



Office of the Commissioner of Infrastructure Services / City Engineer

Via Email: rauger@tecumseh.ca

September 19, 2024

Corporation of the Town of Tecumseh
917 Lesperance Road
Tecumseh, ON N8N 1W9

Attention: Robert Auger, Director Legislative Services & Clerk

Dear Robert,

Thank you for the opportunity to review the Town of Tecumseh (Town) Hamlet Secondary Plan, Proposed Official Plan Amendment. City staff have performed an initial review of the Planning Area and identified a number of associated concerns pertaining to the level of service in the entire Hamlet, including notable impacts on Banwell Road and other intersecting roads with County Road 22 near this area.

As the Town may be aware, the City is in the process of building a new interchange with 6 lane cross sections roadways and the projected Level of Service (LOS) is considered low. With the additional traffic volume that will be introduced by the proposed Hamlet area, LOS within the Banwell Road network and surrounding area will likely be further compromised. Based on this concern, the City has the following questions that we would like to further discuss:

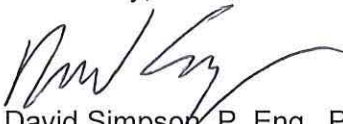
1. Will the impact of induced traffic from Manning Road and Lesperance be considered when projecting future volumes and calculating LOS on Banwell at the interchange? With the LOS at both of these intersections, there is concern that more traffic than projected will travel the Banwell corridor as this would become the more favourable route to access CR22, i.e. an interchange with signals only at the one ramp would be preferable over waiting at a traffic signal at the other 2 locations.
2. Will any traffic calming and/or diversion methods within the Hamlet be investigated to encourage drivers to use different and more appropriate routes? For example, the intersections of Banwell at Maisonneuve Street and Banwell at Intersection Road have an initial projected LOS values that are very low. While understanding that some signal timings can be adjusted as traffic patterns change, often the change in real life scenarios does not actually make a significant impact. What methods can be used to encourage drivers to utilize different accesses in order to increase the LOS at these locations?

3. It appears that a Right-In-Right-Out (RIRO) configuration is proposed from one of the proposed anchor commercial sites adjacent to Banwell Road, with access onto Banwell Road. The City has significant concern that if there is already a significant volume of traffic on Banwell Road at peak times during existing conditions, and there will be a large number of vehicles additionally exiting from the proposed RIRO. Accordingly, the pattern of traffic at the EC ROW South Ramp Terminal will be considerably altered and decrease traffic safety on Banwell Road. Additionally, there is no room in this area for a deceleration lane into the RIRO and therefore depending on volume expected at this site, it may not be supported by the City without that lane, to which there is no property at this time.

Consideration of all of the above noted traffic concerns on Banwell Road will need to be fully investigated by the Town through associated Traffic Impact Studies. These concerns will need to be adequately resolved in consultation and agreement with the City (including associated Infrastructure accommodations), who is the Banwell Road Authority in this case.

If you have any questions about the above noted items, please feel free to contact our Transportation Team for discussion.

Yours truly,



David Simpson, P. Eng., PMP
Commissioner of Infrastructure Services/City Engineer

DS:pv

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