



Trans Canada Trail/ Guelph to Goderich Trail



Stakeholder Focus Group Meeting
October 22, 2020





Agenda

- Introductions
- Why are we here
- Trail type discussion
- Route investigation results (City)
- Route investigation results (stakeholder)
- Discussion
- Next steps
- Further engagement opportunities
- Closing



View of the Hydro One maintenance access road,
looking north toward Marden Road



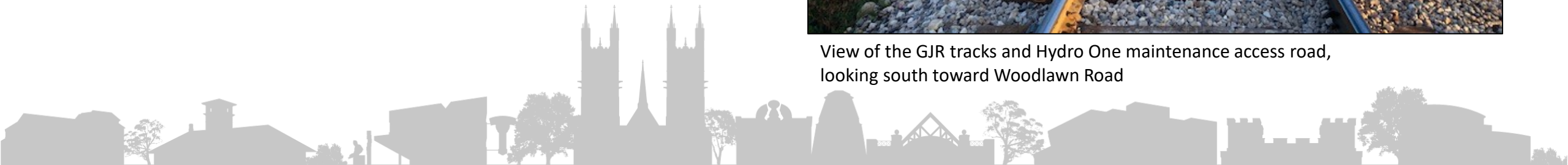


Introductions

- Who are you?
- What group do you represent?
- Why is the Trans Canada Trail (TCT)/Guelph to Goderich Trail (GTG) connection important to you?



View of the GJR tracks and Hydro One maintenance access road, looking south toward Woodlawn Road





The TCT connection is important because:

- Need connectivity and well laid out trail infrastructure
- Provides active options for cycling and hiking
- Observed a big increase in use of this link during COVID
- Provides ability to get into and out of the city
- Economic benefits are significant (\$3M estimate)
- The rest of G2G is largely complete, take advantage of it
- Need a safe connection to the G2G outside the city
- Funding opportunities will be available, need to be ready for them
- SW Ontario is becoming a destination for tourism, need all municipalities along the G2G to recognize it as one big corridor
- G2G has had made many accessibility improvements of completed sections of trail. G2G needs a collaborative effort from end to end....connecting to downtown Guelph, one of the "G's" with the least # of curbs, grades etc. is key. 130km of trail with a longitudinal grade of 3% or less is a world class asset
- Need to compress timeline as much as possible to get it constructed





How will we use this feedback to make decisions?

Community feedback is one factor in creating workable solutions. As we prepare recommendations we will also consider:

- Alignment with other plans (e.g. Community Plan, Strategic Plan)
- Overall community or regional benefit
- Environmental sustainability
- Future trends and population changes
- Technical considerations and operating impacts
- Financial sustainability





Trans Canada Trail Project complexities

- Partnerships with many governments or agencies is needed
- Funding and cost-sharing across different municipalities
- Complex technical considerations like:
 - Environmental constraints,
 - Property ownership and owner willingness,
 - Liability and increased risks,
 - Railway safety,
 - Development applications,
 - Financial challenges (potential for significant capital and ongoing operating costs).



View of the GJR railway junction and Hydro One maintenance access road, looking north toward Marden Road





For discussion:

- Who are the main users and what are the needs?
- What type of trail should be built?
- What design criteria should be considered for the TTC?

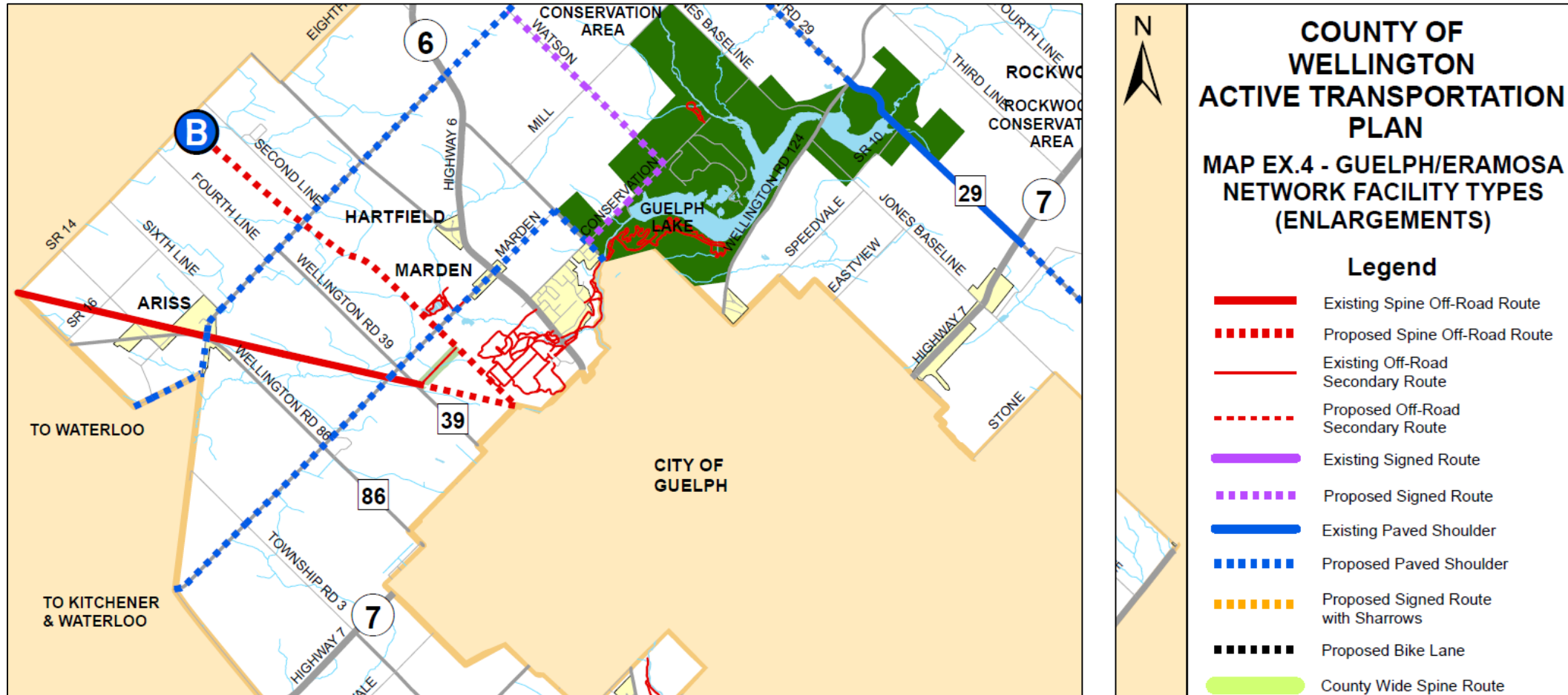
Considerations may include:

- Available for all users
- Accessibility requirements
- Trail surface requirements
- Trail safety and amenities



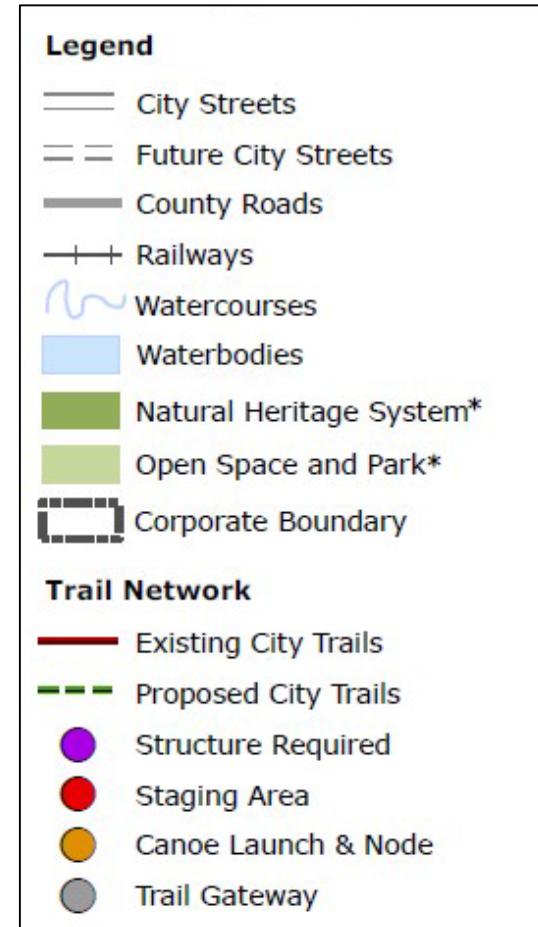
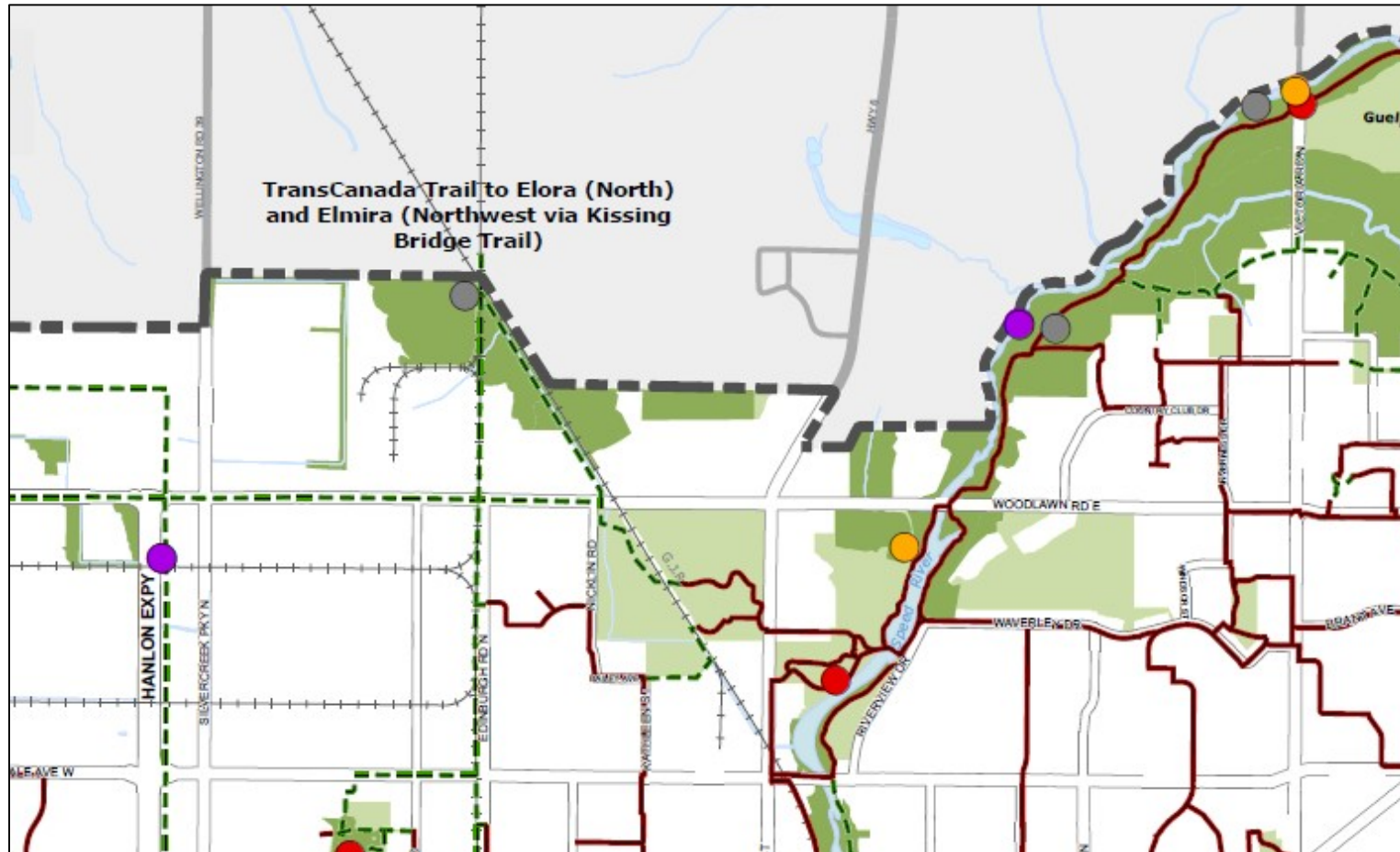


County of Wellington Active Transportation Plan (2012)





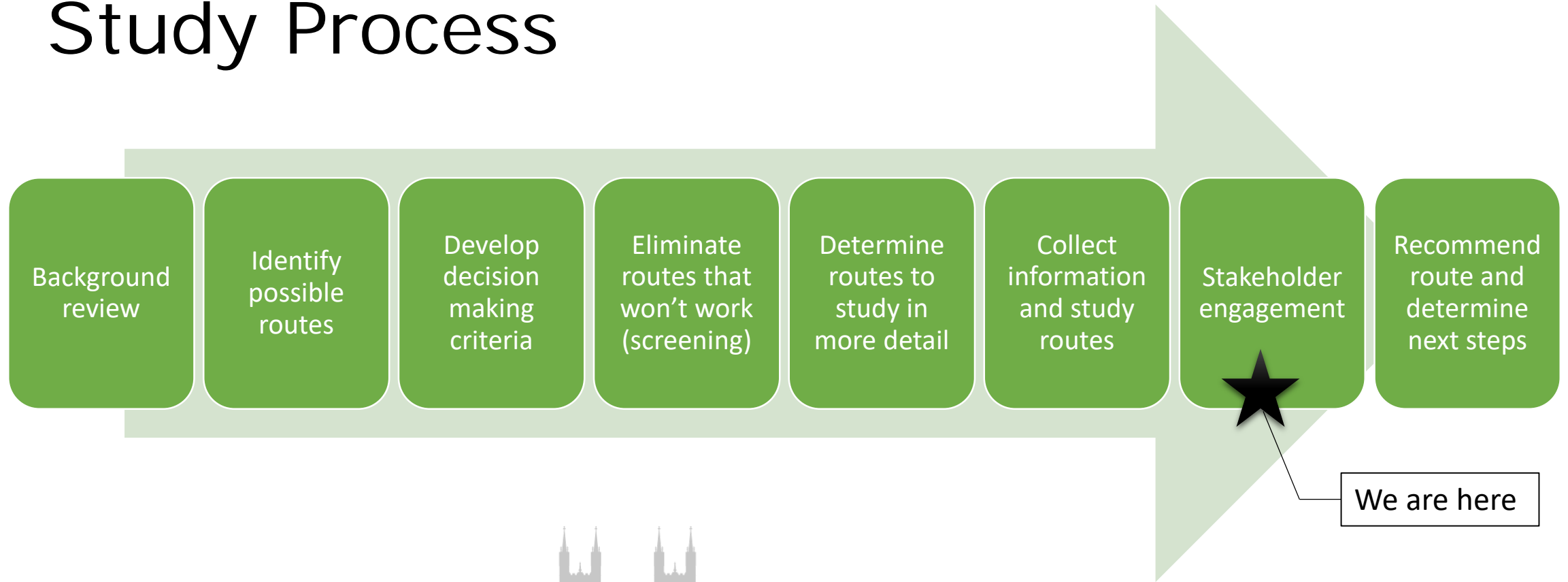
Guelph Official Plan (2018 Consolidation)



OP Based on the Guelph Trails Master Plan 2005



Study Process



Decision making criteria

Criteria	Variables		
	Most Suitable	Somewhat Suitable	Constraint
Ownership			
Ownership	City of Guelph	Township of Guelph-Eramosa	
Owner Willingness	Public owned & documented support	Owner Willing	Not Willing
Cost			
TCT Funding Eligible	Greenway Trail - Construction Costs	Road Cycling Route - Signage costs	Does not meet requirements
Route Length	Shortest/Most direct route	Second shortest/second most direct	Longest/Least direct
Cost to Build	Least Expensive		Most Expensive
Maintenance	Least Expensive		Most Expensive
Lifecycle Costs	Least Expensive		Most Expensive
Technical			
Slopes	No/minimal slopes (<2%)	Some slopes requiring minor technical engineering	Steep slopes requiring technical engineering
Required Crossings (Road, railway, driveway)	0 to 4	5 to 8	9+
Feasible within Right-of-way	No additional land required	Additional land available through easement	Needs additional land that is not available
Required Studies	Potential MCEA A or A+ and no other studies	Potential MCEA A or A+ and other studies OR MCEA B	Potential MCEA B and other studies OR MCEA C
Environmental			
Natural Heritage System	Trail permitted and no negative impacts	Adjacent to wetlands regulation	Within wetlands regulation limit
Contaminated Site	No known contamination	May be contamination	Significant contamination
Hydrogeology	Minimal known impact	Some known impact	Major known impact
Species-at-risk	Minimal known impact	Some known impact	Major known impact
Accessibility			
Accessibility	Trail can be constructed for the widest range of users and meet accessibility standards.	Trail can be constructed for most users and can meet most accessibility standards.	Trail can be constructed only for a small range of users and cannot meet accessibility standards.



Screened-out routes

These are possible routes that were reviewed. They will not work for a variety of reasons.



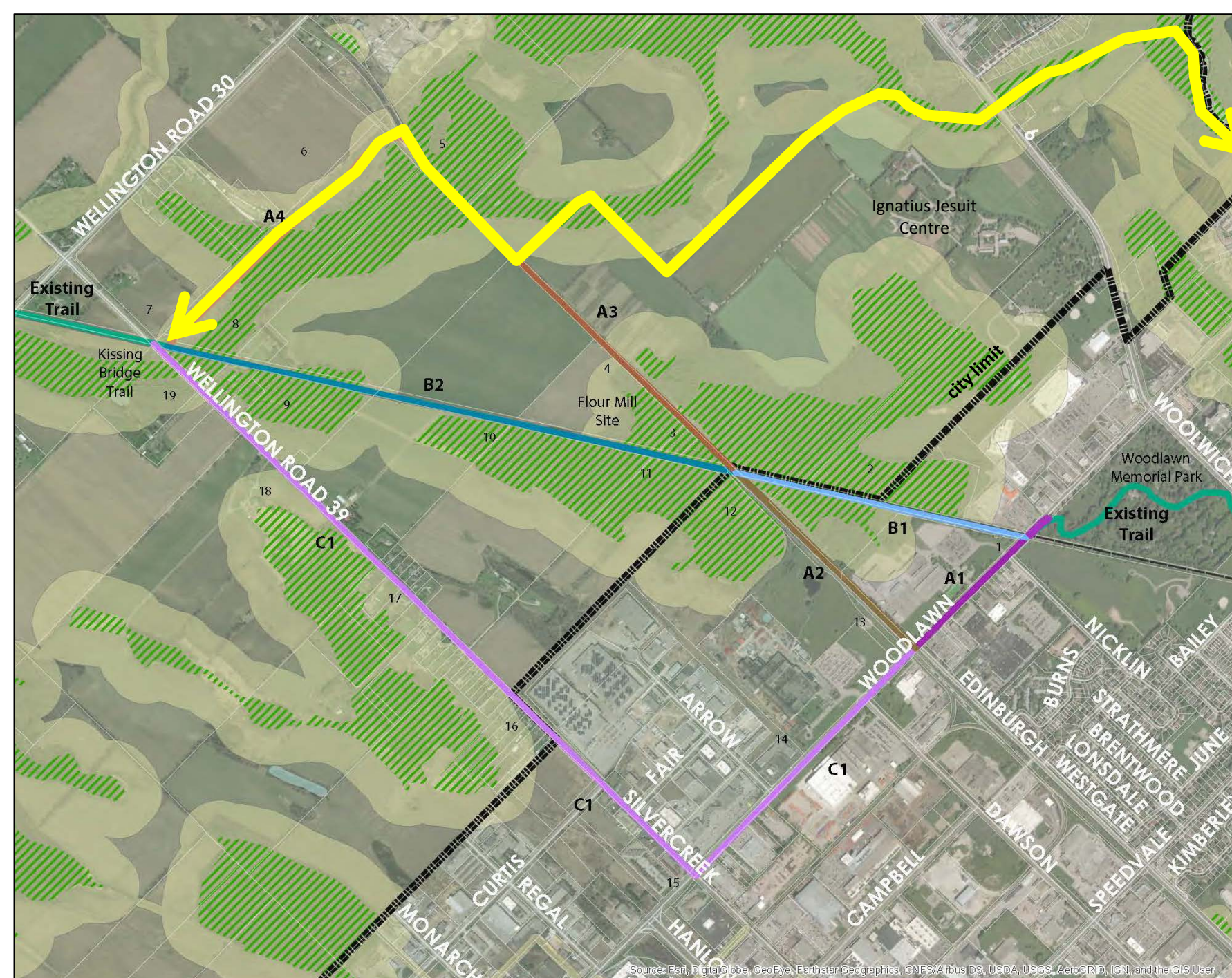
Pre-screened Route 1

Route description:

- Starts at Riverside Park and crosses Woodlawn Road. It then travels along the river and crosses Highway 6 North. It then travels along an existing trail north of the Ignatius Jesuit Centre to the Hydro One corridor to the Marden Tract and finally to the Kissing Bridge Trail.

Pre-screened out because:

- Not feasible due to property owner(s) willingness



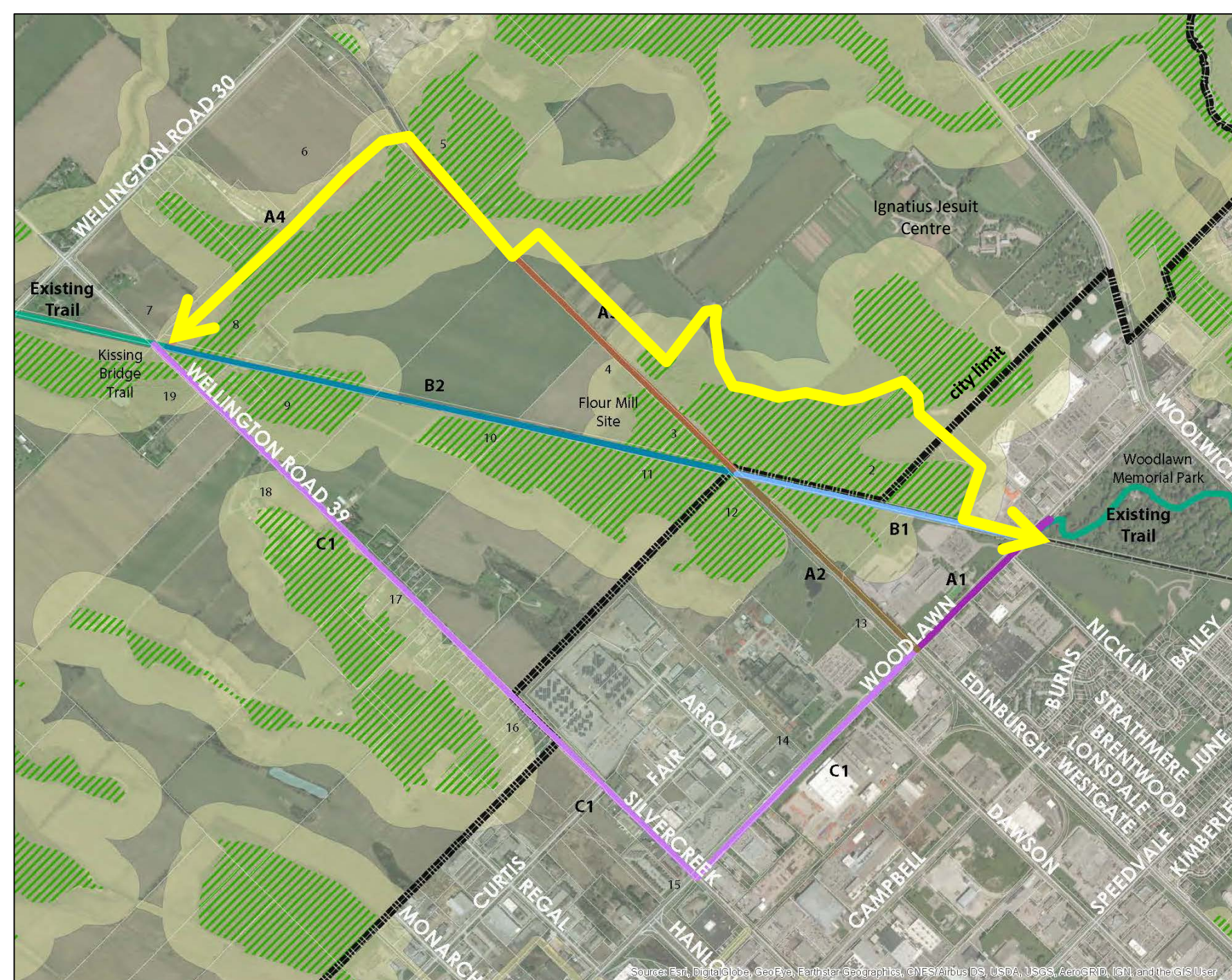
Pre-screened Route 2

Route description:

- Starts at Woodlawn Memorial Park and travels along the Guelph Junction Railway past the Home Depot and along existing trails on private property to the Hydro One corridor and across the Marden Tract to the Kissing Bridge Trail.

Pre-screened out because:

- Not feasible due to property owner(s) wiliness





Routes Investigated

The following routes were investigated in more detail as part of the route investigation study.



Route 'B'

Key considerations:

- Segment B1 is not possible because adding a trail beside the Guelph Junction Railway tracks will impact the wetland. City policies do not permit building a trail in a wetland or wetland buffer.
- Segment B2 is feasible, however is outside of city limits and would require a lot of grading, engineering and construction to build a trail beside the tracks. A trail would need to be located 3.0m from the outside rail of the tracks.

Route description:

Starts at Woodlawn Memorial Park and travels along Woodlawn Road on the multi-use path to the Guelph Junction Railway corridor and follows the railway all the way to the Kissing Bridge Trail.

Route 'A'

Key considerations:

- Longest route (3.4 km) but likely easiest to construct (generally flat and potential to use the access road).
- Currently used as the informal off-road connection by the public (trail needed for public safety).
- Park License from Hydro One and Infrastructure Ontario (IO) required (license to renew every 5 years and City and Township may need separate licenses).
- Potential public safety and legal risks may need to be mitigated (resulting from having public space in hydro corridor).
- Flour Mill easement and approved Site Plan may limit opportunities.
- An upgraded rail crossing with safety devices would be needed.
- Marden Tract is an existing nature trail and GRCA to be consulted about how to meet accessibility requirements.
- Formal connection to the cemetery needed.
- City mapping shows a locally and provincially significant wetlands close to the city limit where the GJR tracks cross. Further investigation is needed.

Route description:

Starts at Woodlawn Memorial Park and travels along multi-use paths on Woodlawn Road to the Hydro One corridor. It travels up the corridor over the Guelph Junction Railway tracks to the GRCA Marden Tract trail and finally connecting to the Kissing Bridge Trail.

Route 'C'

Key considerations:

- The route is completely within the right-of-way. The trail would use the multi-use paths (MUPS) on Woodlawn Road then the road and/of shoulder on Silvercreek Parkway/ Country Road 39.
- As part of the planned Highway 7 extension there is an on and off ramp planned to connect to Silvercreek Parkway from Curtis Drive.
- An off-road connection is preferred by trail users, but this option may be easier to design and in the short term. Upgrades to the ROW would be required to make this route safe for trail users.
- With higher speed traffic and small shoulders this option is the least enjoyable to travel.

Route description:

Starts at Woodlawn Memorial Park and travels along multi-use paths on Woodlawn Road to Silvercreek Parkway/County Road 39. It travels up Silvercreek Parkway on road within the right-of-way (ROW) finally connecting to the Kissing Bridge Trail.

Hybrid Route 'AB2'

Key considerations:

- Shorter than Route A (2.8 km) but maybe more difficult and costly to construct due to significant grading and construction along section B2.
- The County's Kissing Bridge Trail license covers a section of B2 (the Crown property north of the GJR property).
- Depending on the design of the trail on segment A2, three upgraded railway crossings may be required.
- Park License from Hydro One and Infrastructure Ontario (IO) maybe required (license to renew every 5 years and City is the only one that requires a license).
- Potential public safety and legal risks may need to be mitigated (resulting from having public space in hydro corridor).
- Flour Mill easement and approved Site Plan may affect this route less than Route A. The trail on segment B2 would need to be located on the south side of the tracks to accommodate rail loading of the LVB flour mill.
- City mapping shows a locally and provincially significant wetlands close to the city limit where the GJR tracks cross. Further investigation is needed.

Route description:

Starts at Woodlawn Memorial Park and travels along multi-use paths on Woodlawn Road to the Hydro One corridor. It travels up the corridor to the Guelph Junction Railway and then travels along the south side of the tracks to the Kissing Bridge Trail.



Segment 'A2' Options

The following options were investigated in more detail as part of the route investigation study.



'A2' Option 1

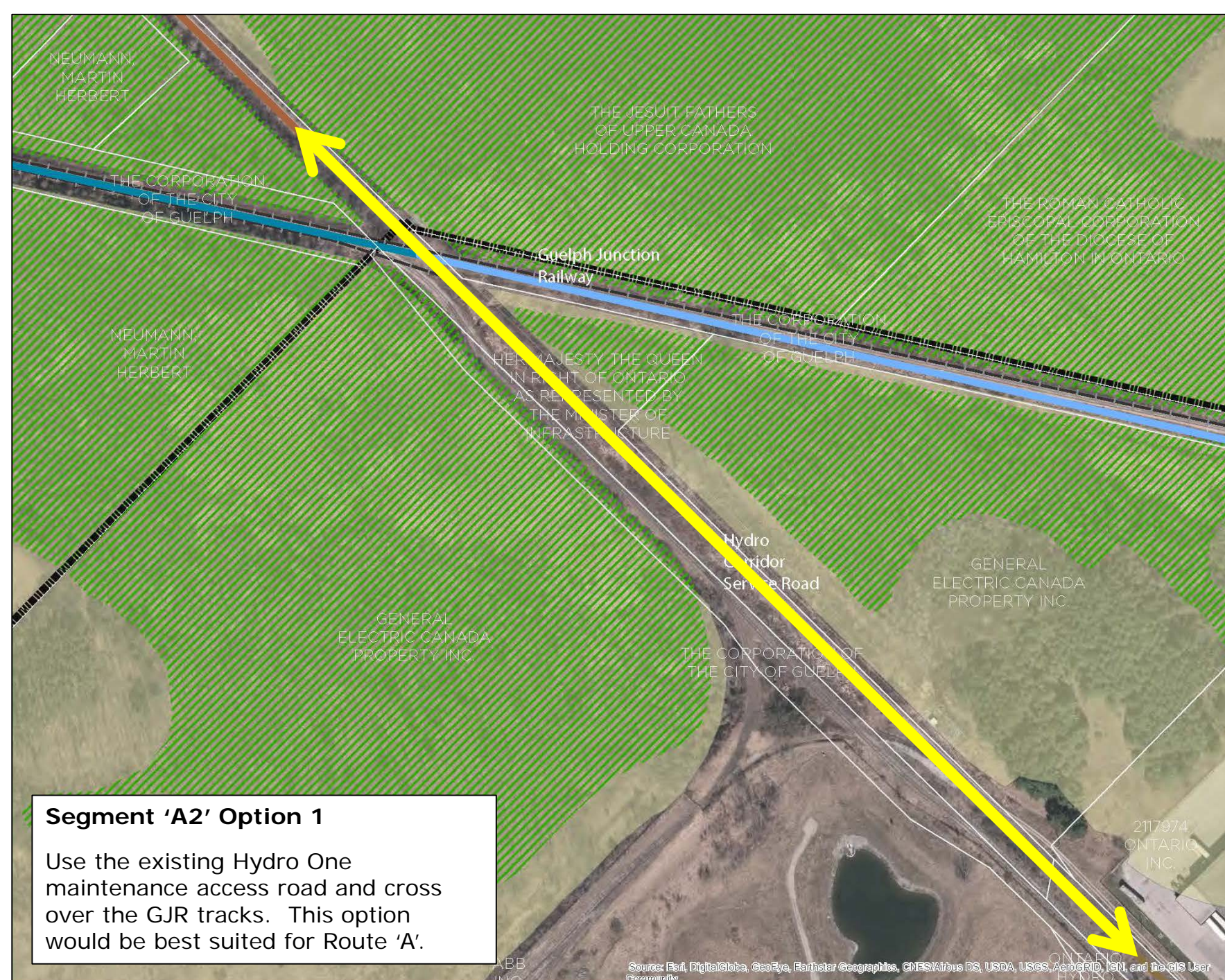
Use IO/Hydro One land and existing maintenance access road (if permitted)

Key considerations:

- Park License from Hydro One and Infrastructure Ontario (IO) required (license to renew every 5 years and City and Township may need separate licenses).
- Flour Mill easement and approved Site Plan may limit opportunities.
- An upgraded rail crossing with safety devices would be needed.
- Fencing would be needed to separate railway from pedestrian routes.
- City mapping shows a locally and provincially significant wetlands close to the city limit where the GJR tracks cross. Further investigation is needed.

Segment 'A2' Option 1

Use the existing Hydro One maintenance access road and cross over the GJR tracks. This option would be best suited for Route 'A'.



'A2' Option 1

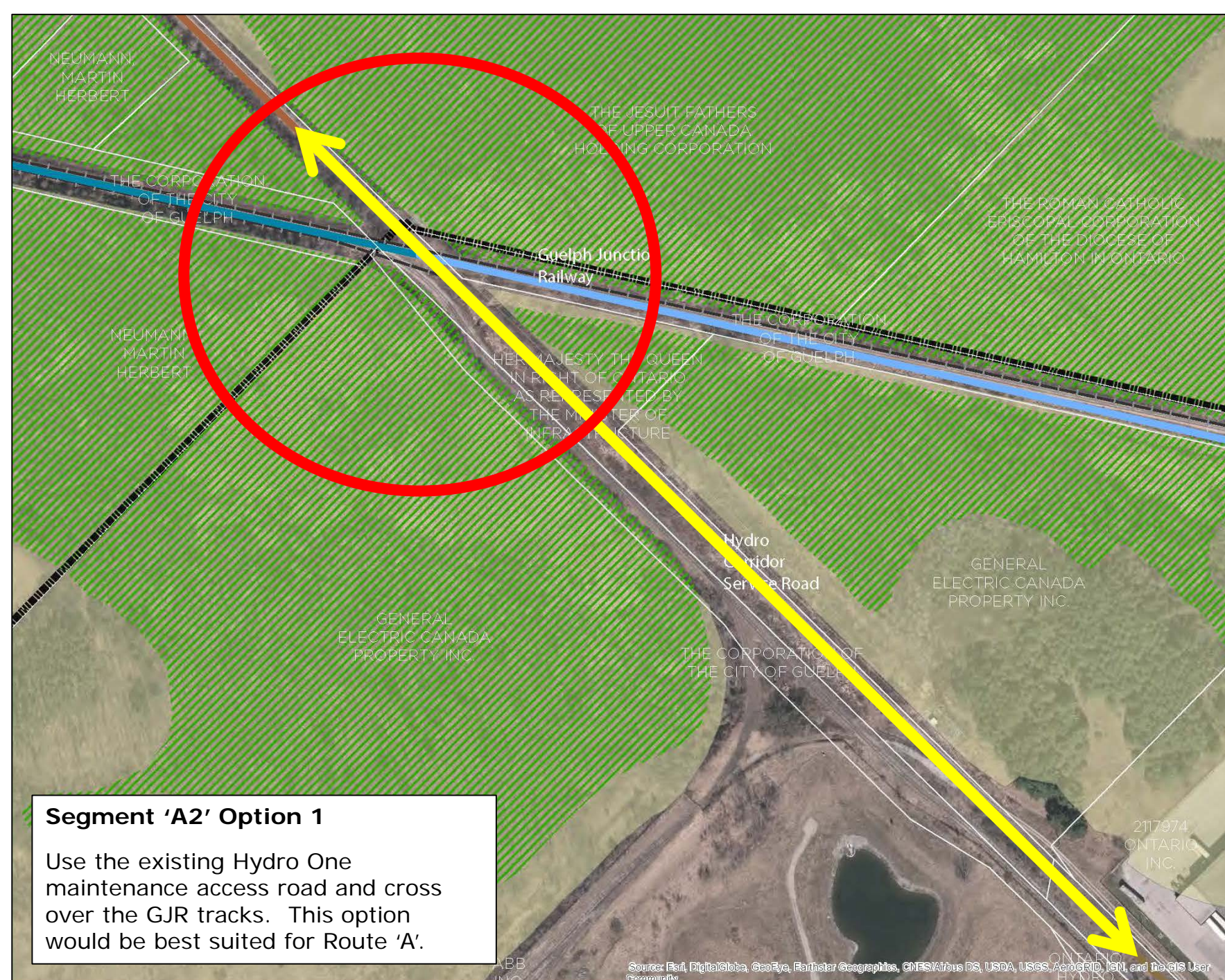
Use IO/Hydro One land and existing maintenance access road (if permitted)

Key considerations:

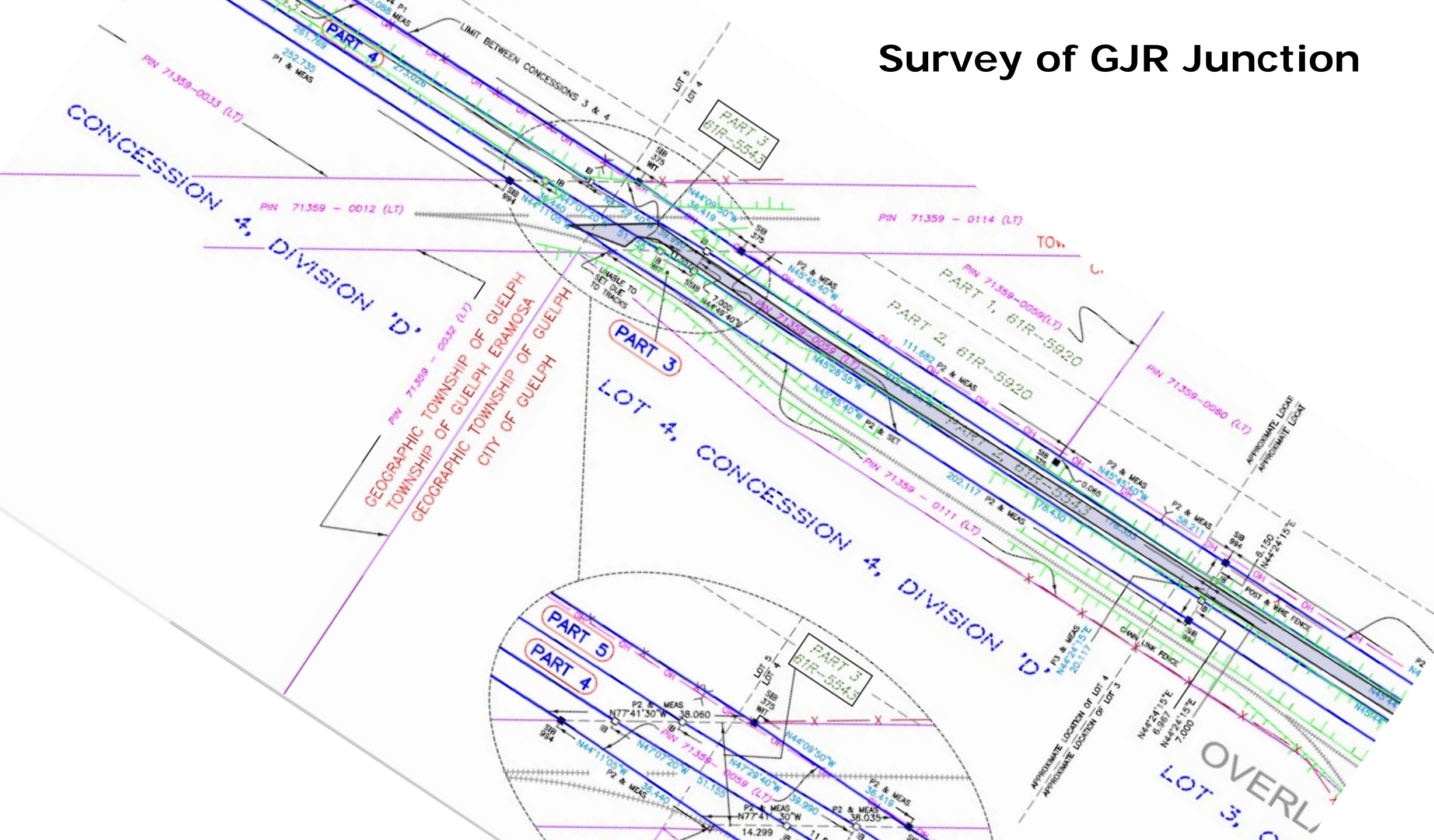
- Park License from Hydro One and Infrastructure Ontario (IO) required (license to renew every 5 years and City and Township may need separate licenses).
- Flour Mill easement and approved Site Plan may limit opportunities.
- An upgraded rail crossing with safety devices would be needed.
- Fencing would be needed to separate railway from pedestrian routes.
- City mapping shows a locally and provincially significant wetlands close to the city limit where the GJR tracks cross. Further investigation is needed.

Segment 'A2' Option 1

Use the existing Hydro One maintenance access road and cross over the GJR tracks. This option would be best suited for Route 'A'.



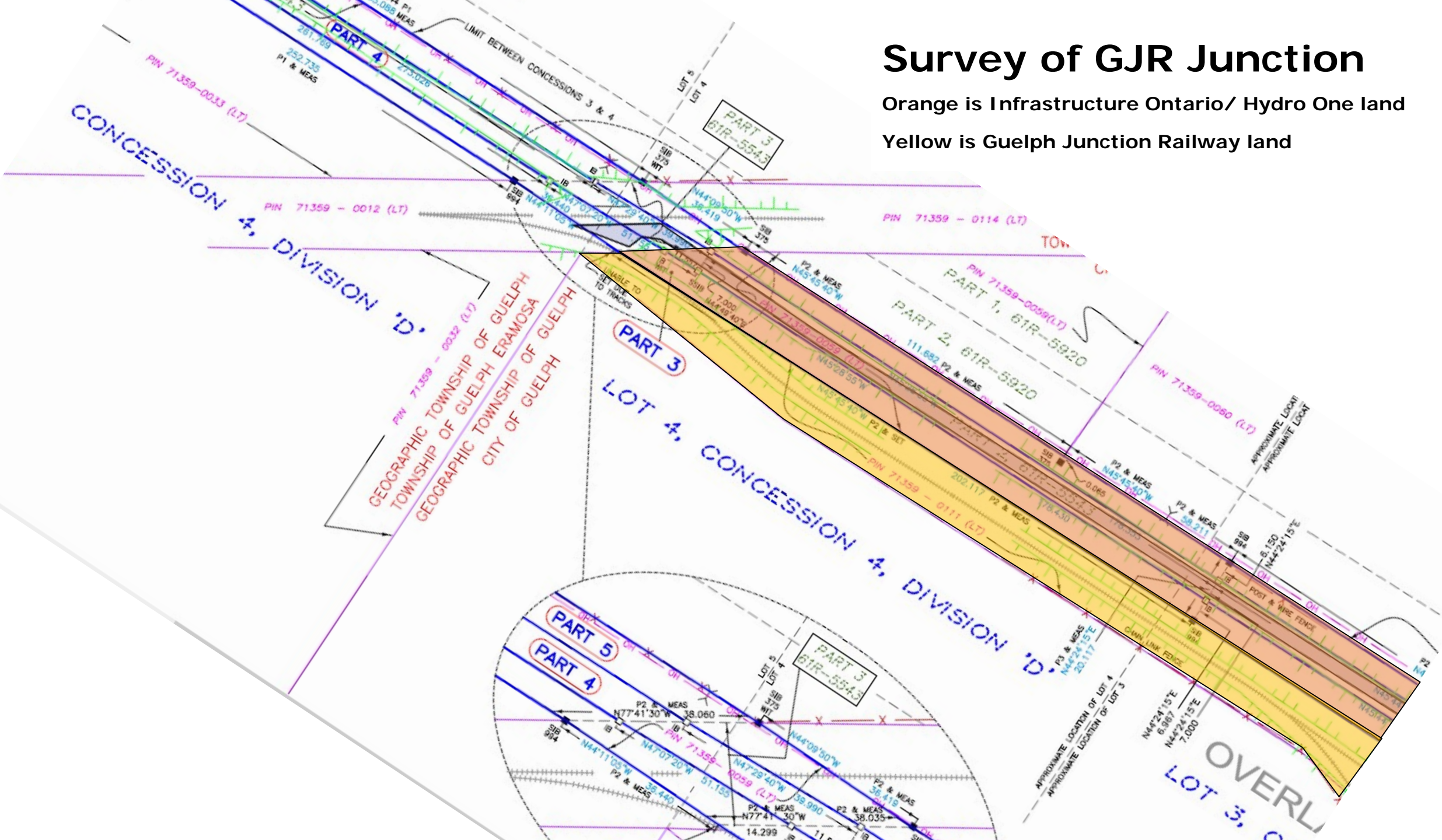
Survey of GJR Junction



Survey of GJR Junction

Orange is Infrastructure Ontario/ Hydro One land

Yellow is Guelph Junction Railway land



'A2' Option 2

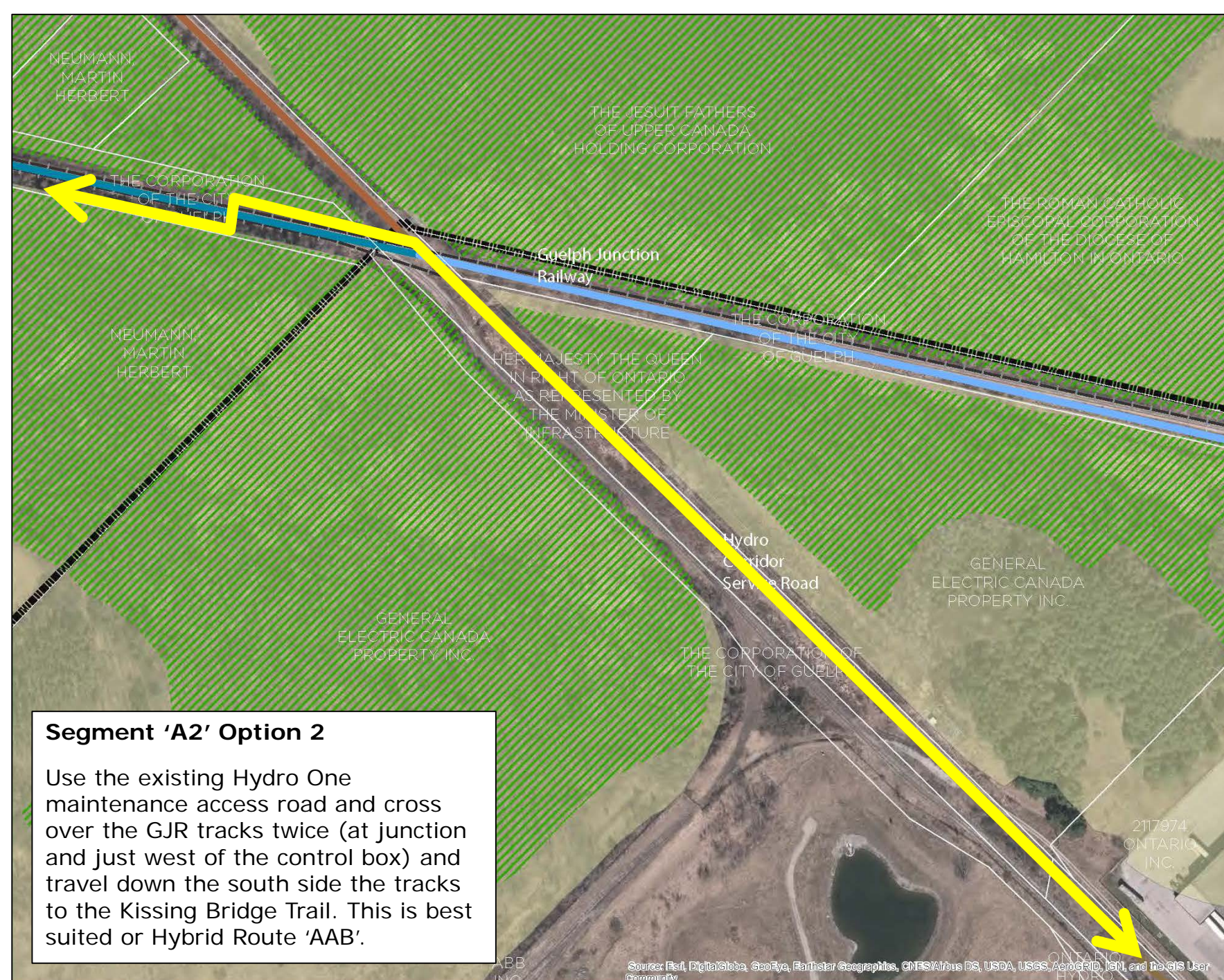
Use IO/Hydro One land and existing maintenance access road (if permitted)

Key considerations:

- Park License from Hydro One and Infrastructure Ontario (IO) required (license to renew every 5 years and City and Township may need separate licenses).
- Flour Mill easement and approved Site Plan may limit opportunities.
- An upgraded rail crossing with safety devices would be needed in two locations.
- Fencing would be needed to separate railway from pedestrian routes.
- City mapping shows a locally and provincially significant wetlands close to the city limit where the GJR tracks cross. Further investigation is needed.

Segment 'A2' Option 2

Use the existing Hydro One maintenance access road and cross over the GJR tracks twice (at junction and just west of the control box) and travel down the south side the tracks to the Kissing Bridge Trail. This is best suited or Hybrid Route 'AAB'.



'A2' Option 3

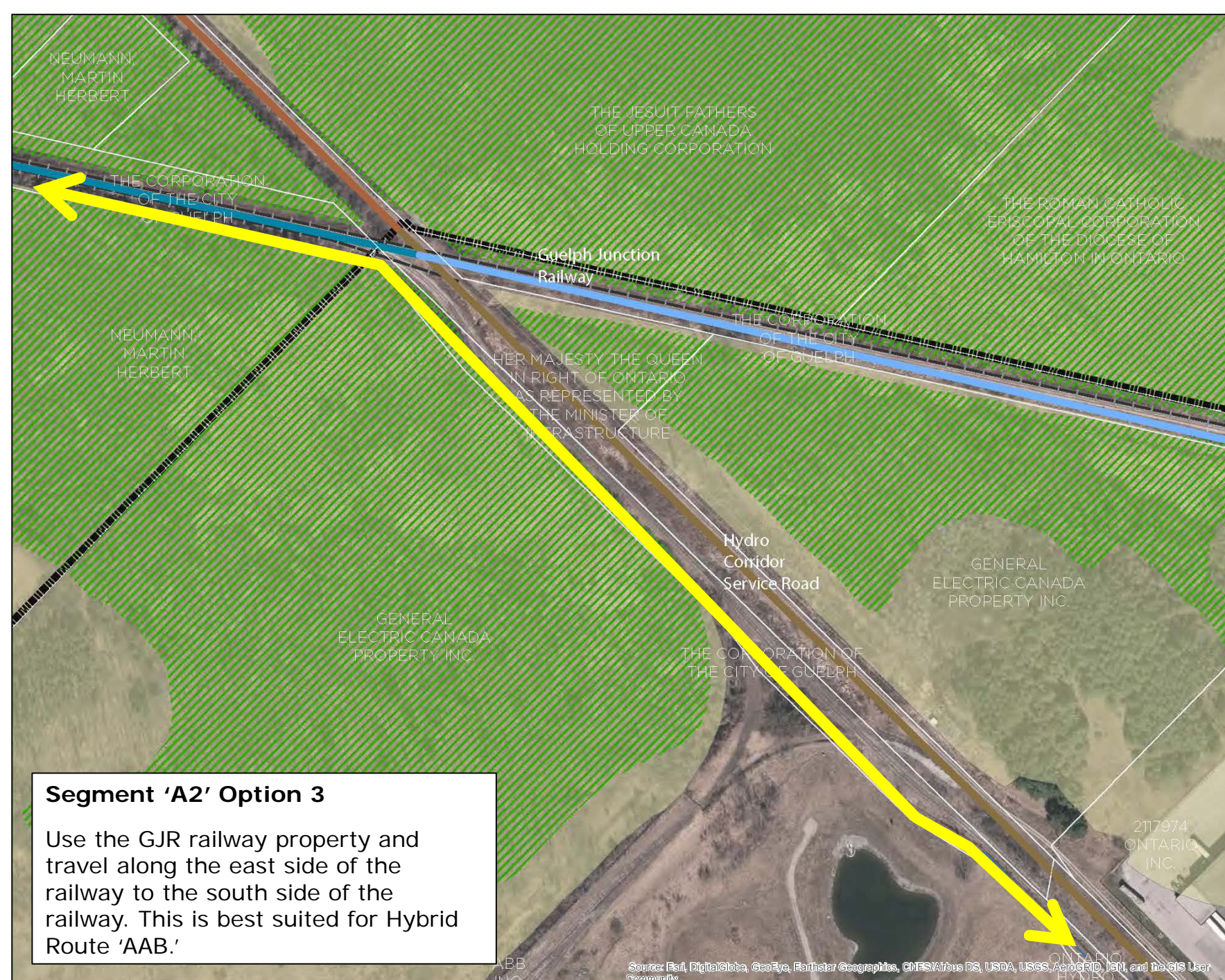
Use GJR land and create new trail

Key considerations:

- This option would require realigning the tracks to accommodate a trail within the GJR railway property. The railway property is small and a minimum of 6.0m would be needed to accommodate the 3.0m offset and a 2.0-3.0m trail. This option would be very expensive.
- This option would require additional grading as the land to the west of the tracks is not level and there is a steep drop.
- There are a few areas where there is very little room to accommodate the trail, especially at the junction of the tracks.
- An application to permit the trail on a Hydro One easement would be required, but a park license would not be required.
- No additional rail crossings would be needed.
- Fencing would be needed to separate railway from pedestrian routes.
- City mapping shows a locally and provincially significant wetlands close to the city limit where the GJR tracks cross. Further investigation is needed.

Segment 'A2' Option 3

Use the GJR railway property and travel along the east side of the railway to the south side of the railway. This is best suited for Hybrid Route 'AAB.'





Stakeholder sharing

Stakeholders are invited to share their investigation and feedback.





Discussion

- How should we evaluate the options?
- What is your preferred option? And why?
- How should we pursue a trail connection that is largely outside of city limits? Should the City focus only on land within city limits?
- Who should fund this project if the County and the Township do not have funding available for portions outside of the City? Should the City fund work or investigations outside of city limits?
- How is this work prioritized over other trail projects?



View of the GJR railway and Hydro One corridor,
looking north toward Marden Road





Next steps

- Engage the public and stakeholders on route options;
- Set parks, trails and recreation priorities and develop a long-term financial and resource strategy – including this project as one of many initiatives being contemplated;
- Prepare recommendations and present the report to Council;
- Engage partners and other stakeholders as required;
- Request capital funding (if required) and complete conceptual design/technical studies should staff be directed to by Council; and
- Make an application to Hydro One (if required).



View of the GJR railway just past the LVB Flour Mill site,
looking northwest toward County Road 39





Future GTMP Engagement

- The next opportunity for engagement is planned for late November/December. We will be looking for feedback on our draft trail classifications and draft network maps.
- There will be opportunity to participate through a virtual meeting with other stakeholder groups.
- As a stakeholder, you will be notified of this opportunity shortly. Sign up to receive updates and participate in the wider community engagement at haveyoursay.guelph.ca.



Thank you

Any questions or final comments?

