

County Road 43 ESR & Detailed Design

The Town was engaged throughout the course of the preparation of the CR43 ESR to ensure that a high urban design standard was achieved to accommodate active transportation facilities and landscaping throughout the corridor. The importance for unique street design elements were given careful consideration after thoughtful input from a range of stakeholders throughout the development of the CR43 ESR. The section of CR43 north of CR42 is located within a Settlement Area designated for future development in the Town and County Official Plans.

The Town's letter dated July 30, 2007 and associated July 25, 2007 Planning Report were incorporated into the recommended solution and contained within Appendix A:3 of the CR43 ESR (appended to this Attachment). Page 42 of the CR43 ESR (under subheading "6.3 Refinements Based on Stakeholder Comments") reads:

"During the course of this Class EA study, the Town of Tecumseh staff presented a report to their July 25, 2007 Planning and Building Services Committee (see Appendix A:3) and offered the following comments...

...Town Administration supports such a cross-section design, provided adequate urban design standards are applied that have the effect of "greening" and softening" the corridor and optimize its use for alternative modes of transportation including walking and biking...

...In presenting the technically recommended design (Alternative E) at the second and third Public Information Centres, all the staff comments have been incorporated into the Recommended Design..."

Since discussions ensued in 2018, the Town approached the design discussions with the County using the foregoing information from the CR43 ESR as the base. This has been met with resistance and a tendency to deviate from the approved CR43 ESR based on the County's past practice.

One of the fundamental issues throughout this design exercise is the outdated philosophy and primary focus of Infrastructure Services of managing roads as 'highways' to move as many vehicles as possible without giving due regard to the adjacent Council-approved land use designations and context sensitive designs. An example of this is Infrastructure Services' intent on applying a 3-metre clear zone of any obstruction from the roadway during the detailed design stage. Not only was the 3-metre clear zone not a requirement of the CR43 ESR, it is in stark contrast to the recommendations contained within the Geometric Design Guide for Canadian Roads published by the Transportation Association of Canada. Guidelines influencing the clear zone design domain are intended for use on rural highways, urban and rural freeways, and urban expressways where speeds are generally higher (greater than 70km/hr) and vehicles operate under free flow conditions. The Geometric Design Guide also

Report CAO-2020-06**Attachment 3 – Summary of County Road 43 ESR & Detailed Design**

highlights that for roadside design in urban environments where a curb is used, the lateral offset to the hazard is measured from the face of the curb, with a minimum of 0.5-metre distance. An example of this is depicted within the Town's July 30, 2007 letter that was incorporated as part of the recommended design (appended to this Attachment).