'm sure it would be much safer for people to just cross the street at Lesperance Rd. and Riverside Drive if the trail is put on the North side or better yet - Please, "Do not" extend this trial on Riverside Drive at all!!

>>>> I ask you both to truly re-consider this future project, I'm sure we can make much better, wiser and safer choices when it comes to urban planning.

>>>> Thank you very much for your time and consideration. I look forward to hearing back from you both.

>>>> Sincerely,

>>>> Adriana Blondeau

Sent from my iPad

Phil Bartnik

From: robert cunningham [REDACTED]
Sent: May 8, 2021 5:03 PM
Cc: Don Crowder; Sue White
Subject: The Riverside Trail

Difficulty has been encountered in submitting comments to Placespeak regarding the Riverside Trail. It has been suggested that you, Cheryl Curran and Phil Bartnik, be contacted via email to comment on the Riverside Trail. Please, ensure me, that my submission will be included in the statistics collected.

A newer and less travelled alternative, than the proposed Riverside Trail, is Little River Boulevard. This street, paralleling Riverside Drive, has wider unused road allowances. Little River Boulevard endures far less traffic, and provides a safer means of travel for cyclists and pedestrians. The newer Little River corridor, from the Blue Heron Park at Banwell Boulevard on the west to Manning Road and Lakewood Park on the east, provides a very scenic passage without eliminating the mature trees found along Riverside Drive. These tall mature trees, although scarred on one side and older than the combined ages of several councillors, continue to enhance the character of Riverside Drive. That tree elimination issue can be avoided by using the Little River passage, where fewer and much younger trees may exist.

For this alternate "Trail" to be a continuous passage, an intersection, Little River Boulevard/Lesperance Road, already provides cyclist lanes and existing sidewalks at Lesperance Road. At the Dillon/Lesperance intersection, a treeless road allowance connects to Lacasse Boulevard. There, the "Trail", without affecting adjacent residences or trees, can reconnect with Little River Boulevard leading to Lakewood Park.

Again, a quieter, safer scenic "Trail" can be constructed avoiding a more dangerous commuter-oriented Riverside Drive.

Whether an alternate route or Riverside Drive is selected for the "Trail", something needs to be done to make Riverside Drive safer. Pedestrian Crossings, with painted markings and flashing pedestrian-actuated lights, should be seriously considered, where roads intersect with Riverside Drive. Flashing lights work for school busses, and similar measures can work for pedestrians wishing to cross the Drive.

Finally, what is working at Manning Road and Riverside Drive might be considered for Lesperance and Riverside Drive. The roundabout at Manning and Riverside smoothes the flow of traffic, but improvements could still be made to lessen potential motor accidents and to aid pedestrian crossings.

Thank you for your consideration, and please, "Rethink the Trail".

Regards,

Robert Cunningham

Phil Bartnik

From: Linda Zieba [REDACTED]
Sent: May 8, 2021 7:17 PM
Subject: ZIEBA - opinion
Attachments: May 8, 2021.docx

Hello everyone,
Enclosed is a 2 page letter where I have also included the posting we did on PlaceSpeak.
Please take a moment to just send me a quick email (or text) confirming that you “got it”.

[Linda Zieba](#)

[REDACTED]

May 8, 2021

Since we have commented on PlaceSpeak, we are going try and be brief as we are all tired but not giving up.

BELIEFS:

The sidewalk on the NORTH side of the road should be replaced with a wider path.

A path should be added on the SOUTH side of the road, but NORTH of the hydro poles.

There is a need for bike lines on BOTH sides of the road. If the money is not there for the total project (walking paths, bike lanes, new road) at this time then there should be a master plan in place that could be incrementally worked on as the funds appear. Unfortunately, none of your plans include a safe place for cyclists.

PLANS:

We have yet to see current plans with options and cost comparisons. The 2017 dated plans shown on the Town of Tecumseh website involving our property show the path to be north of the poles instead of south as being recommended at this time. How do we support a plan when we don't know what it actually entails?

The plan that has been verbally described to us indicates the path will run SOUTH of the hydro poles. The hydro pole on our property is 14 feet from the edge of the road and 8 feet from our property line. That would leave only 8 feet of space for the path instead of the proposed width. The path would then abut directly along our property line on its south side.

PLACEMENT:

1) If the path runs SOUTH of the poles along the residents' property line the fences, shrubs, trees, and rocks/boulders that will be on homeowners properties will not be conducive to the safety of walkers and riders on the path. A 15' spruce tree will have to be moved at a *minimal* cost of \$750, a 25' tree will likely die from roots being damaged during construction of the path. That one will be another \$750 *minimum* to move.

Anyone wishing to get off of the path (to visit/chat, to go around slower pedestrians) will be doing so on private property on the south side of the path. The area between the pole and the road will look very much like the mess across on the north side or west of the Manning Road path: weeds, standing water, mud, potholes and gravel strewn about.

2) If a 9ft path runs NORTH of the poles, there will still be a 5 ft. easement between the road and the path. It seems to work in St Clair Beach and in so many other locations. If safety is the issue, then consideration should be given to have the path anywhere else BUT on Riverside Drive. There will be plenty of town property on BOTH sides of the path allowing for cyclist to easily go around pedestrians on either side of them without going on private property (as is the case with path going *south* of the poles)

FLOODING:

We are in a flood plain. Our property is 7 inches below the grade of Riverside Drive at the point where the proposed path would start (if south of the hydro poles). This area already frequently floods after rainstorms and the addition of a huge swath of asphalt, at whatever grade the path is established, will only serve to further worsen our flooding. Wherever this path is placed, there should be no increase in the flooding we already have to put up with.

SAFETY:

Crossing the Riverside Drive is inevitable. If the path is only on the *south* side of the road then all users from the north side will have to cross to use the path. Refer to the first paragraph for the answer to this dilemma.

Cyclists will continue to ride on the road as then they will travel *with* traffic and are then not required to stop at intersecting roads, yield at driveways or deal with slower traffic (pedestrians, dog walkers, children, etc).

This is NOT an “extension” in any way, shape or form of the Ganatchio Trail but instead a “connection” to the trail. The Ganatchio Trail should not be looked at as a model for what we should have in Tecumseh, for there are no dedicated bicycle lanes on the road and no walkway on the north side of the road. It works there, but not here.

Let’s try to prevent the “would have, should have, could have’ regrets as the decision makers of today will be long gone tomorrow. Do it correctly *now* and address the needs for all pedestrians, cyclists and special needs vehicles.

Comment on “PlaceSpeak”: We are disappointed the Town of Tecumseh chose to use a format that is not user friendly, difficult to navigate, with page skipping to the next page while trying to read to the bottom of a post. Our son, a graphic designer, added that the text windows are too small and the double scroll bars are too buggy. On May 7th many had their submissions deleted or were just unable to submit their comments. We can all agree that using PlaceSpeak was a mistake.

Posted on PlaceSpeak on May 7, 2021

We need bicycle lanes and walkways on both sides of Riverside Drive.

What we don’t need is to spend money on a 2-part plan - one plan today for a multi-use trail and one plan for tomorrow (or 10 years from now) to possibly repair the north side sidewalk, upgrade the road and add bicycle lanes.

We do not need a plan that bulldozes landscaping, trees, and brick pillars. These have been in place for years and were put close to or on town property not to infringe but to give continuity to the landscape, to beautify and enhance the area for all to enjoy.

Repeatedly it has been indicated that no one wants to “cross a busy road” but at some point you will be crossing whether it be at Lesperance, Riverside going north at Manning (at the roundabout) or Manning Road going east to Lakewood park, Pentilly north, Brighton east. In fact ALL residents from the north side would have to cross Riverside to use the proposed path.

If the initial proposal was for sidewalks and bicycle lanes on both sides of Riverside Drive, there would have been little or no opposition. Unfortunately whoever selected the stop-gap single path option did not have the vision to truly see what would best suit Tecumseh in terms of accessibility and safety now and in the future. The experts were commissioned to study a single multi-use path not what would truly benefit Tecumseh the most - bicycle lanes and path or sidewalk on both sides.

Because of the design and placement of the path, true cyclists still do not have a safe place to ride and won’t for many more years.

Anyone with thoughts that this path will add beauty to Riverside Drive will see that it will soon look exactly like the area on the north side of Riverside or along the east side of the Manning Road path -with weeds, standing water, potholes, mud, and gravel strewn about.

Some have lost sight of what should be the true goal - to provide safe, properly maintained areas for walking, cycling, and those with special needs along the entire Riverside Drive corridor.



Bezaire

Our file: 19-1945

June 15, 2021

Corporation of the Town of Tecumseh
917 Lesperance Road
Tecumseh Ontario
N8N 1W9

Attention: Phil Bartnik, P.Eng
Director Public Works and Environmental Services

Riverside Drive Multi-Use Pathway – Preliminary Design Recommendations

During the April 8, 2021 Tecumseh Town Council Meeting, Bezaire Partners (Bezaire) and Dillon Consulting Limited (Dillon) provided a comprehensive presentation and recommendation regarding the proposed multi-use pathway along Riverside Drive from the west town limits to Manning Road. This presentation was the culmination of two previous Public Information Centres (PIC) held in 2017 and 2018 and addressed the various public concerns and comments related to the proposed pathway. The presentation provided new analysis related to comments received at the PIC's which included evaluation of alternative routes and facility types along with a comparison of similar local facilities. Various public concerns were also discussed related to safety and design, accessibility, and environmental and property impacts. The recommendation put forward by Bezaire and Dillon at the conclusion of the Council presentation was to provide a 2.4-3.0m wide asphalt multi-use pathway along the south side of Riverside Drive.

At the conclusion of the April 8th meeting, it was decided by Council that a 30 day comment period commence to allow for further public input on the proposed project. The comment period concluded in May 2021 and comments received were compiled by the Town and provided to Bezaire and Dillon for review. The Town requested that these comments, along with the previous comments from the PIC's and Council meeting be reviewed and a final recommendation letter be provided.

Public comments received during the 30 day comment period were generally similar to those received at the PIC's and during the period leading up to the April 8th Council meeting. **These comments have previously been addressed during the presentation to Council however, for clarity and completeness, the overarching themes have been reiterated below. It should be noted that the proposed pathway is currently in the conceptual/preliminary design stages and the discussions herein may be updated or altered if/when the project enters the detailed design phase.**

Ontario Traffic Manual Book 18 – Cycling Facilities

The Ontario Traffic Manual (OTM) Book 18 –Cycling Facilities has been developed by the Ministry of Transportation in association with the Ontario Traffic Council (OTC) as part of a series of traffic

engineering and control reference manuals intended for use by municipalities. These guidelines are intended to provide and promote a uniform design approach across the province.

The purpose of Book 18 is to provide practical guidance on the planning, design and operation of cycling facilities in Ontario. It applies to on- and off-road facilities within the road right-of-way, however off-road trails through parks, ravines, Hydro corridors or open space are outside of its scope. – OTM Book 18 (2013)

The OTM books are reviewed and updated regularly to align with current best practices provincially, nationally, and internationally. The current version of OTM book 18 was published in 2013. Since this time there have been advances in cycling facility design philosophy and a revised book 18 has been drafted (2020). A member of Dillon staff is currently a member of the OTC and has been provided the Draft OTM Book 18 for review prior to finalization. Dillon and Bezaire have reviewed this draft and noted various updates related to facility selection and design philosophy. The most notable updates include the increased importance of separated facilities, intersection treatments, and “all ages and abilities” design. A greater focus has been placed on providing low-stress facilities which appeal to the largest cycling demographic (interested but concerned) who account for roughly 51-56% of the population, with approximately 28-40% of the population either not able or not interested in cycling. The remaining 9-16% of the population would be classified as “somewhat” or “highly” confident and are more comfortable interacting with moderate to high speed/volume traffic. This has been reflected in the updated facility selection nomograph and heuristics found within the draft 2020 version.

Both the current (2013) and draft (2020) versions of the OTM Book 18 were reviewed in context with the existing Riverside Drive right-of-way environment and traffic information and have been used as a guideline for facility selection outlined herein. It should be noted that the Draft Book 18 has not been formally finalized, however it is understood that the shift in design philosophy noted above, which permeates the update, will remain and has been considered. It is also noted that the OTM books are intended to provide guidelines only and cannot reasonably cover all situations. These guidelines are meant to supplement professional experience and engineering judgement.

Pathway Safety

Safety has been considered throughout the preliminary design process however, it should be noted that any active transportation facility comes with inherent safety risks which cannot be completely eliminated. It is also noted that projects which are completed within existing developed areas (retrofit) present unique challenges with respect to design compared to new Greenfield development areas. Outlined below are the main safety concerns noted through public comments.

Traffic Volume and Speed

The volume of traffic (AADT) within the project area ranges from 8,000 to 12,000 based on the 2019 Tecumseh Road Needs Study. The average and 85th percentile speed are 55km/h and 62km/h respectively based on speed radar statistics (2017-2020) provided by the Town of Tecumseh. The OTM Book 18 (2013) notes that *“separation of cyclists and motor vehicles becomes increasingly important as traffic volumes and operating speeds increase”*. The facility selection criteria found within the OTM Book 18 suggests a separated facility based on the aforementioned traffic speed and volume. This facility type recommendation is relatively consistent between the current and draft OTM Book 18, with the draft version suggesting separated facilities at lower vehicle volume and speed thresholds.

An in-boulevard multi-use pathway is located off-road (within the right-of-way) and will provide an increased physical separation between vehicles and pathway users when compared to an on-road facility. The draft OTM Book 18 (2020) recommends a desired and minimum buffer width between the roadway and pathway which range from 0.6m to 2.5m. This recommendation is not found within the current 2013 OTM and highlights some of the design philosophy updates.

Street and Driveway Crossings

Installation of crossrides, as outlined within OTM Book 18, include pavement markings and signage to provide indication that pedestrians and cyclists have the right of way through local street crossings which are currently stop controlled. Crossrides also provide a designated space where cyclists are permitted to ride across an intersection. A visual representation of a crossride can be found on slide 56 of the April 8th Council meeting presentation. Where in-boulevard facilities cross existing roadways it is recommended to install crossrides to provide clear direction that cyclists/pedestrians have the right-of-way over intersection traffic and can help mitigate conflicts with vehicles. Further details related to the type, location, and width of the crossrides should be determined through detailed design.

Potential conflict points exist at street crossings and driveways. The vast majority of driveway crossings within the project area would be considered low-volume (single residential properties) which may not require additional design treatments. In-boulevard active transportation facilities should be continuous through driveways to provide a visual reminder that pedestrians and cyclists may be present. Conflicts at commercial or high-volume driveways could be mitigated through the use of conflict pavement markings, signage, and appropriate setbacks as outlined within the OTM Book 18. A Review of individual driveways and appropriate treatments should be undertaken during detailed design. It should be noted that at unsignalized driveways, cyclists and pedestrians travelling straight have the right of way over motor vehicles entering or exiting the roadway.

Manning Road Roundabout Crossing

Comments have been received regarding pedestrian/cyclist safety crossing the existing roundabout at Riverside Drive and Manning Road and the increase in pedestrian activity that may follow the installation of the proposed pathway. The Town has indicated that they are currently in the process of designing pedestrian cross-overs (PXO's) for this roundabout as part of the Manning Road Phase 3 project as outlined within OTM Book 15 – Pedestrian Crossing Treatments (2016). Installation of these PXO's should provide pedestrians with a controlled area to safely cross the roundabout legs, as vehicles are required to stop for pedestrians. PXO selection (type) would be based on traffic and pedestrian criteria as outlined within OTM Book 15 and would typically include signage and pavement markings but may include overhead signs and flashing lights.

Sightlines

As discussed during the April 8th Council presentation (slide 55), the existing road geometry is relatively straight with some large horizontal curves (greater than 320m radius) and no perceptible vertical curves. The proposed pathway is intended to be offset from the roadway but located within the Town's right-of-way. Based on a site review along with the preliminary pathway alignment, there do not appear to be sightline obstructions between the existing roadway and the proposed pathway which cannot be addressed through localized pathway alignment adjustment or removal/relocation of existing landscaping within the right-of-way.

Concerns related to sightlines at existing residential driveways have been raised through public comments. Conflicts at these low volume driveways could be considered low frequency and low severity when compared with facilities located on-road due to the low volume and speed of vehicles exiting the properties. In general, the installation of an off-road facility would increase the safety of the users.

A review of sightlines should be completed during detailed design in coordination with the confirmation of legal property boundaries and final pathway alignment. It should also be noted that sightline concerns from private residential properties may exist regardless of the facility type selected.

Property Impacts

Based on the preliminary alignment, the proposed pathway is intended to be located within the existing Riverside Drive right-of-way owned by the Town of Tecumseh, with the exception of perhaps one property located at the Riverside Drive - Lesperance Road intersection. Based on the Town's GIS Mapping, there appears to be an overlap of private property and existing Town infrastructure (sidewalk) which will require further investigation during the detailed design stage.

Existing landscaping features within the Town’s right-of-way may need to be removed or relocated as required to accommodate the proposed pathway. Existing legal property boundaries will need to be verified to confirm property impacts, if any, during detailed design. It is noted that the detailed design of the facility would address the alignment with respect to existing obstructions.

Alternate Facility Types

Various alternate facility types were reviewed and discussed during the April 8th, 2021 Council meeting. These facilities included the following:

- Multi-Use Pathway
- Shared Lanes
- Dedicated Bike Lanes (Buffered)
- Cycle Track
- Multi-Use Pathway and Dedicated Bike lanes

Comments on the advantages and disadvantages of the above noted facilities can be found within slides 40-45 of the April 8, 2021 Council presentation.

When choosing a facility type it is important to understand the intended purpose and target (design) user to ensure the facility type aligns with the user needs and the specific context of the site. The proposed pathway is intended to provide a connection between the existing Ganatchio trail to the west and Lakewood Park to the east, “filling the gap” in active transportation facilities. The target user is intended to be individuals and families of all ages and abilities. Based on the draft OTM Book 18 (2020) facility selection heuristics, the recommended facilities for Riverside Drive are cycle track or multi-use pathway.

Installation of a Cycle Track does not align with the existing facilities to the east and west and would require significant roadway, drainage, and intersection improvements along Riverside Drive. A Cycle Track does not provide benefit to pedestrians. Further discussion on the advantages and disadvantages of a cycle track can be found in the Council presentation slides noted above. It should also be noted that a multi-use pathway in this area has been previously recommended through the Town of Tecumseh Parks and Recreation Master Plan (2010), County Wide Active Transportation Master Plan (2016), and the Tecumseh Transportation Master Plan (2017). Each of these studies also included public consultation prior to finalization.

Sidewalk and Bike Lane

On-road cycling facilities such as bike and shared lanes along higher volume and/or speed roadways generally appeal to more experienced and confident cyclists. These “somewhat” to “highly” confident cyclists tend to make up a small percentage of the overall cycling demographic (9-16%), with the majority of cyclists preferring off-road low stress facilities or

routes along less travelled roadways (OTM Book 18 Draft 2020). Based on the above, installation of bike lanes and sidewalk would not meet the needs of the target design user (all ages and abilities) and would not appeal to the majority of casual cyclists.

County Road 2 (Old Tecumseh Road)

Comments have been received referring to the recently installed active transportation facility located along County Road 2 (Old Tecumseh Road) between East Pike Creek Road and County Road 22 in the Town of Lakeshore. This facility generally includes one-way bike lanes adjacent to the roadway (both sides) with a paved pedestrian pathway along the south side of the southern bike lane. Each of these facilities is separated by painted lines from the roadway and each other. It has been suggested that this type of facility would be appropriate within the Riverside Drive project area.

Based on the traffic speed and volumes within the Riverside project area noted above, OTM Book 18 recommends cycling facilities be separated from the roadway. This separation is not achieved through the use of the County Road 2 facility (CR2). In the context of the Riverside environment, the CR2 facility is not consistent with the adjacent facilities (Ganatchio Trail and Lakewood Park Trail) and would require cyclists to cross Riverside Drive (from the north) to reach the Ganatchio Trail/Lakewood Park, or continue and merge with vehicle traffic (shared lane). Based on the information noted above, the CR2 facility is not recommended within the Riverside project area. It should be noted that this is not intended to be a commentary on the existing CR2 facility, rather a review of its applicability within the specific Riverside Drive environment.

Multi-Use Pathway

The inclusion of a multi-use pathway does not restrict the current experienced cyclist from using the roadway, but provides a facility for persons of all ages and abilities. The proposed location of the multi-use pathway could allow for additional dedicated cycling facilities (cycle track, separated bike lane, etc.) to be installed during a future road improvement projects which would appeal to the more confident cyclist. It should be noted that the Town has indicated that the reconstruction of Riverside Drive is not allocated within the 5-year capital works plan and the 2019 Road Needs Study indicates improvements to certain sections of Riverside Drive, based on condition, may be required in 6-10+ years, with full reconstruction likely in the 10+ year range.

Environmental Impacts

Various environmental impacts were considered during the preliminary design of the proposed multi-use pathway, which included flooding risks and tree removal. Existing paved surfaces within the Riverside Drive right-of-way will be removed to accommodate the proposed pathway. The buffer between the roadway and pathway is intended to be restored with a more permeable surface (compared to asphalt) and will help offset some of the increase in paved surface area.

When evaluating the increase in hard surface area in context with the size of the overall drainage boundaries, the impacts of the hard surface increase could be considered negligible.

The alignment of the proposed pathway has flexibility to be adjusted to avoid trees where possible during detailed design. Impacts with respect to root systems of trees would be reviewed during detailed design to minimize the impact of construction on this vegetation. There is potential that some trees within the right-of-way may require removal to accommodate the pathway. It should be noted that several trees along this corridor have undergone severe trimming to avoid the existing overhead power and communications infrastructure.

Conclusion & Final Recommendation

Based on the information noted herein along with the analysis outlined within the previous PIC's, Council meeting presentation, and review of public comments, it is recommended that a 2.4-3.0m wide in-boulevard multi-use pathway be constructed along the south side of Riverside Drive between the western Town limits and Manning Road. This recommendation is intended to provide:

- A cycling and pedestrian facility which should meet the needs of the intended user (all ages and abilities) and promote equity and inclusiveness within the Town's active transportation network.
- Improved pedestrian and cycling connectivity between existing adjacent facilities (Ganatchio Trail and Lakewood Park) without the need to cross Riverside Drive.
- Physical separation between motorists and pedestrians/cyclists increasing safety and security for users.

The recommendation is based on guidelines of the OTM Book 18 in the context of an existing urbanized environment (retrofit) and aligns with previous studies completed within the Town of Tecumseh as outlined herein. It should be noted that the recommendation is based on a preliminary design review and requires additional development, design details, and review through a detailed design process prior to commencing construction. Comments and additional information noted herein are expected to be further investigated and addressed should this recommendation proceed to a detailed design stage.

Corporation of the Town of Tecumseh
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June 15, 2021

Please contact the undersigned if you have any further questions.

Sincerely,

DILLON CONSULTING LIMITED



Andrea Winter, P.Eng.

BEZAIRE PARTNERS



Paul Bezaire, OALA, MCIP, RPP

Riverside Multi-Use Trail

From City of Windsor to Manning Road



Riverside Multi-Use Trail

From City of Windsor to Manning Road

Background

- Project Start – 2017
- Public Information Centre #1 – 2017
- Public Information Centre #2 – 2018
- Council Meeting Presentation and Recommendation – April 2021
- Public Comment Period – May 2021
 - Review of Comments Received
- Council Meeting Presentation and Final Recommendation - Now

Riverside Multi-Use Trail

Additional Comments Received

- Pathway Safety
 - Manning Road Roundabout Crossing
 - Sightlines
- Property Impacts
- Environmental Impacts
- Alternate Facility Types



Riverside Multi-Use Trail

Pathway Safety

Manning Road Roundabout Crossing

- Pedestrian Cross-Over to be installed as part of the Manning Road Phase 3 Project
 - Per OTM Book 15 – Pedestrian Crossing Treatments
 - Vehicles are required to stop for pedestrians
- Provides a controlled area for pedestrians to cross roundabout legs

Sightlines

- Sightline obstructions between the roadway and proposed pathway can be mitigated through:
 - Localized pathway alignment adjustment
 - Removal/relocation of existing landscaping within the right-of-way
- Private access (driveway) sightlines vary throughout the project area.

Riverside Multi-Use Trail

Motor Vehicle Collision Data

Riverside Drive – Windsor Border to Brighton Road

- 2008-2018 Collision History (Ontario Provincial Police)
 - 1 Pedestrian Collision (2008)
 - 1 Cyclist Collision (2009)
- Details on collision circumstances not available
- No fatalities

Tecumseh - Town Wide

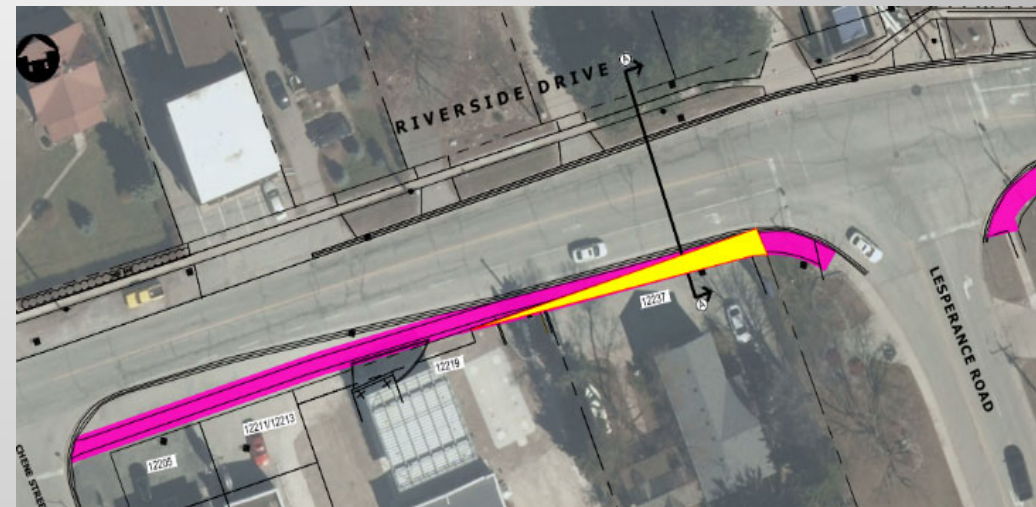
- 2019-2021 Collision History (Ontario Provincial Police)
 - 2 Cyclist Collisions
- Data not specific to location (Town, County, or MTO Roadway)
- Details on collision circumstances not available
- No fatalities



Riverside Multi-Use Trail

Property Impacts

- Proposed Pathway is intended to be constructed within the existing Riverside Drive right-of-way
- Based on the Town's GIS Mapping, an overlap of private property and existing Town infrastructure may exist (sidewalk)
 - Requires further investigation during detailed design
- Existing legal property boundaries to be verified during detailed design to confirm property impacts.



Riverside Multi-Use Trail

Environmental Impacts

- Pathway alignment has flexibility to be adjusted to avoid trees during detailed design
 - Some existing trees within the right-of-way may require removal
 - Existing trees have undergone significant trimming due to existing overhead power infrastructure
- Pathway drainage will be considered during detailed design
 - Increase in hard surface area considered negligible in context of the overall drainage boundaries



Alternative Facility Types

Bike Lane and Sidewalk

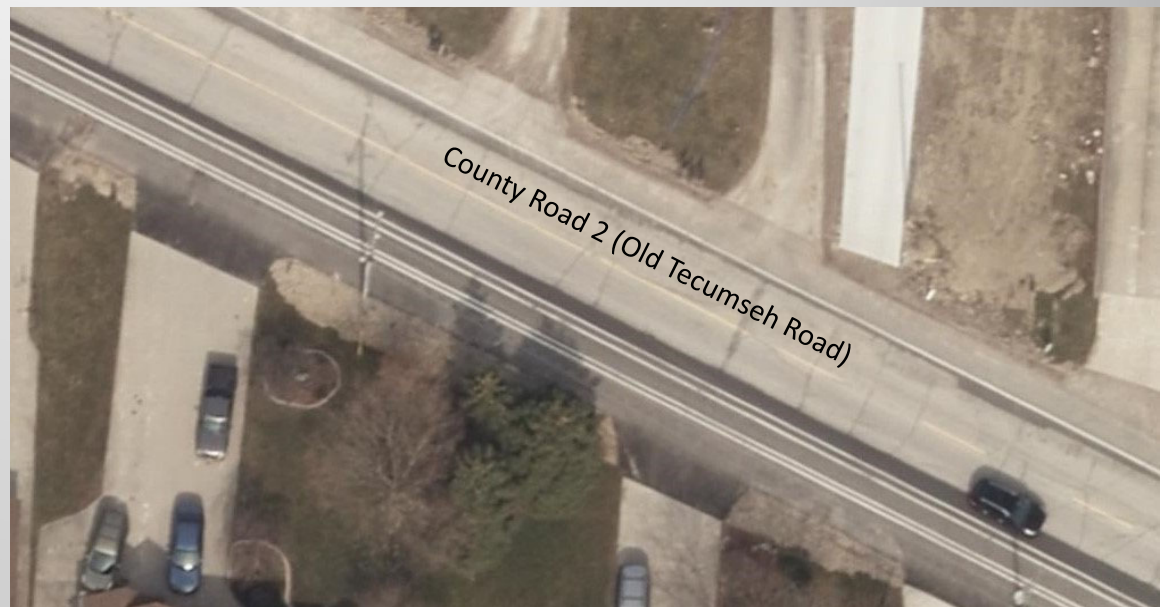
- On-road cycling facilities along higher volume and/or speed roadways:
 - Do not appeal to the intended design user (**all ages and abilities**) who account for 51-56% of the population
 - Typically appeal to the “somewhat” to “highly” confident users (9-16% of the population).
- **Does not align with the facility selection recommendations of OTM Book 18.**
- Is not consistent with adjacent facilities (Ganatchio Trail and Lakewood Park)
 - Would require cyclists to cross Riverside Drive to access adjacent facilities
- **Not Recommended for Riverside Drive.**



Alternative Facility Types

County Road 2 (Old Tecumseh Road)

- County Road 2 Facility Includes:
 - Bike Lanes (Both Sides)
 - Walking Path adjacent to Bike Lane (South Side)
 - Separated by Pavement Markings (not physically separated)
- OTM Book 18 Recommends Separated Facility for Riverside Drive Based on Traffic Speed and Volume.
- Is not consistent with adjacent facilities (Ganatchio Trail and Lakewood Park)
 - Would require cyclists to cross Riverside Drive to access adjacent facilities
- **Not Recommended for Riverside Drive.**

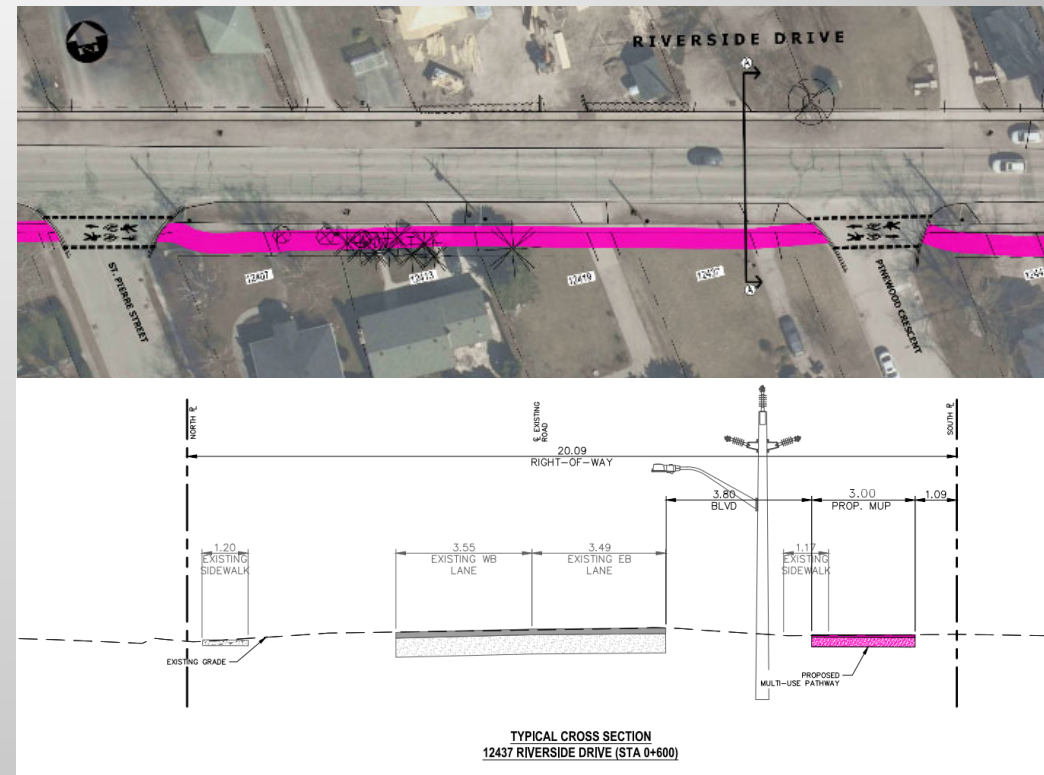


Recommended Facility Type

2.4m to 3.0m Wide Off-Road Multi-Use Pathway along the South Side of Riverside Drive

Based On:

- OTM Book 18 Guidelines
- Existing Urban Environment (Retrofit)
- Review of Public Comments
 - PIC's
 - Council Meeting
 - Public Comment Period
- Comparison of adjacent facilities
- Previous studies completed within the Town of Tecumseh



Recommended Facility Type

2.4m to 3.0m Wide Off-Road Multi-Use Pathway along the South Side of Riverside Drive

1. A cycling and pedestrian facility which should meet the needs of the intended user (all ages and abilities) and promote equity and inclusiveness within the Town's active transportation network.
2. Improve pedestrian and cycling connectivity between existing adjacent facilities (Ganatchio Trail and Lakewood Park).
3. Provides a physical separation between motorists and pedestrians/cyclists increasing safety and comfort for users.

Next Steps

Should Council decide to move forward with this recommendation:

- Detailed Design of Multi-Use Pathway
 - Confirm Legal Property Boundaries
 - Finalize Pathway Alignment and Grading
 - Identify Utility Relocation and Landscaping Removal (within Right-of-Way)
- Tendering and Construction

Questions/Comments



Bezaire