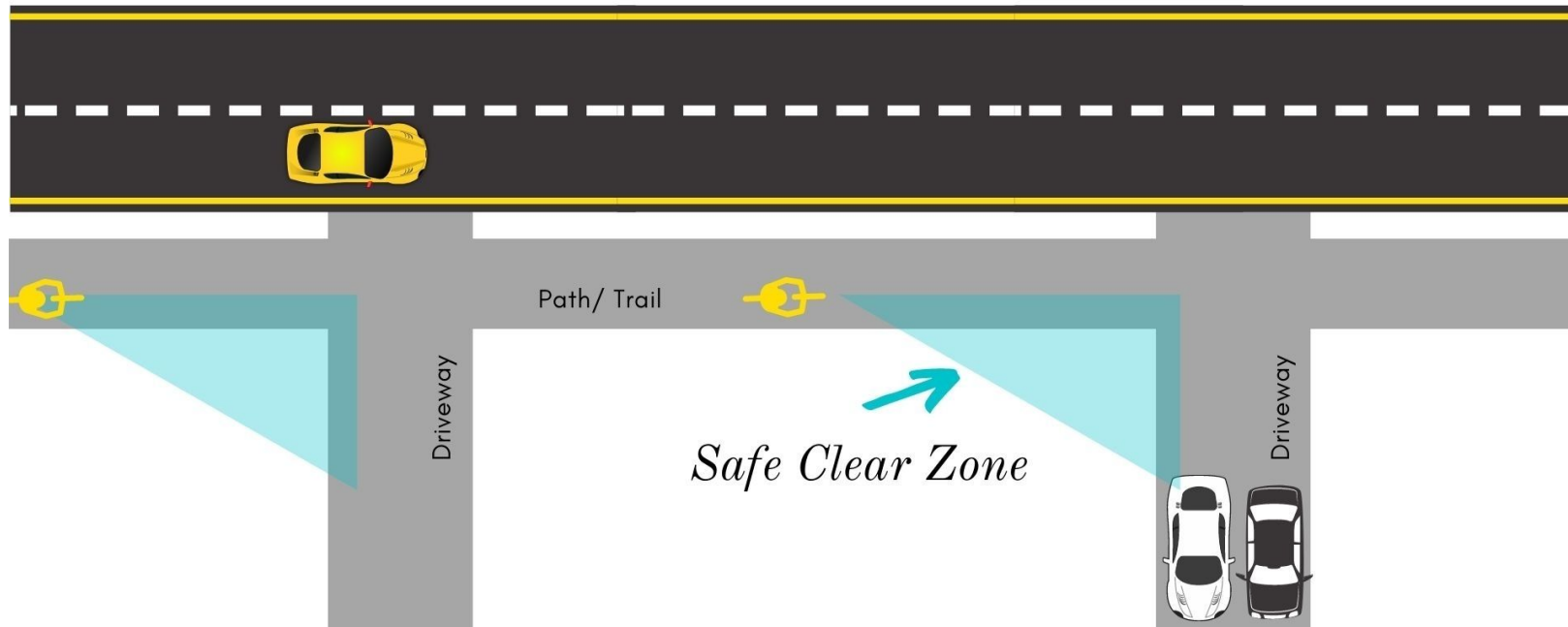


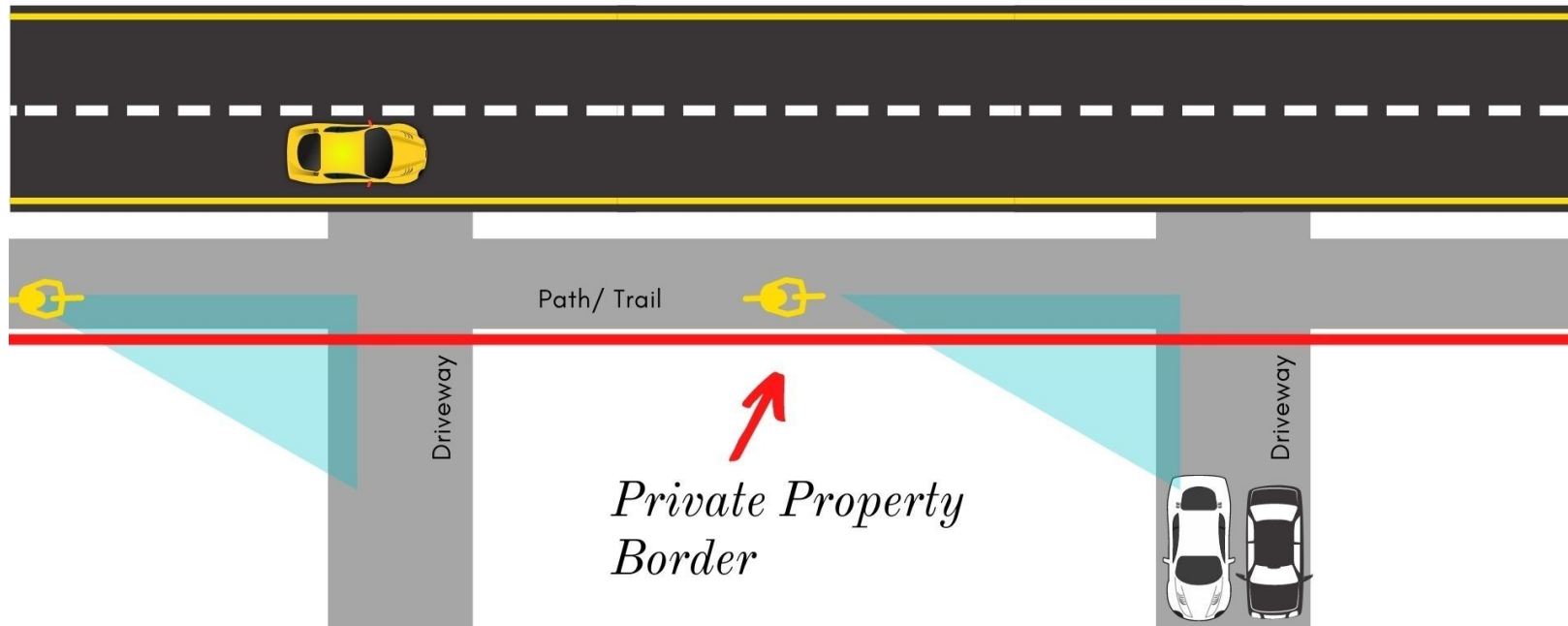
Karel and Rhonda DeGraaf

Riverside Drive Trail

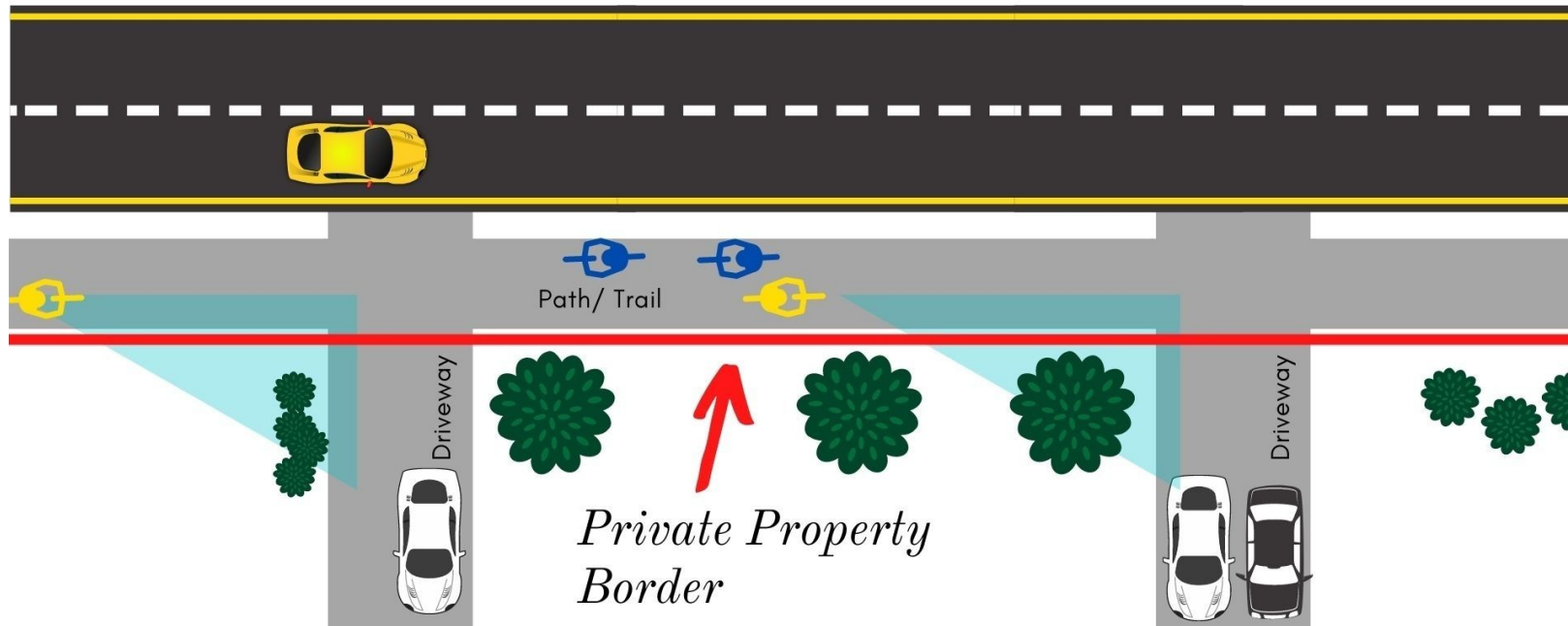
Clear Zones Explained



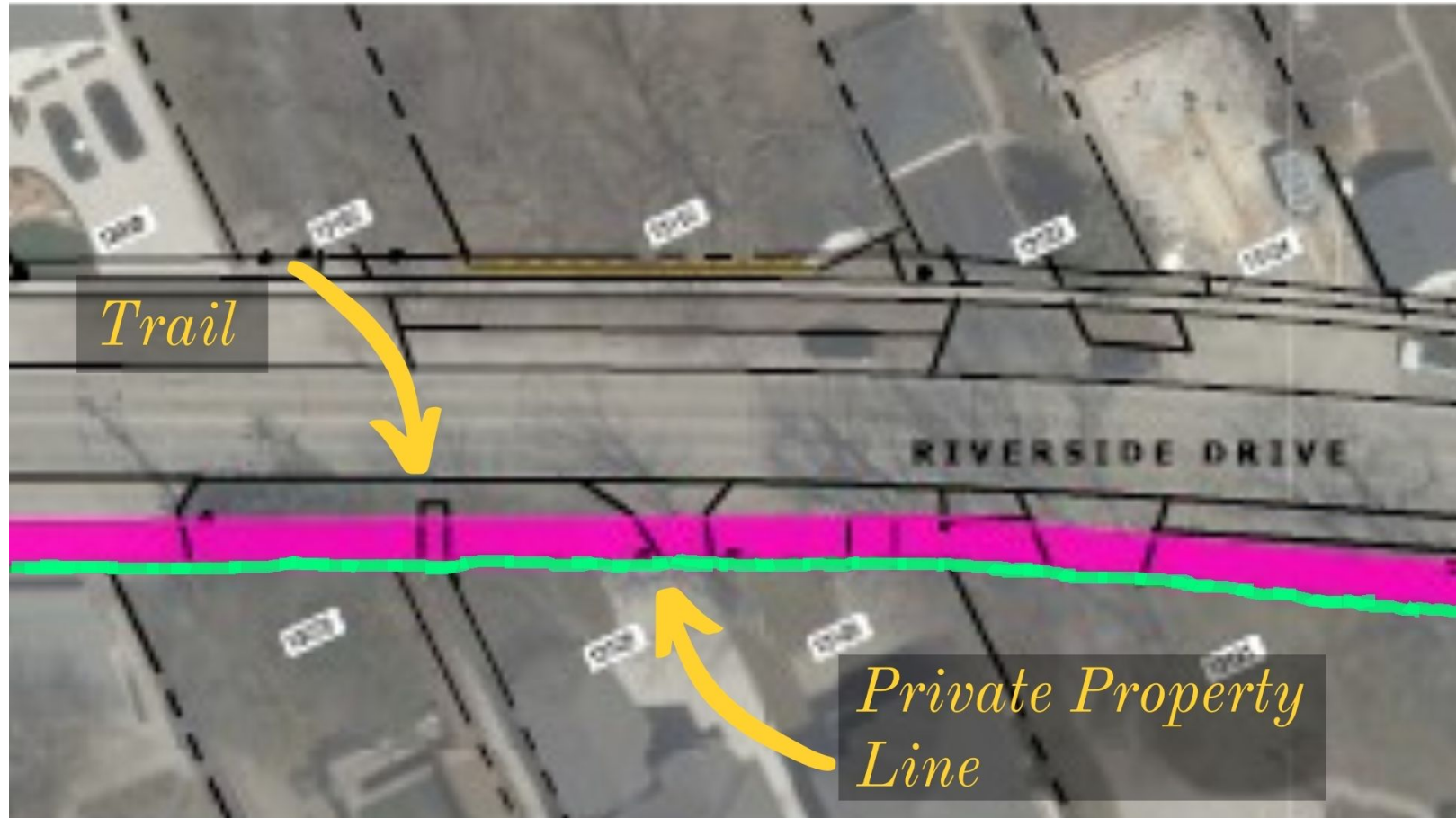
Clear Zones Located on Private Property



Cyclist and Vehicle Conflicts



Trail Adjacent to Private Property



Landscape Removal

Public Concerns

Safety

- Sightlines:
 - Road geometry allows for adequate sightlines
 - Large horizontal curve radius $>320\text{m}$
 - 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.



Right of Way and Landscape Removal

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.)



Impact on Trees and Environment

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.



Environment

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.

