Riverside Drive Trail
From City of Windsor to Manning Road

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From City of Windsor to Manning Road

Outline

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Purpose

1. To provide a **safe and accessible** active transportation facility for **individuals and families** (all ages and abilities).

2. To fill "**the gap"** and provide connection between existing multi-use off-road trails to the west and east.

Review of the Proposal

Description

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

Review of the Proposal

Planning History

2011 • Parks and Recreation Masterplan

2012 • County Wide Active Transportation Study Plan

2016 • Tecumseh Endorsed the CWATS Project

2017 • Tecumseh Transportation Masterplan.

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Review of the Proposal

The "Gap"

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Review of the Proposal

Comparison of Issues

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

Review of the Proposal

Comparison of Issues

Better

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Review of the Proposal

Comparison of Costs

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

Review of the Proposal

Comparison of Costs

Better

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Construction Contingency	82,973	67,704
Mobilization and Traffic Control	30,000	30,000
Project Total	1,025,866*	842,458*
*Actual costs to vary because of trail width, soil testing/disposal. Inflation & market pressures.		
Difference	2017 Estimate	$183,408

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Results of 1st Public Open House

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

Results of 1st Public Open House

Key Issues

North or south side?

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

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Recommendation to 2nd PIC

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

Results of 2nd Public Open House

In General

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

What we heard

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

Results of 2nd Public Open House

In General

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

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

What we heard

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

Support for Trail on South Side

… Additional Study and Review

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Additional Study and Review

Questions for Further Study

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

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

Criteria for Comparative Projects

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

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

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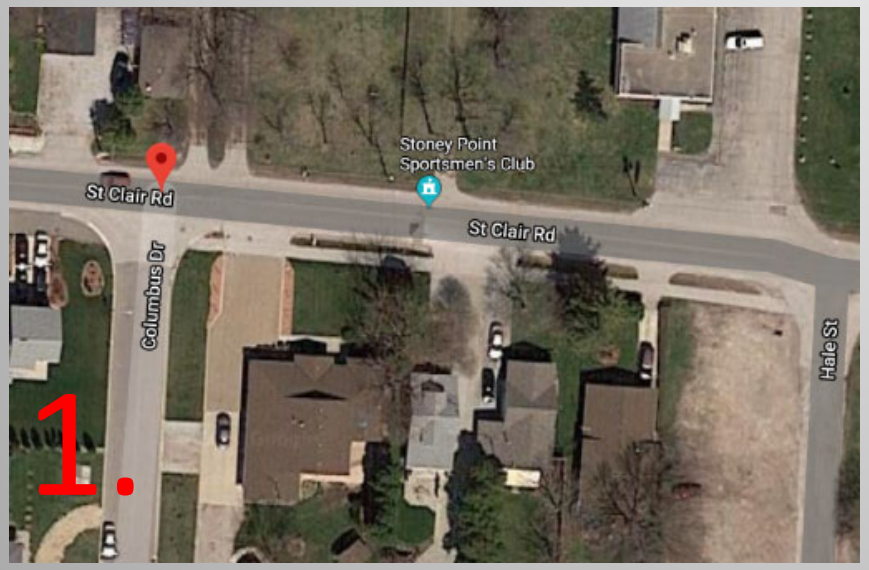
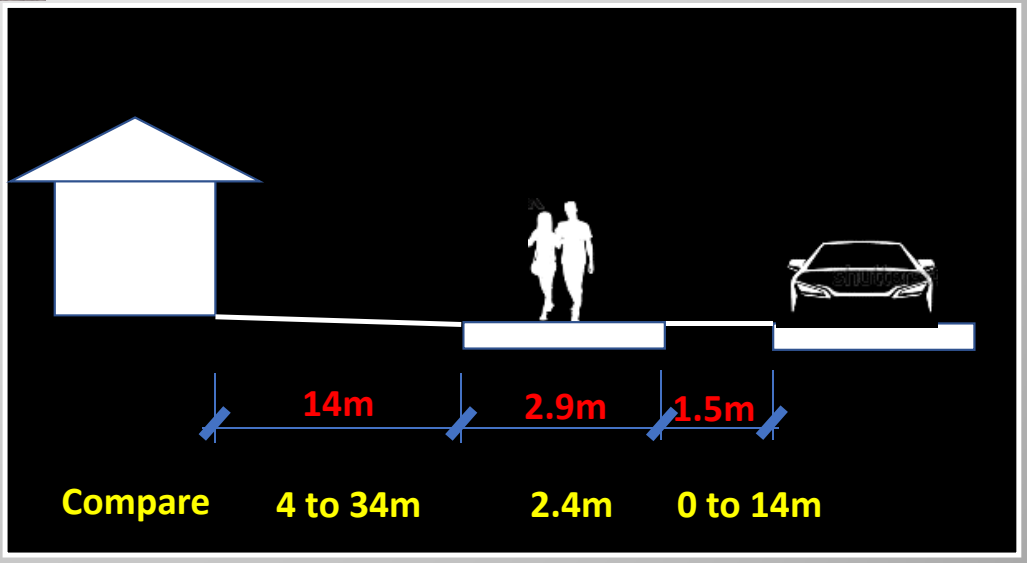
St. Clair Rd. Lakeshore ON

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





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

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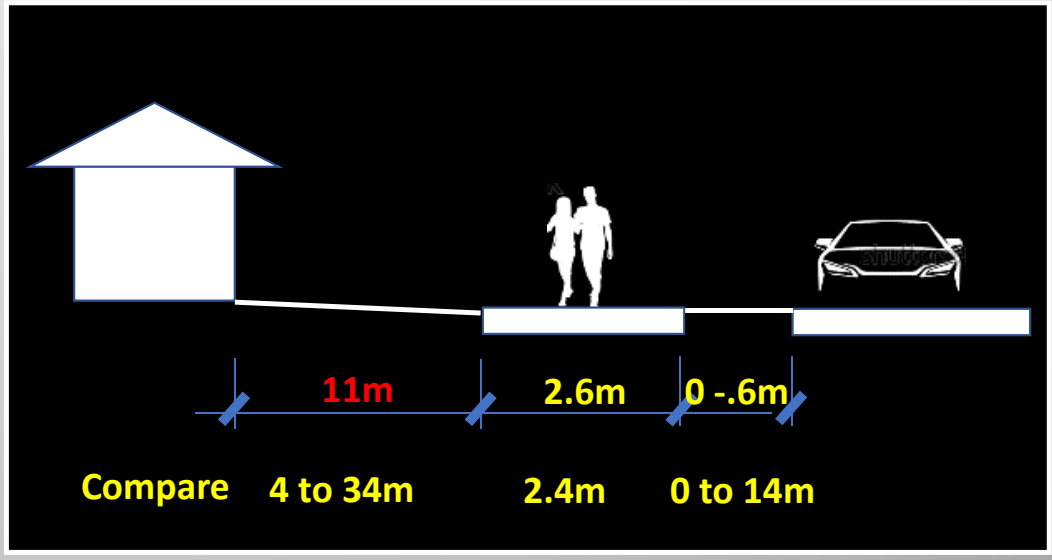
Riverside Dr. East, Tecumseh

Type: Separated Multi-use Trail
Surface: Asphalt
Length: 902m (2,959 ft.)
Width: 2.6m (8.5 ft.)
Minimum Separation- Road: 0 - .6m (0-2ft.)
Minimum Separation – Houses: 11m (36 ft.)
Driveway Crossings: 22 (24/km)
Road Crossings: 5
AADT: 6,356




Google
Street View
18.5m
4m
0m
3.
Malden Rd. Turtle Ave. to Laurier Dr.
LaSalle ON

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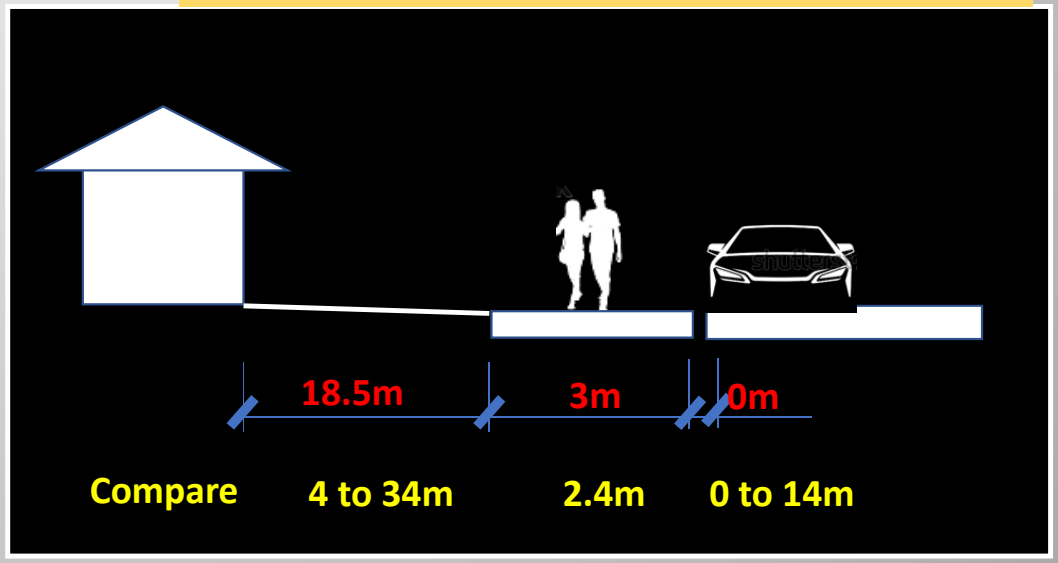
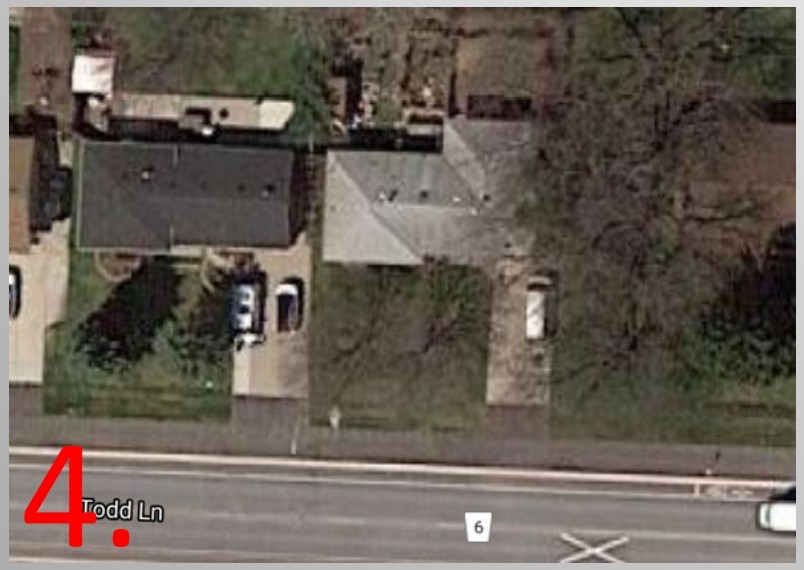
Malden Rd. LaSalle ON

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



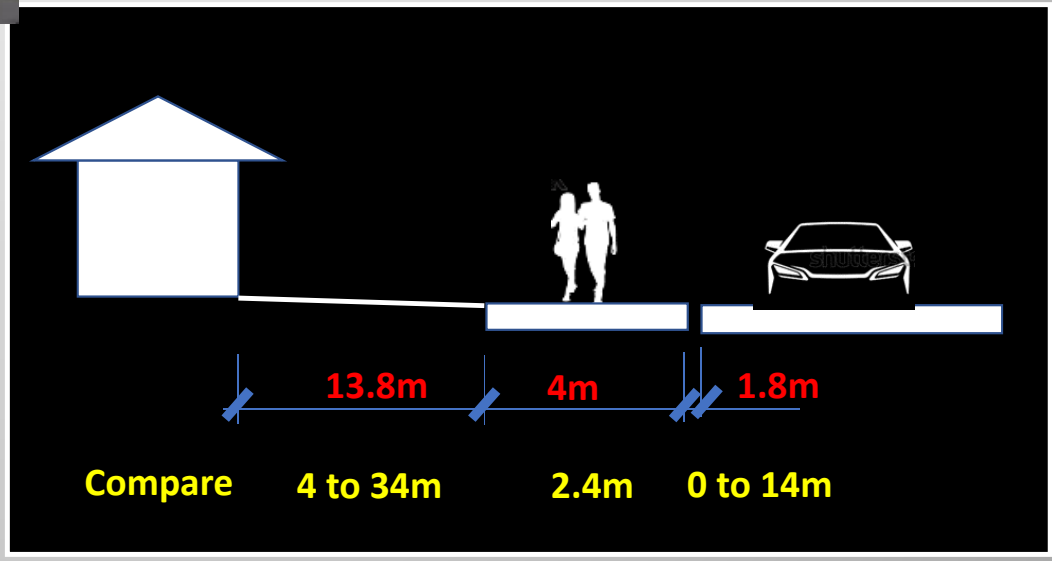
4. Todd Lane Malden Rd. To 10th Street
LaSalle ON

Bezaire



Todd Lane LaSalle ON

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



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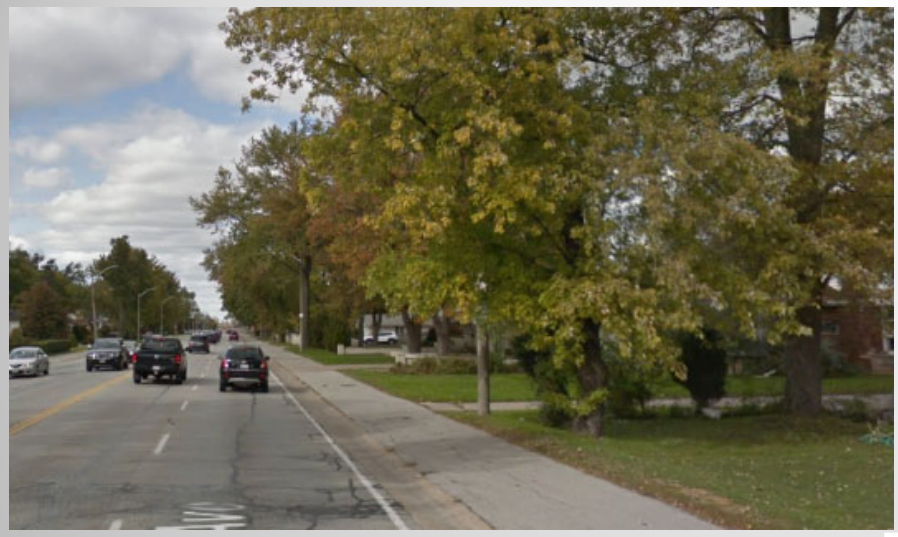
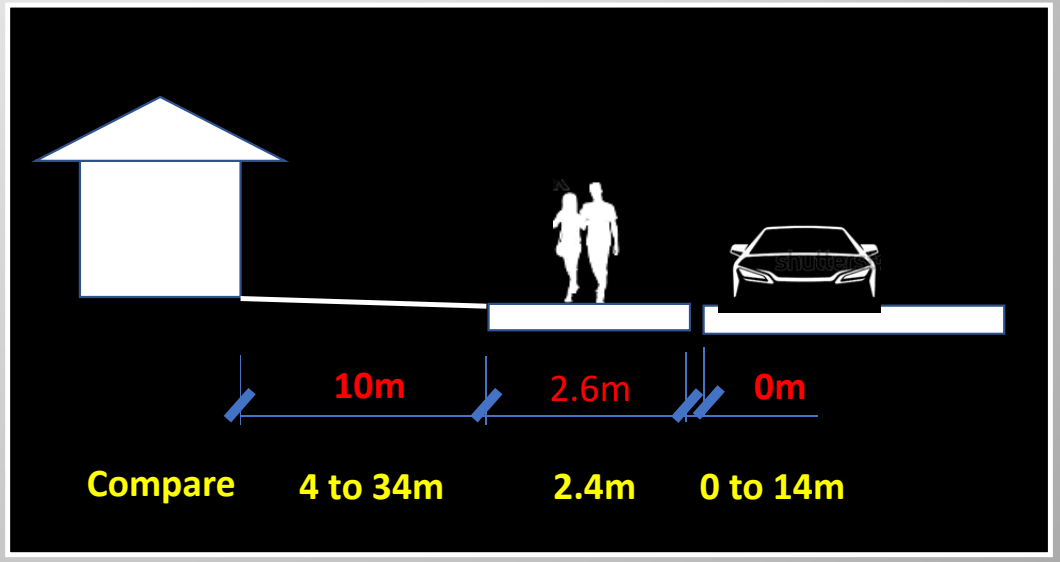


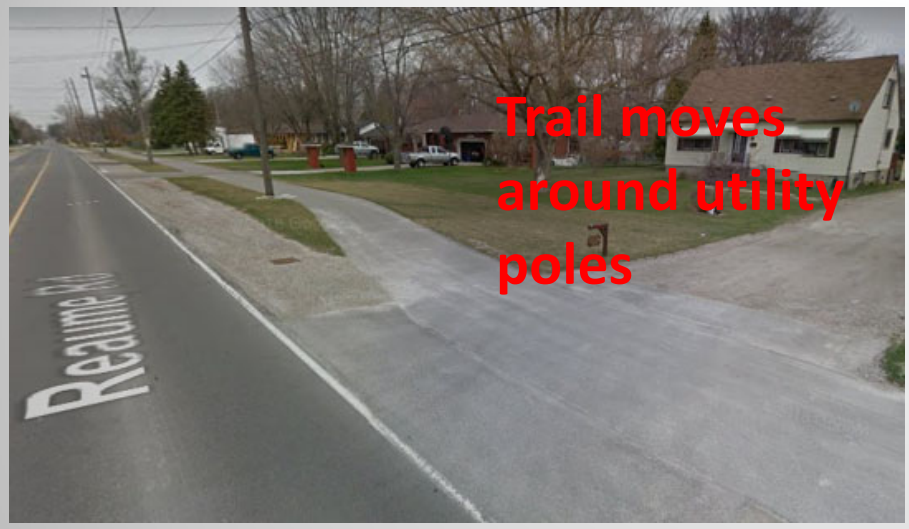
Dougall Rd. WindsorON

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



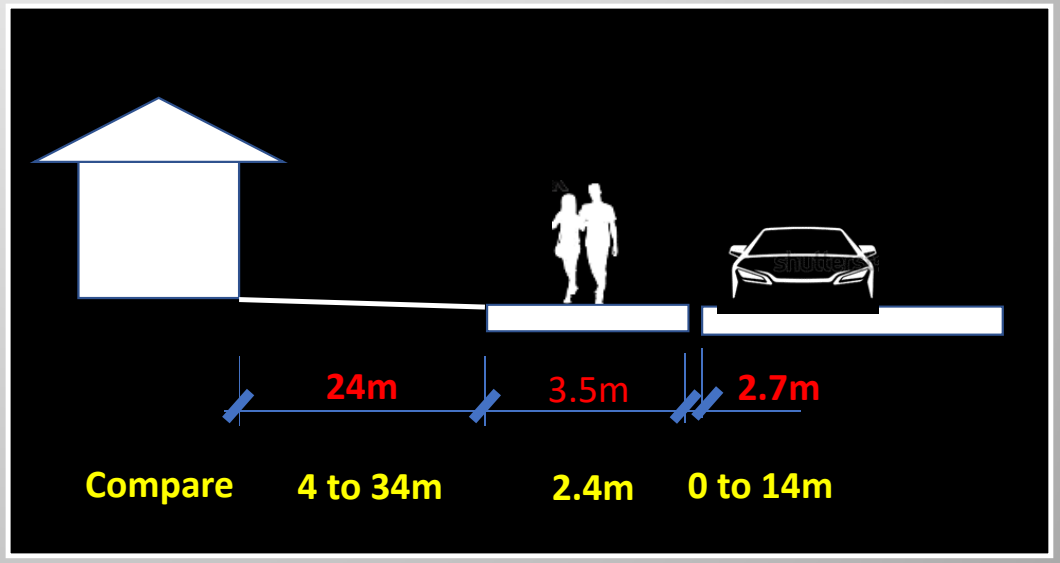
6. **Reaume Rd., LaSalle ON**

Bezaire



Reaume Rd. LaSalle ON

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



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

Comparative Projects

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

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Is there a better route?

Suggested Alternative Route

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

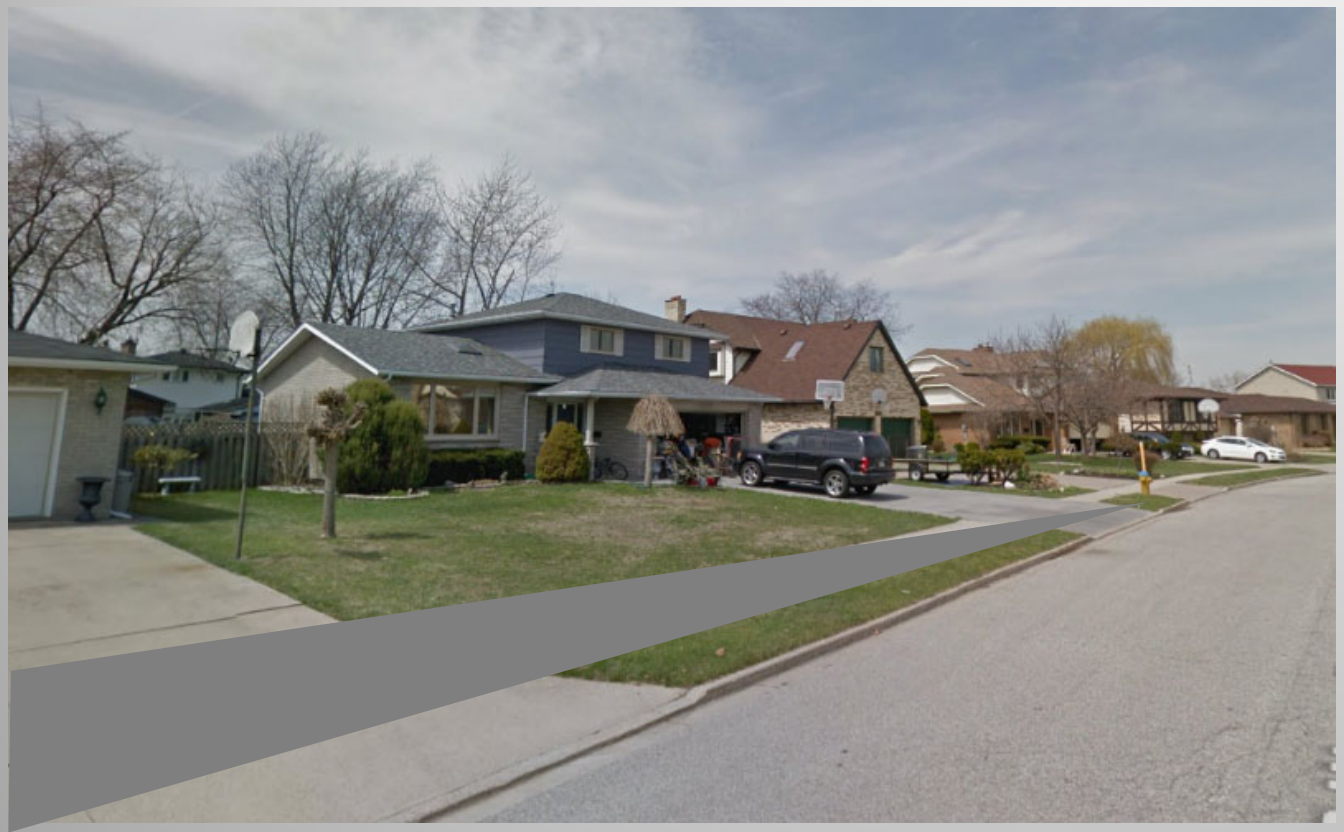
Is there a better route?

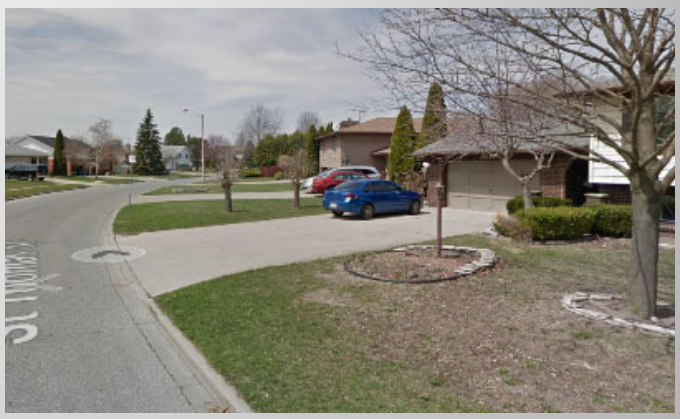
Comparison

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

Is there a better route?

Alternative Route





Is there a better route?

Alternative Route

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

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

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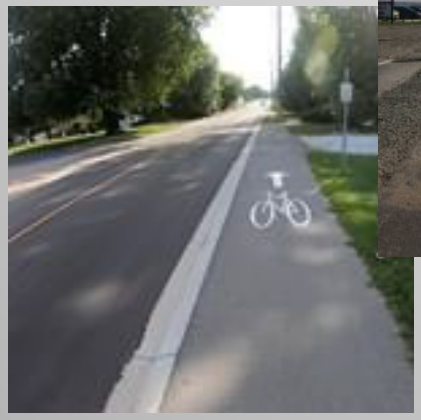
Recommendation Update

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

Is There a Better Configuration?



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More Suitable Option?

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

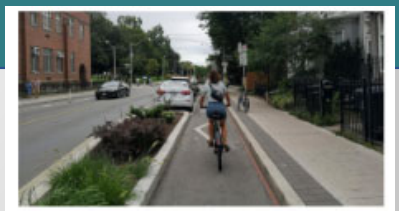
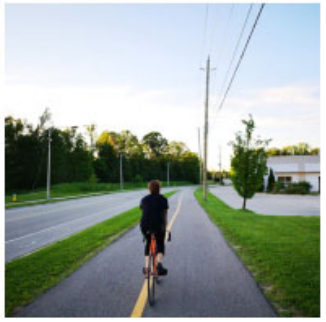


Figure 4.26 – Cast-in-place Concrete Curb Separating a One-way Separated Bicycle Lane, Toronto

Source: Alta



Multi-Use Path Separated by Grassy Boulevard, Waterloo

Source: Alta

Cycle Track Separated by Mountable Curb, East Gwillimbury

Source: WSP

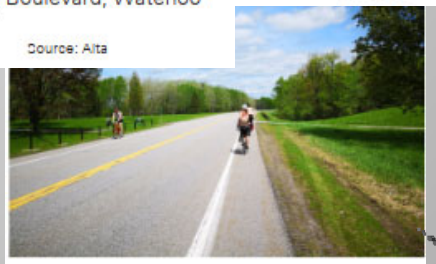


Figure 4.70 – Example of Rural Paved Shoulders, Ottawa

Source: Alta

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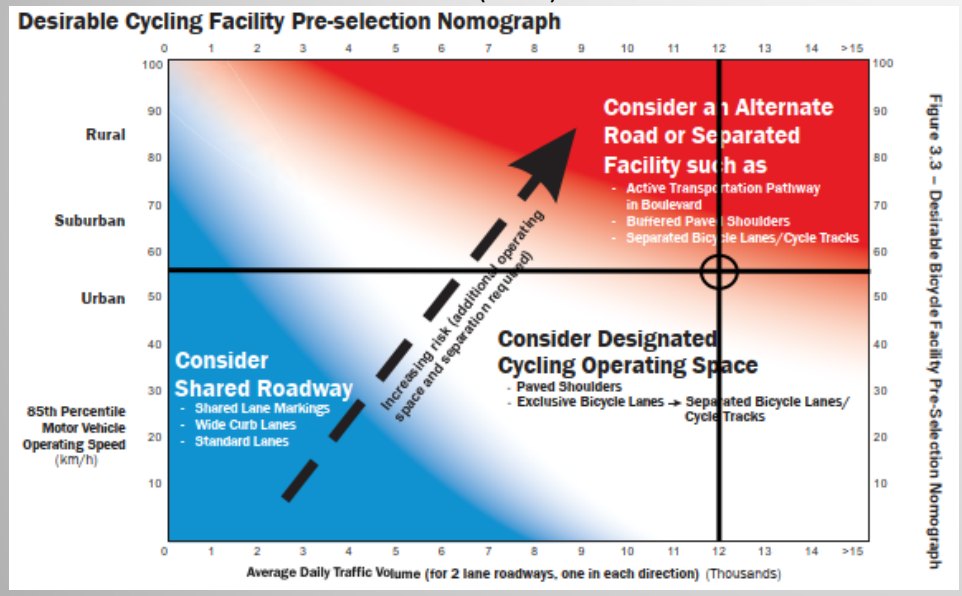
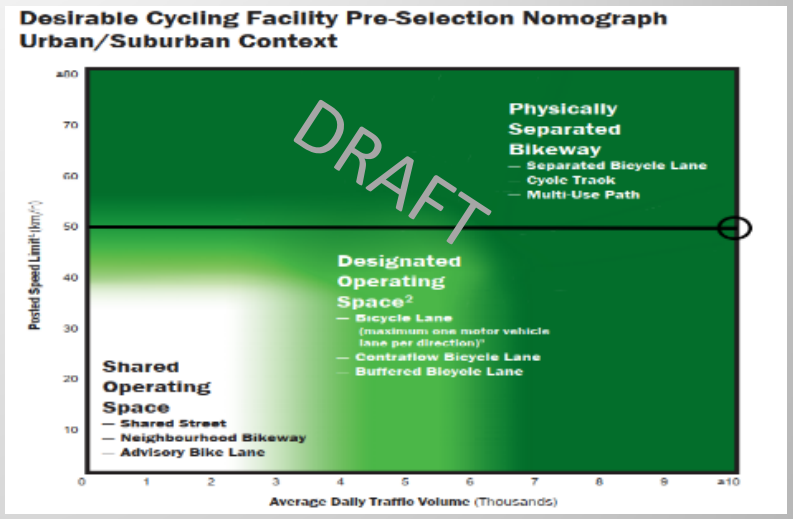
Ontario Traffic Manual Book 18- Cycling Facilities

OTM Book 18 (2013)



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

Draft OTM Book 18 (May 2020)



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

Ontario Traffic Manual Book 18- Cycling Facilities

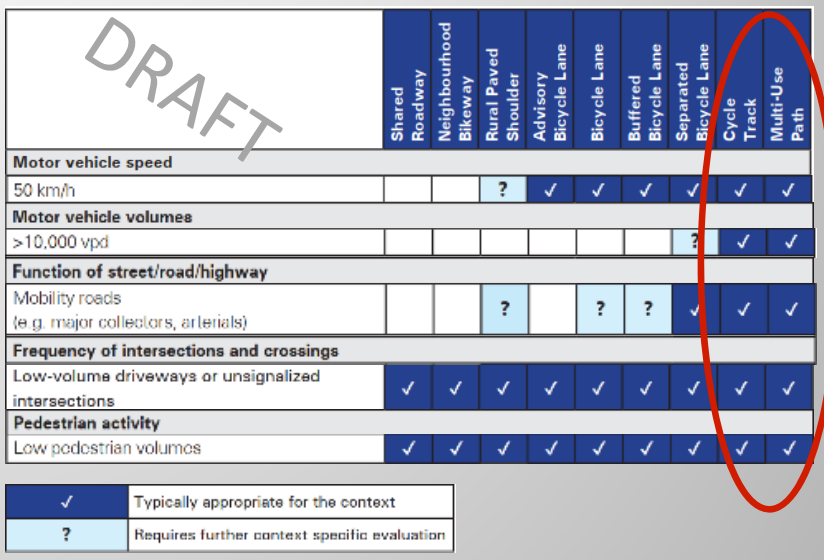
OTM Book 18 (2013) Selection Heuristics

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

Findings:

- Physically separated facility
- Bike lanes considered

Draft OTM Book 18 (May 2020) Selection Heuristics



Findings:

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

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Alternative Facility Types

- Option 1 – Multiuse Trail
- Option 2 – Shared Lanes
- Option 3 – Dedicated Bike Lanes (Buffered)
- Option 4 – Cycle Track
- Option 5 – Multiuse Trail and Dedicated Bike Lanes

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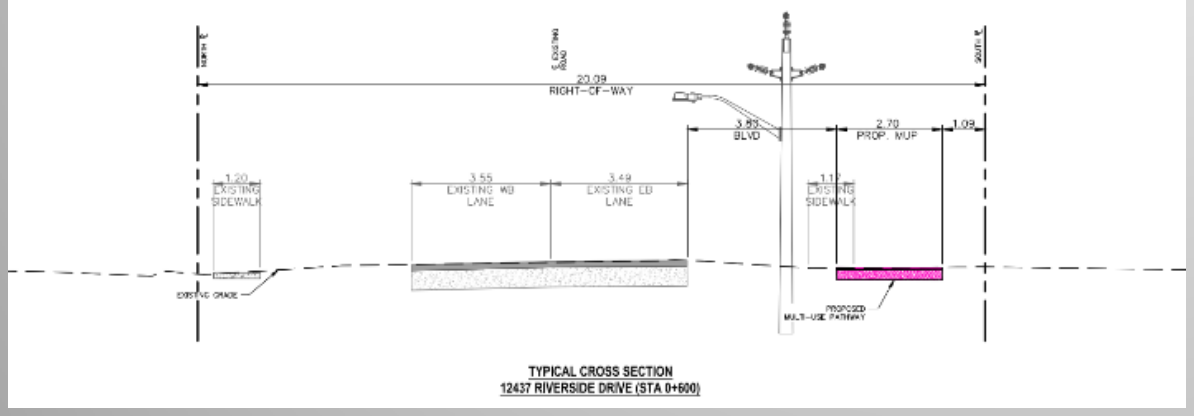
Option 1: Multi-Use Trail

Current Proposal



TYPICAL CROSS SECTION
12437 RIVERSIDE DRIVE (STA 0+600)

ADVANTAGES

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

DISADVANTAGES

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

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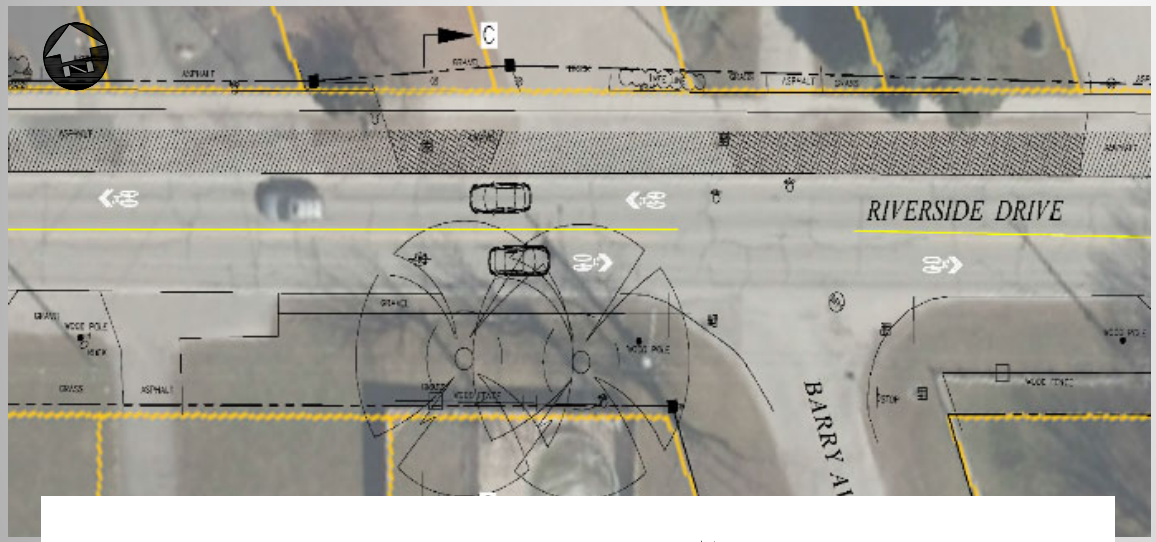
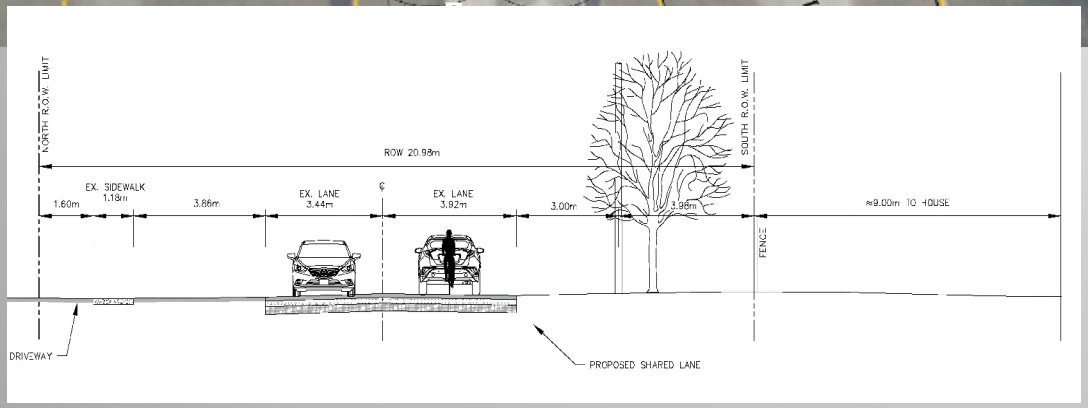
Option 2 – Shared Lanes





ADVANTAGES

- Low cost
- Minimize disruption due to construction activities

DISADVANTAGES

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

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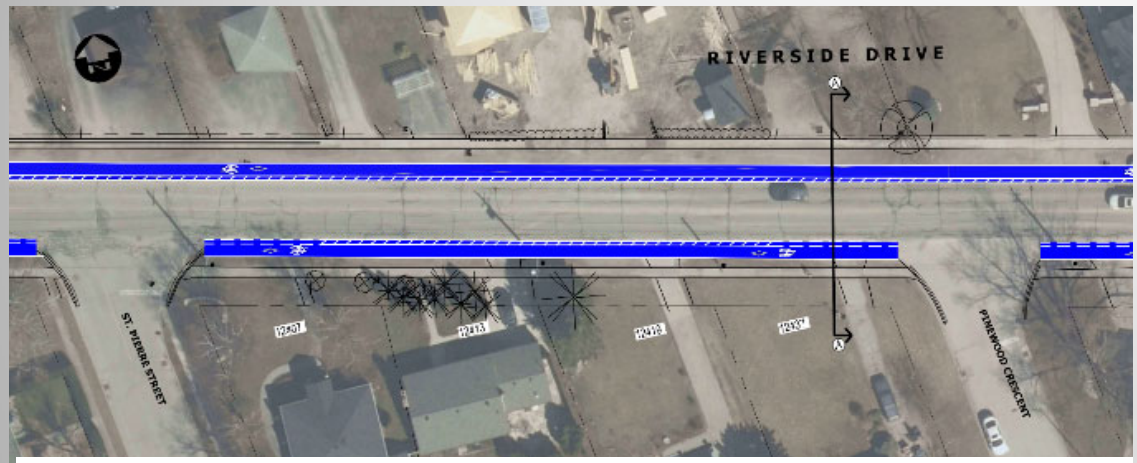
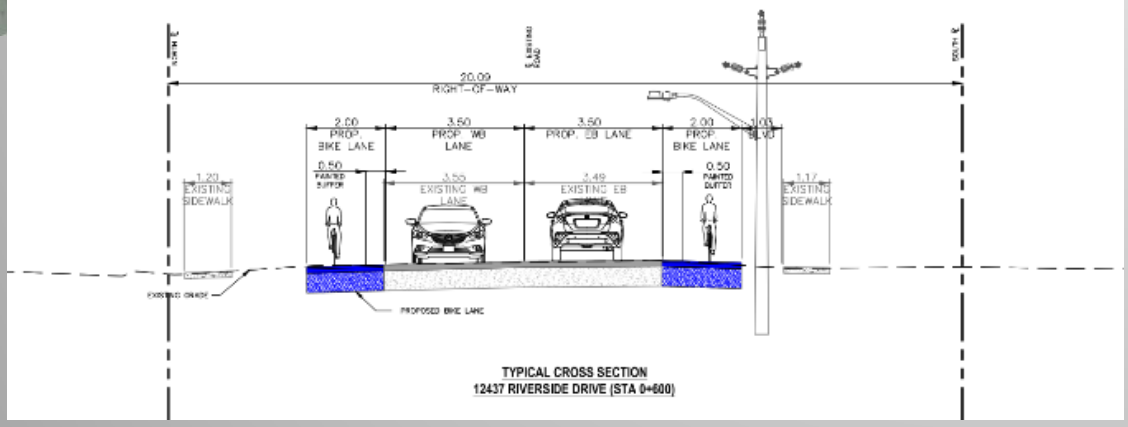
Option 3 – Dedicated Bike Lanes (Buffered)





TYPICAL CROSS SECTION
12437 RIVERSIDE DRIVE (STA 0+600)

ADVANTAGES

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

DISADVANTAGES

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

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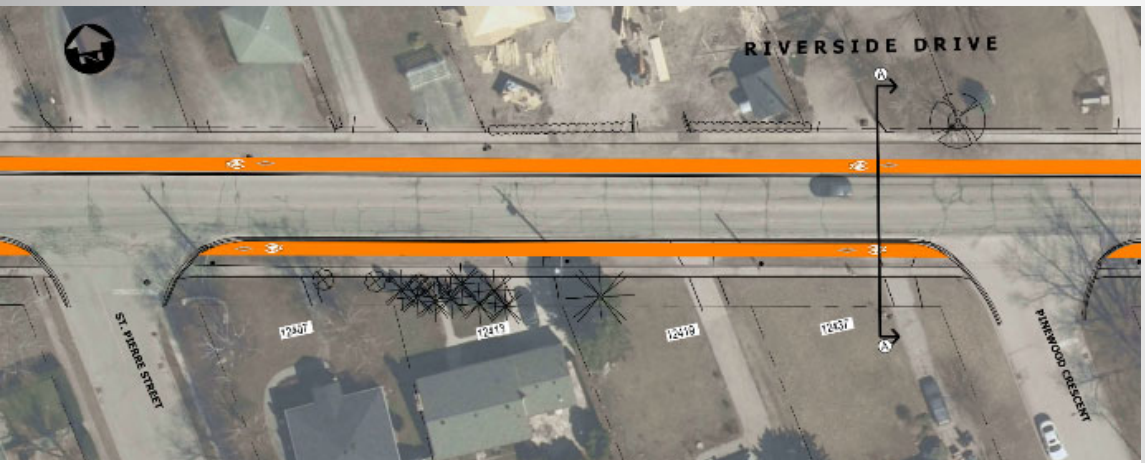
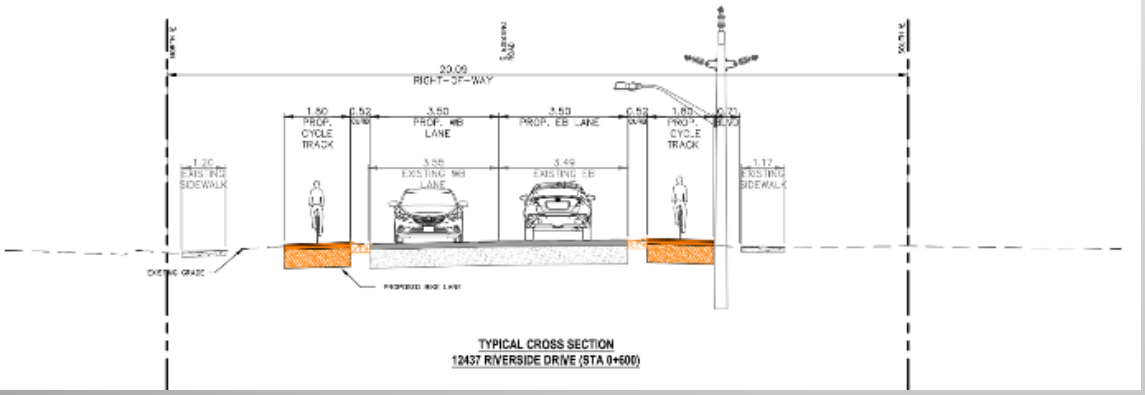
Option 4 – Cycle Track





TYPICAL CROSS SECTION
12437 RIVERSIDE DRIVE (STA 0+600)

ADVANTAGES

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

DISADVANTAGES

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

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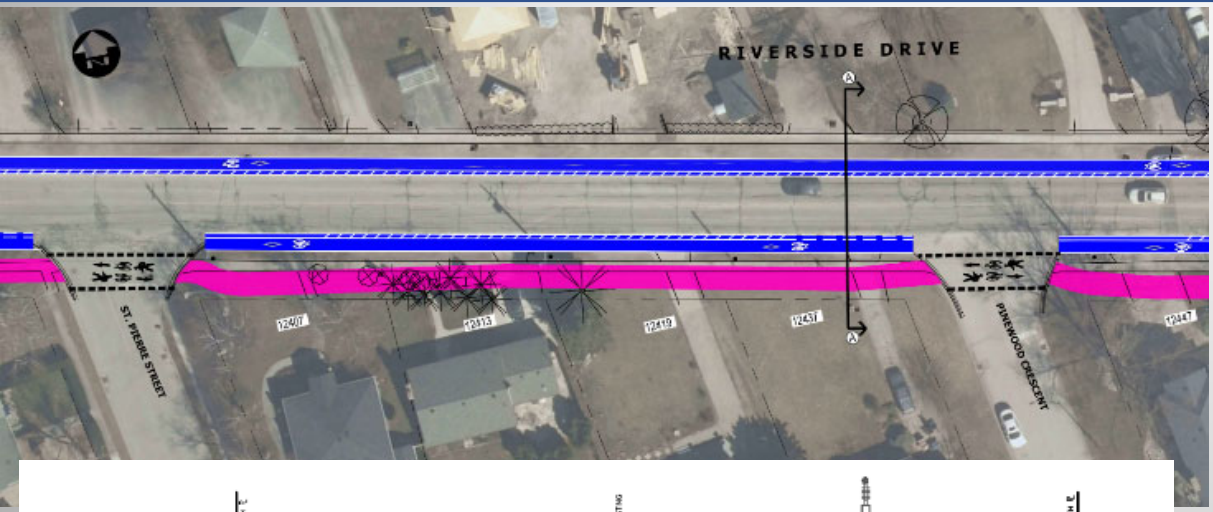
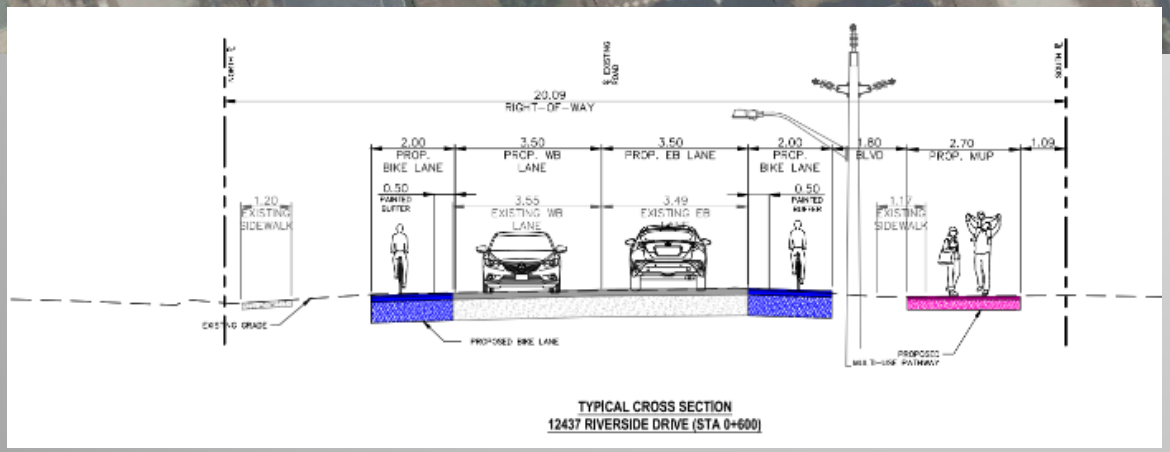
Option 5 – Multi-Use Trail and Dedicated Bike Lanes (Buffered)





TYPICAL CROSS SECTION
12437 RIVERSIDE DRIVE (STA 0+600)

ADVANTAGES

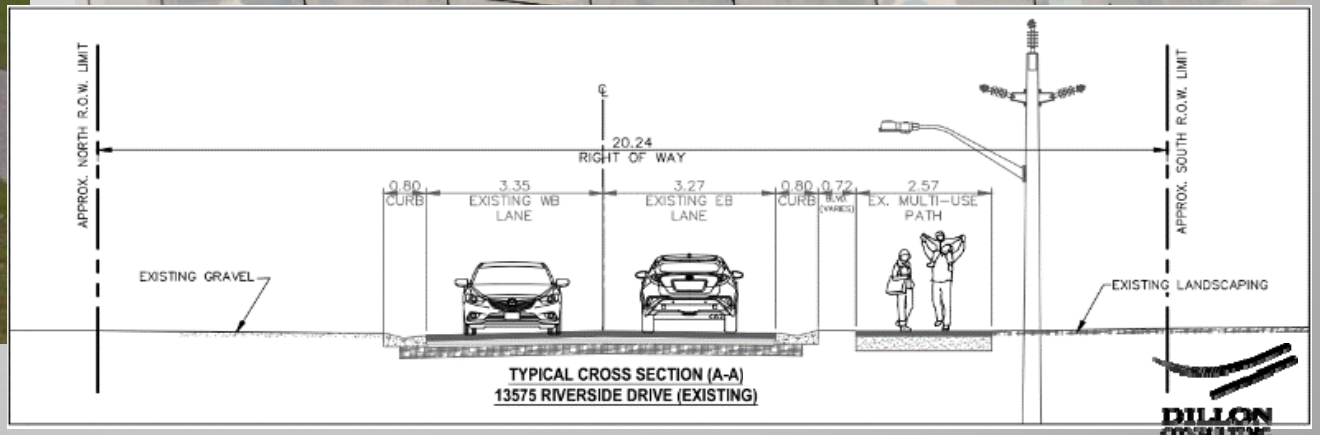
- **Dedicated space for cyclists** within the roadway and in-boulevard
- Accessible for persons of **all ages and abilities**
- **Fills the "Gap"** and provides consistency between adjacent active transportation facilities (Ganatchio Trail and Lakewood Park)
- Provides cyclists **on-road and off-road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

DISADVANTAGES

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

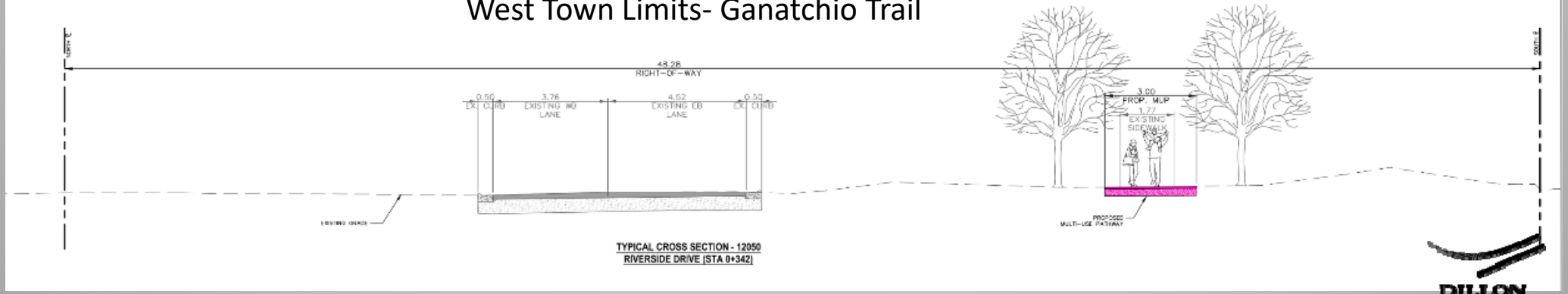
Consistency With Adjacent Facilities

East of Manning Road Multi-Use Trail



Consistency With Adjacent Facilities

West Town Limits- Ganatchio Trail



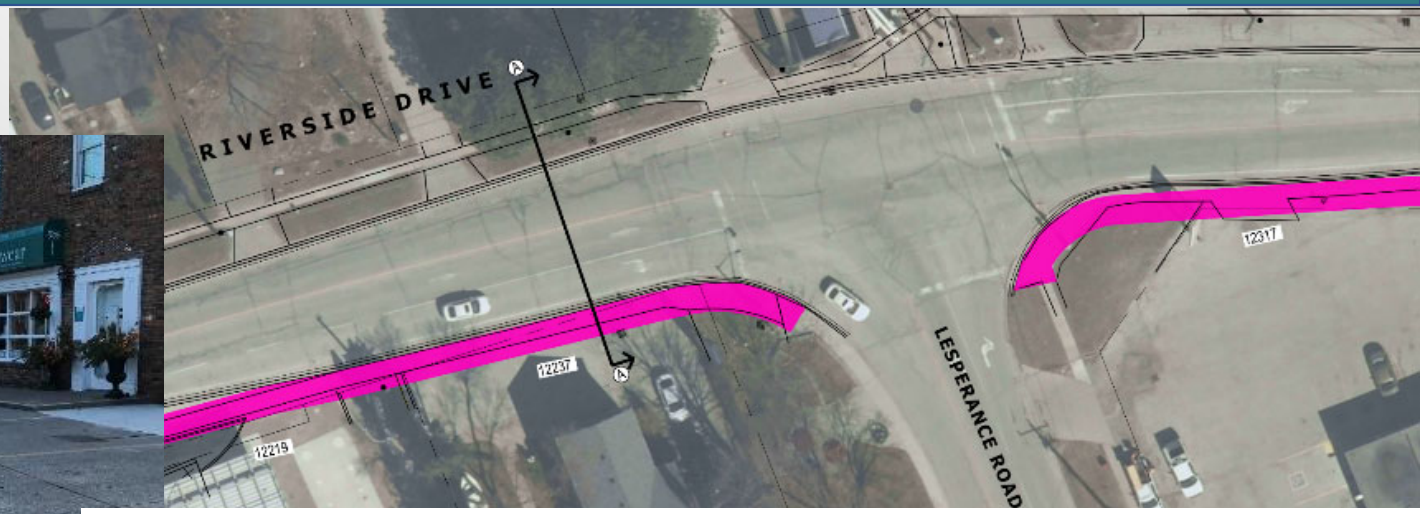
Is there a better configuration?

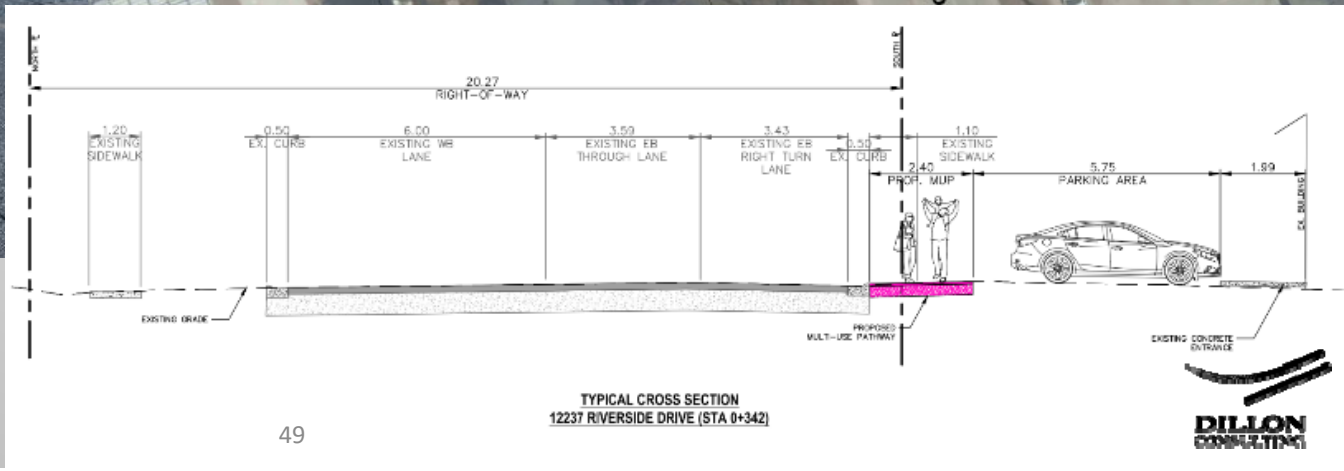
The Alternatives:

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

<u>Current Recommendation: Multi-Use Trail</u>

Special Consideration – Commercial Parking





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

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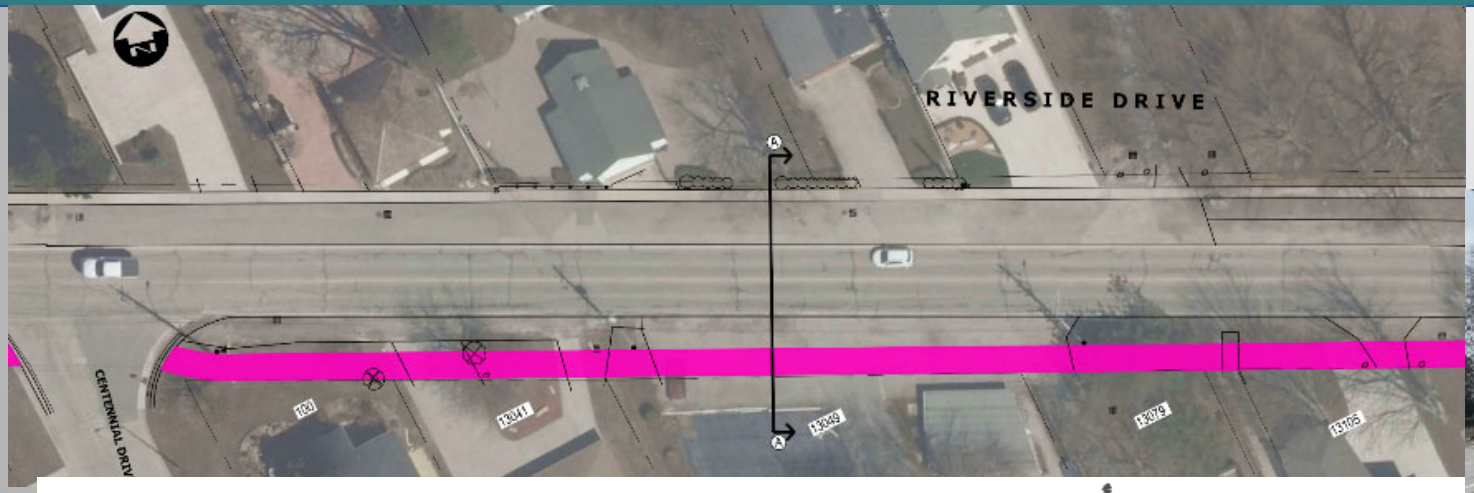
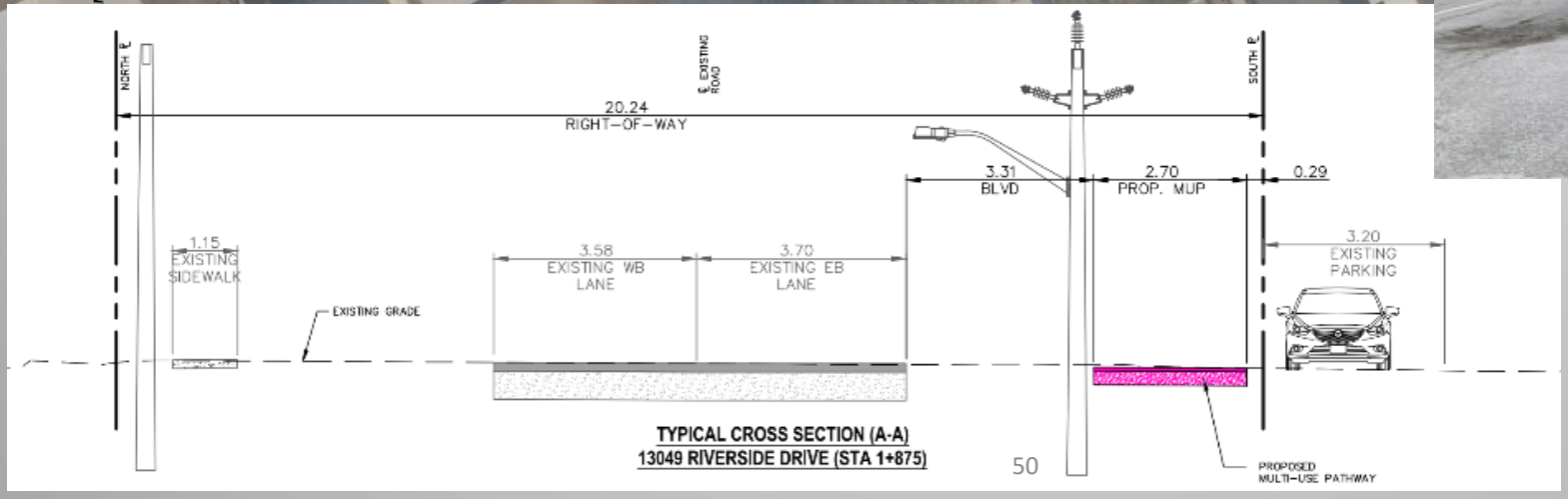
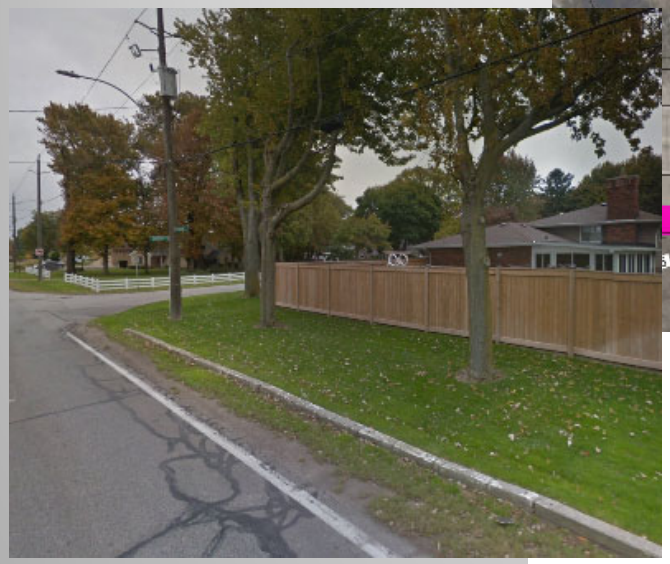
Special Consideration – Commercial Parking

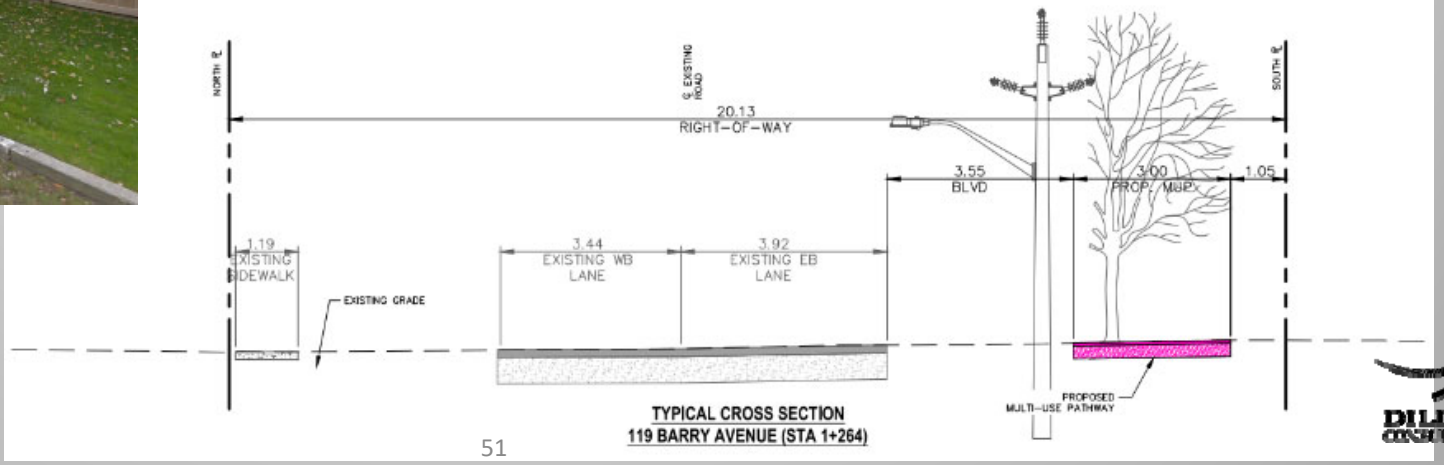




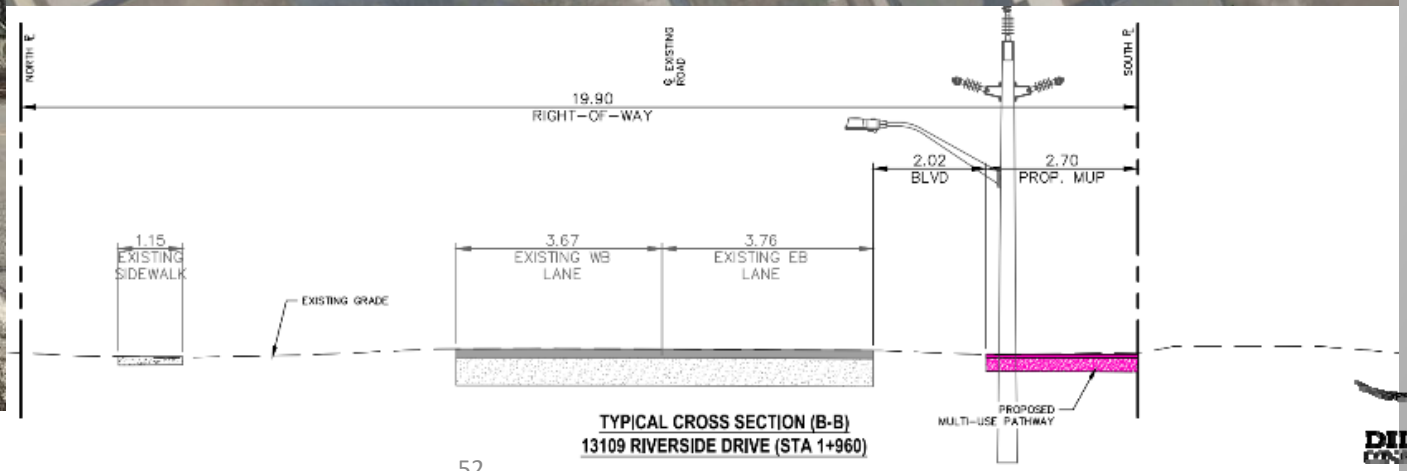
TYPICAL CROSS SECTION (A-A)
13049 RIVERSIDE DRIVE (STA 1+875)

Special Consideration – Trees



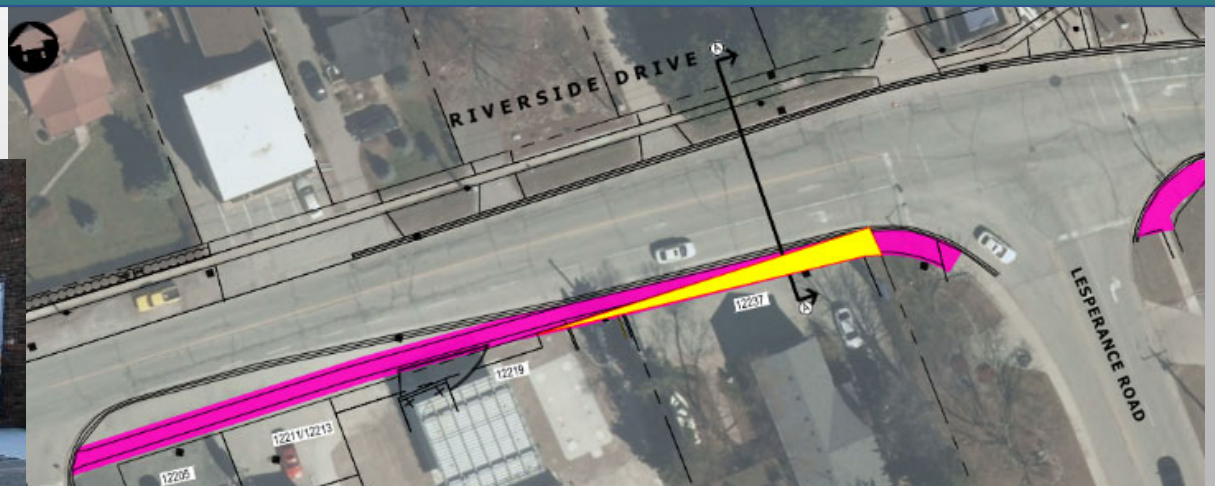


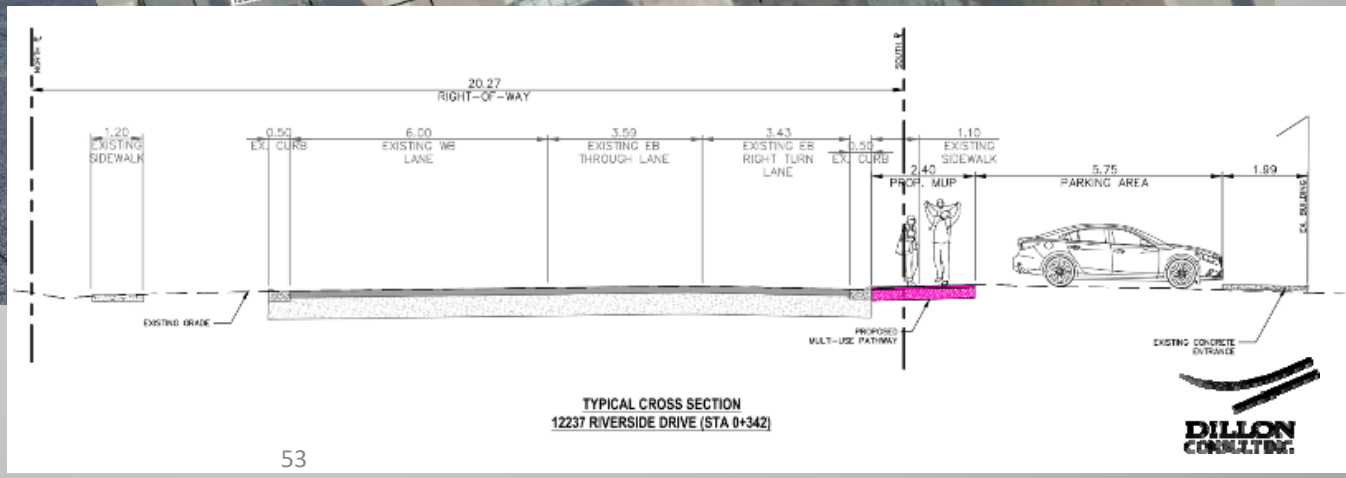
Special Consideration – Utilities



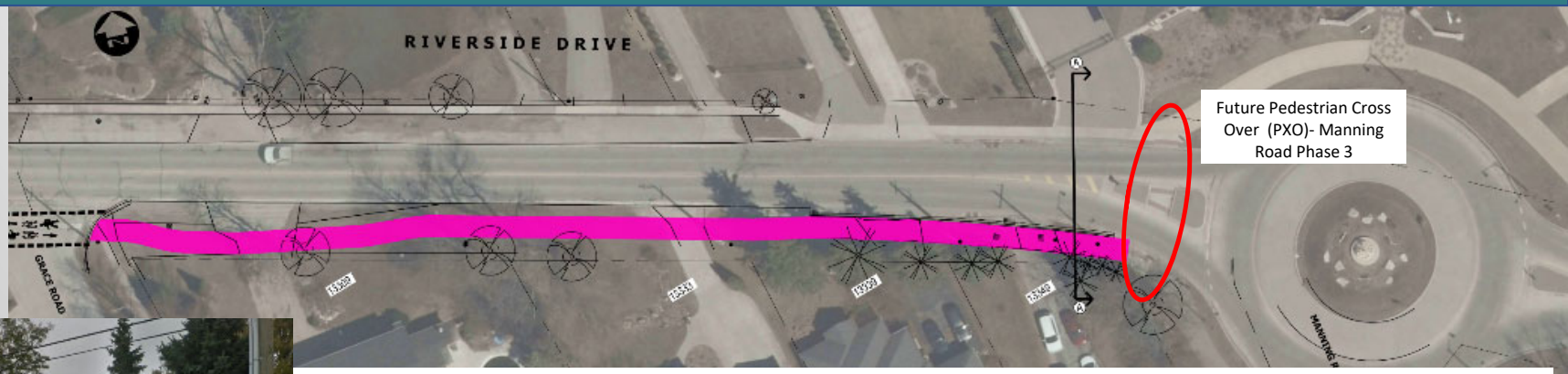
TYPICAL CROSS SECTION (B-B)
13109 RIVERSIDE DRIVE (STA 1+960)

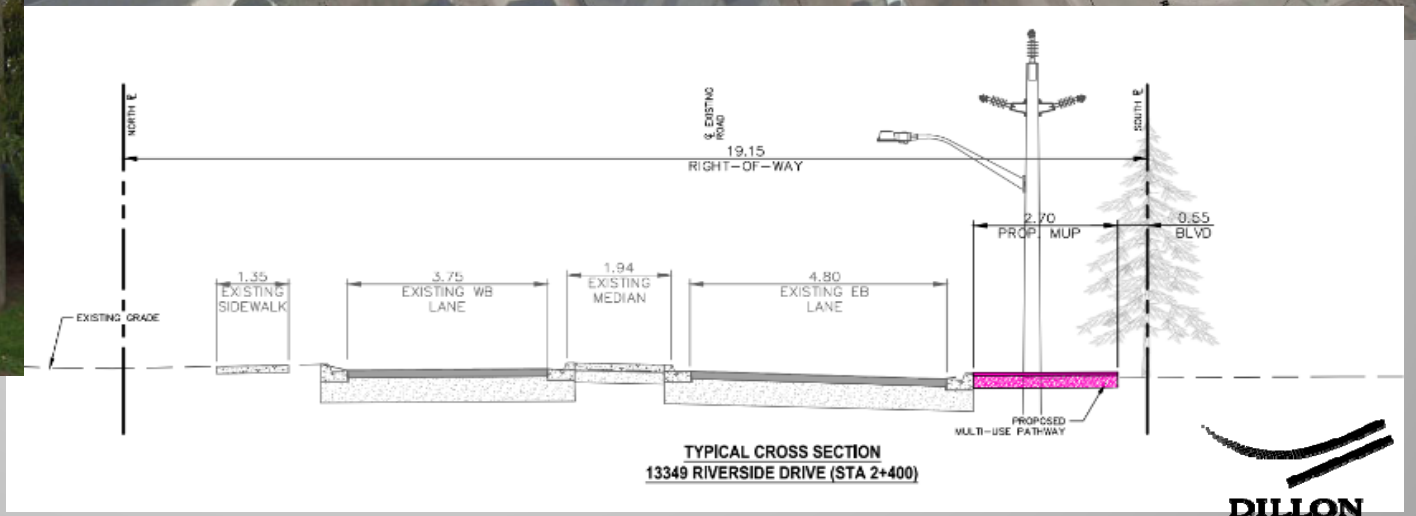
Special Consideration – Property





Special Consideration – Various





TYPICAL CROSS SECTION
13349 RIVERSIDE DRIVE (STA 2+400)

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Public Concerns

Safety

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

  - Landscaping features within the right of way may be removed or relocated to alleviate conflict with proposed trail.

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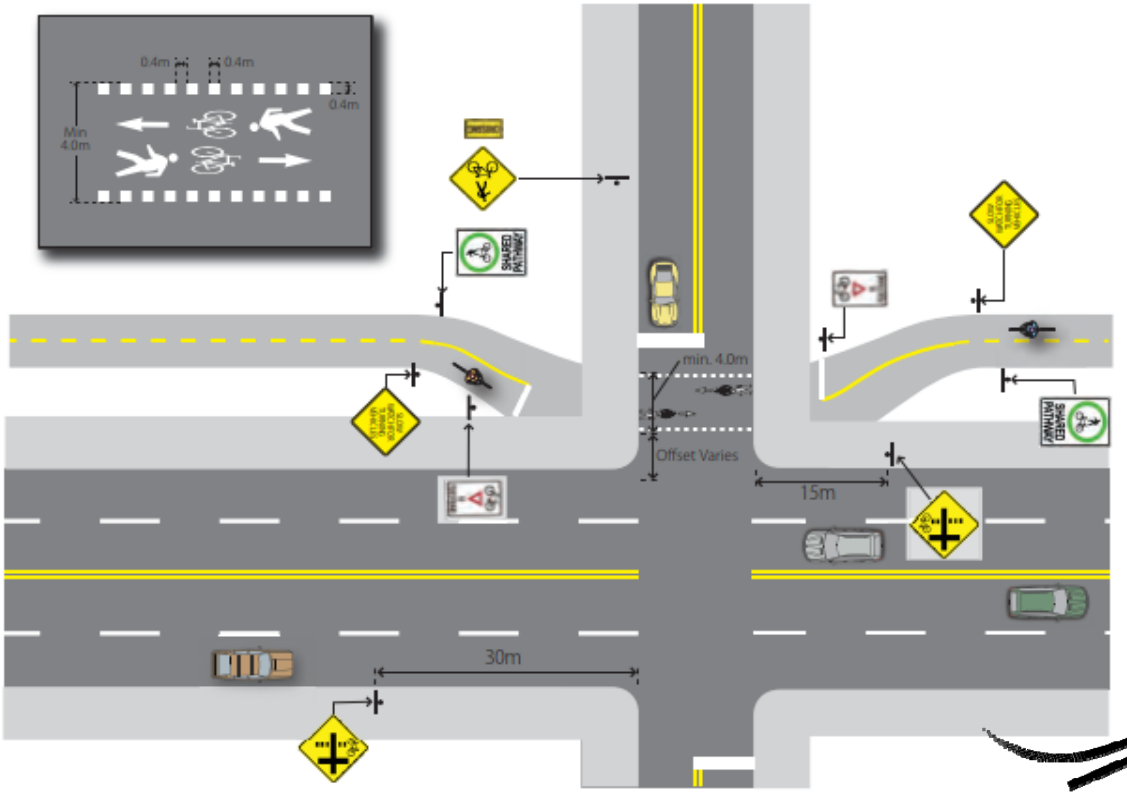
Public Concerns

Safety

- Road Crossings:
  - Crossrides to be installed at road crossings including pavement markings and signage.
  - Cyclists and Pedestrians have right-of-way at stop controlled intersections.
  - Cyclist permitted to ride through crossride (no dismount and walk)

- "Research shows that the most effective measure for improving overall cyclist safety within a road network is increasing the number of cyclists using the system." – *OTM Book 18 2013*

Figure 4.103 – Mixed Pedestrian and Cyclist Crossride (Unsignalized Example)



Source: MMM/ALTA, 2013

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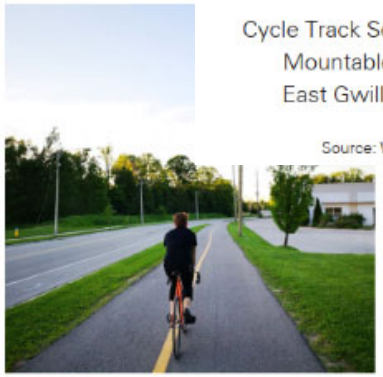
Public Concerns

Heavy Traffic & High Speed

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

Cycle Track Separated by Mountable Curb, East Gwillimbury

Source: WSP



Multi-Use Path Separated by Grassy Boulevard, Waterloo

Source: Alta

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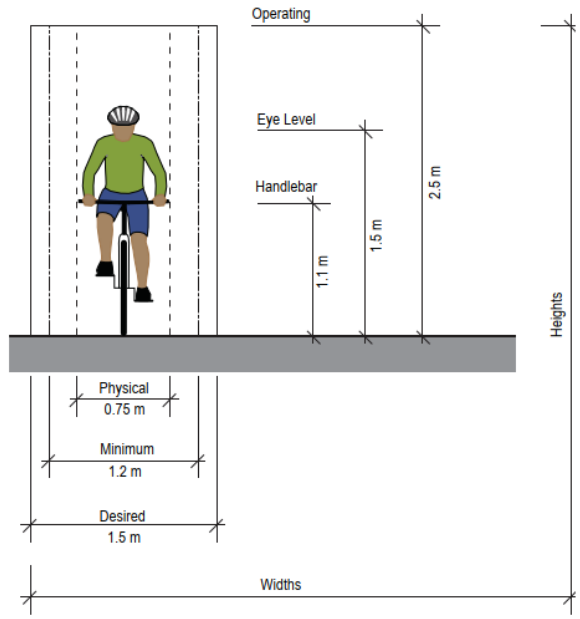
Public Concerns

Location and Design

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

Figure 2.2 – Cyclist Operating Space



Based on information from the AASHTO Guide for the Planning, Design and Operation of Bicycle Facilities, 2012

Public Concerns

Accessibility Concerns

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

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Public Concerns

Added Pollutants to Lake St. Clair & Area Watersheds

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

Public Concerns

Impact on Trees and Environment

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

Public Concerns

Flooding Issues

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

Public Concerns

Summary

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

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Budget Update (2021)

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

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

Conclusions

The Proposed Multi-Use trail:

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

Bezaire

Conclusions

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

Bezaire

Conclusions

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

Bezaire

Conclusions

Results of Additional Study

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

Bezaire

Current Recommendation

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

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

DILLON CONSULTING

Bezaire

Questions?