# Welcome
to the
# Public Information Centre
for
# Malden Road
## Transportation, Public Safety & Urban Design Improvements Project

LASALLE ONTARIO 19 91

THE CORPORATION OF THE COUNTY OF ESSEX

DILLON CONSULTING

ENVISION the hough group

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*Landscape Architects*

# What Is The Purpose Of This Public Information Centre?

The purpose of this Public Information Centre is to provide an opportunity for the public to review and comment on the alternative design for improvements to Malden Road. The information presented includes.....

- Background information on the Class EA process and the project;
- Results of related studies, including a traffic assessent study;
- Alternative Design Concepts for the Preferred Solution and Problem and Opportunity Statement;
- The evaluation criteria and indicators; and
- The Selection of a Recommended Design for improvements to Malden Road.

Please review the information being presented and discuss your thoughts with members of the Project Team that are present.

## YOUR INPUT IS IMPORTANT TO THE SUCCESS OF THIS STUDY!

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# What Happens After This Public Information Centre?

**After this Public Information Centre (PIC), the Project Team will……..**

· Address the comments received
· Select the Preferred Design
· Begin Phase 4 of the Class EA process, which includes the completion of the Environmental Study Report (ESR).

# Will there be another Opportunity for Public Comment?

**Yes .....**

- Since the project is a Schedule C, an Environmental Study Report (ESR) will be produced detailing the work completed and a notice of its completion will be published in the community newspapers and the Town and County websites. The ESR will be available for review and the public can provide comments on the final conclusions and recommendation of the study.

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# What Is The Class Environmental Assessment (Class EA) Process?

The Municipal Class EA process is a planning and design process that applies to municipal infrastructure projects, including roads, water and wastewater projects, as approved by the Ministry of the Environment in 2000, as amended in 2007.

The key principles of the Class EA process include:

- Consultation with affected parties;
- Consideration of a reasonable range of alternatives;
- Consideration of the effects on all aspects of the environment (i.e. Natural, social/cultural, technical, economic);
- Systematic evaluation of the alternatives to determine their net environmental effects; and
- Provision of clear and complete documentation.

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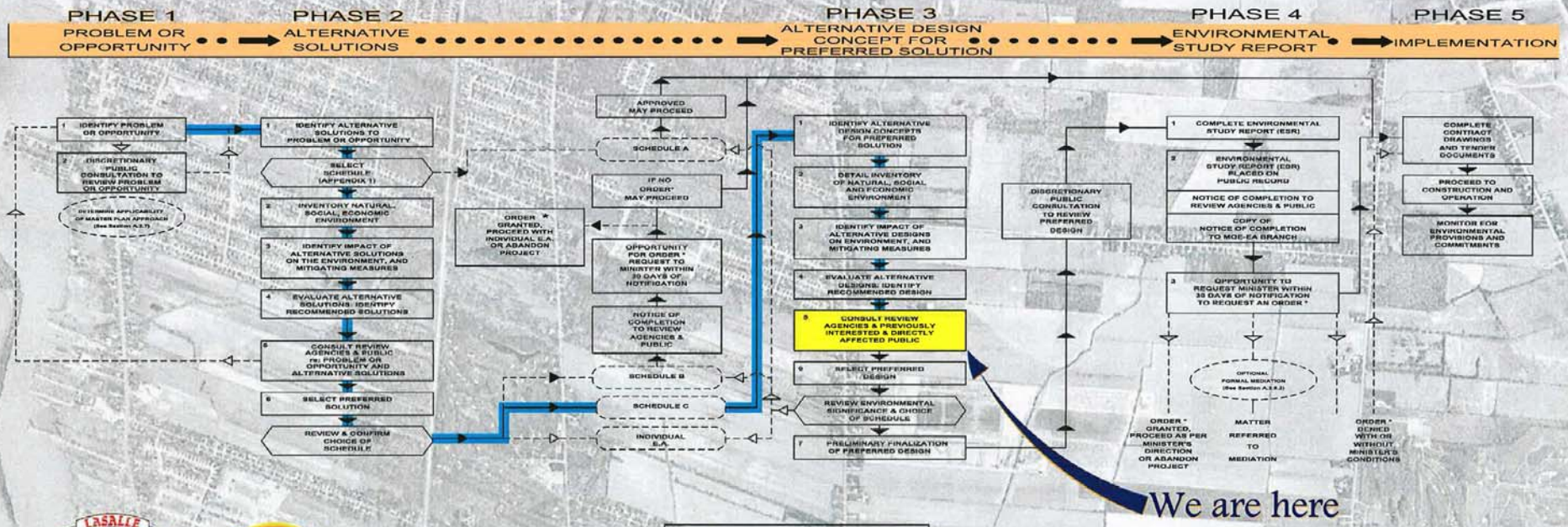
# Where are we in the Environmental Assessment Process?

## The project is being planned under the Municipal Class Environmental Assessment process




LaSalle Ontario

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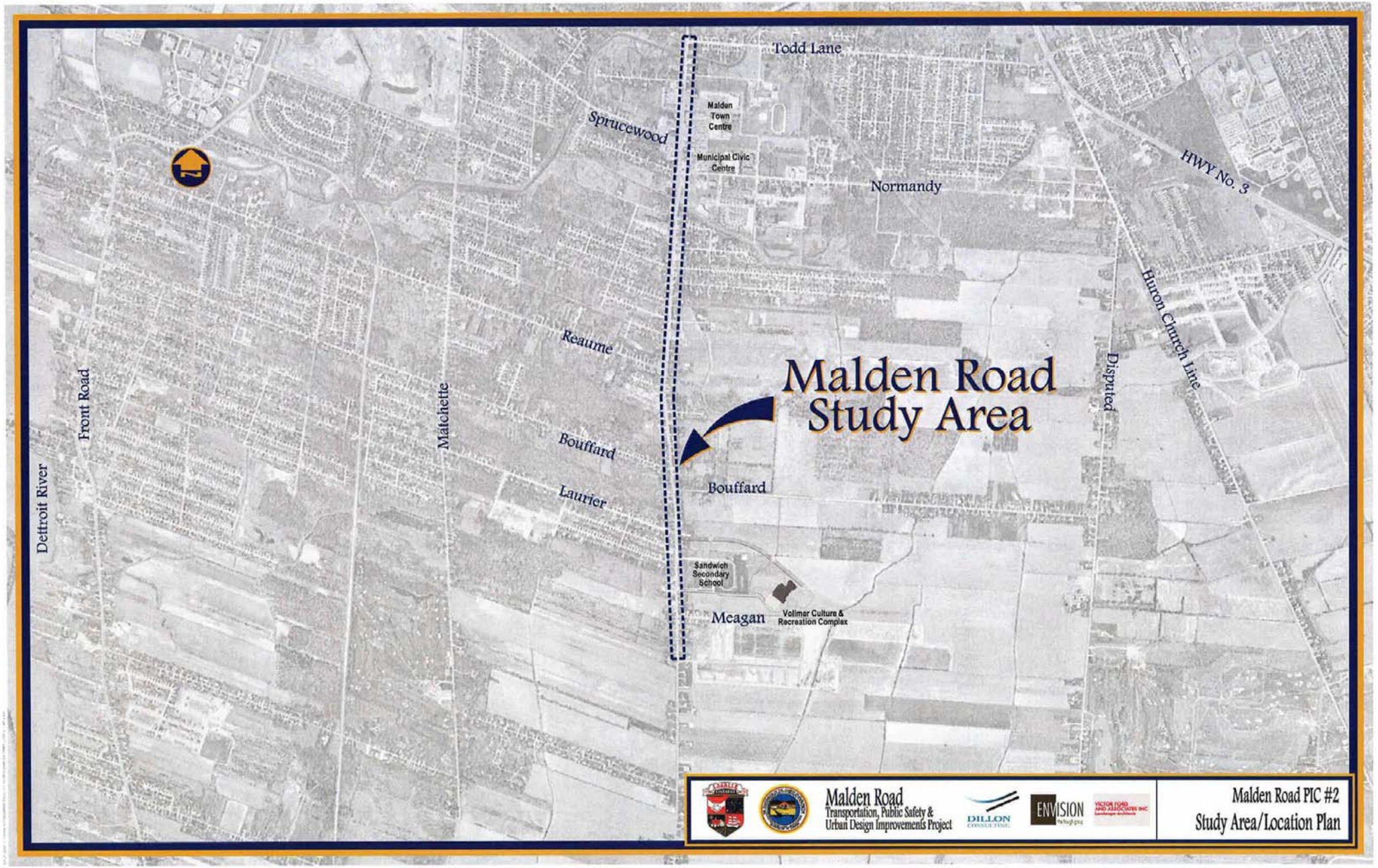
Todd Lane
Malden Town Centre
Municipal Civic Centre
Sprucewood
Normandy
HWY No. 3
Huron Church Line
Disputed
Reaume
Front Road
Matchette
Bouffard
Laurier
Detroit River
Malden Road Study Area
Bouffard
Sandwich Secondary School
Meagan
Vollmer Culture & Recreation Complex
Malden Road
Transportation, Public Safety & Urban Design Improvements Project
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Malden Road PIC #2
Study Area/Location Plan

# Existing Problems

The existing 2 lane road is not adequate to handle the growth in traffic

- Access and egress delays occur from driveways
- There are identified safety issues including pedestrian crossings, driveway access and egress
- Separation of multi-use pathway from road traffic
- Traffic signal timing
- Few existing public realm landscape features
- Limited right-of-way widths
- Needed improvements to some infrastructure features like open drains and ditches

The Alternative Designs presented at this Public Information Centre address these issues and attempts to strike a balance between competing issues.

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# Problem & Opportunity Statement

## 1.0 BACKGROUND

The Town of LaSalle is an urbanizing community with a current population in excess of 27,000 persons. The Town's population is projected to double during the next two to three decades, with the corresponding need to provide a broad range of services and amenities that will enable existing and future LaSalle residents to live, work and play within livable, safe and vibrant neighbourhoods, town centres and employment districts.

Since 1999, the Town of LaSalle has invested a significant amount of financial and human resources to meet the needs of existing and future residents by providing infrastructure to better accommodate pedestrian and cyclist-related traffic along the Town's urban arterial and major collector road network. These new sidewalks, trails and bridges are being used extensively by LaSalle residents of all ages and abilities to travel to/from various neighbourhoods and to/from the Malden Town Centre.

In the Spring of 2007, the Town completed a Commercial and Employment Land Study which confirmed the importance of maintaining and enhancing strong, vibrant, mixed-use and compact Town Centres. Many "empty nester" households and seniors have chosen to live within the Malden Town Centre to take advantage of the broad range of goods and services that are available in close proximity to their place of residence. **For a variety of health-related and lifestyle reasons, many of these residents want to maintain a healthy lifestyle by walking or ride their bikes to/from the Malden Town Centre and other destinations in adjacent residential neighbourhoods.**

## 2.0 TRANSPORTATION

**The volume of vehicular traffic using the Malden Road Corridor has increased significantly during the last decade, with current traffic volumes approaching 16,000 AADT. In keeping with the Town of LaSalle's need to provide modern community facilities and services to existing and future residents they have chosen to develop a new multi-use facility.** The Vollmer Recreational and Cultural Facility is south of the Malden Road Town Centre and has been strategically located near the intersection of Malden Road and Laurier Parkway. In the short term, the Vollmer Recreational and Cultural Centre will be primarily accessible from the Malden Road Corridor. Based on the traffic analysis that was completed for the Howard Bouffard Master Plan (2003?), traffic is expected to increase along this important corridor.

## 3.0 PUBLIC REALM AND COMMUNITY DESIGN PRINCIPLE

**The "LaSalle Greenway" is a cornerstone upon which the existing and future neighbourhoods and town centres of this urbanizing community will be built.** This greenway provides (or will provide) a safe and well developed trail system that connects residents with the natural environment and with each other and will link the various components of the community, while preserving and enhancing ecologically significant lands and providing places to recreate and interact. In addition to this cornerstone urban design feature, the following community design principles have been adopted by LaSalle Council and collectively articulate the shared community vision for the Town:

a) livable, mixed-use neighbourhoods, designed for people, are the building blocks of a healthy, vibrant and caring LaSalle community;

b) neighbourhoods; town centre and employment districts with a highly interconnected road network and **a balanced transportation system that is designed and built for pedestrians, cyclists, transit and automobiles;**

c) shorter block lengths, a finer grain of block sizes and 5 minute walking distances to neighbourhood activity centres;

d) neighbourhoods which are diverse in use and population, with a broad range of housing choices for residents with different needs and different incomes;

e) parks, schools, places of worship, compact pedestrian-scaled shopping districts (mixed-use town centres) and employment opportunities situated closer to where people live, easily accessible by foot, bicycle, transit and automobile;

f) public places that foster a sense of community pride and well-being within each neighbourhood (with each neighbourhood having an activity centre - parkettes, day care centres, transit stops, corner stores/cafes, places of worship, etc. - which would be the focal point, creating a sense of place for each neighbourhood);

g) ecologically significant lands are protected, enhanced, incorporated within planned "greenway" systems and given prominence (i.e. single loaded roads) for the benefit of all residents in the surrounding neighbourhood;

h) **urban places framed by architecture and landscape of a high standard of design that celebrates local history, climate, ecology and building practice, in keeping with new urban design guidelines and standards for both the public realm and for private lands.**

The transportation related and public realm problem and opportunities that are identified must incorporate and apply these community design principles, and must ensure that the preferred design properly balances and promotes the needs of pedestrian, cyclist, transit and vehicular traffic along the Malden Road Corridor and establishes:

- **a comprehensive and effective set of preferred public safety, traffic and public realm improvements that need to be made with this transportation corridor (including the Malden Town Centre) to meet the evolving needs of existing and future LaSalle residents for a twenty-year planning horizon; and**
- **an implementation strategy for this transportation corridor that is fiscally and environmentally responsible; enhances public safety for motorized and non-motorized forms of transportation; promotes and facilitates healthy and active lifestyles; properly addresses on-going municipal servicing requirements; and is capable of retaining/attracting businesses, services and residents as part of a vibrant, attractive and safe Malden Town Centre.**

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CURRENT DRAINAGE
TO BE CONFIRMED
ULTIMATE
FUTURE
DRAINAGE
Storm Drainage Area
(from Tidal Lane to Morgan Drive)
NOT TO SCALE

# Existing Transportation Conditions

- Malden Road is a major north/south arterial that accommodates between 11,000 to 15,500 vehicles per day.
- Peak hour volumes exceed 800 vehicles per hour between Todd Lane and Morton Drive.
- Traffic operational constraints exist at the Sprucewood Avenue signalized intersection. Southbound traffic experiences significant delay in the PM peak hour.
- A number of unsignalized intersections are experiencing significant delays on the side street due to traffic volumes and lack of gaps.

# Existing Transportation Conditions

- An average of 43 collisions per year along corridor. Majority of collisions are congestion and turning related.
- Access management issues related to safe turning movements at driveways and entrances.
- Existing signal timing changes have been identified for Malden Road and Sprucewood Ave. to deal with pedestrian crossing issues and delays.

**Malden Road**
**Transportation, Public Safety & Urban Design**
**Improvement Project**

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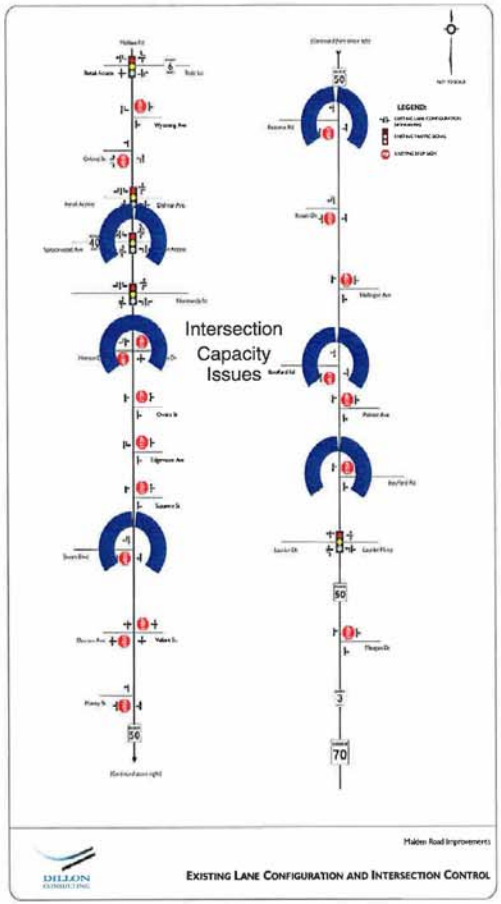
# Existing Transportation Conditions




Malden Road Improvements

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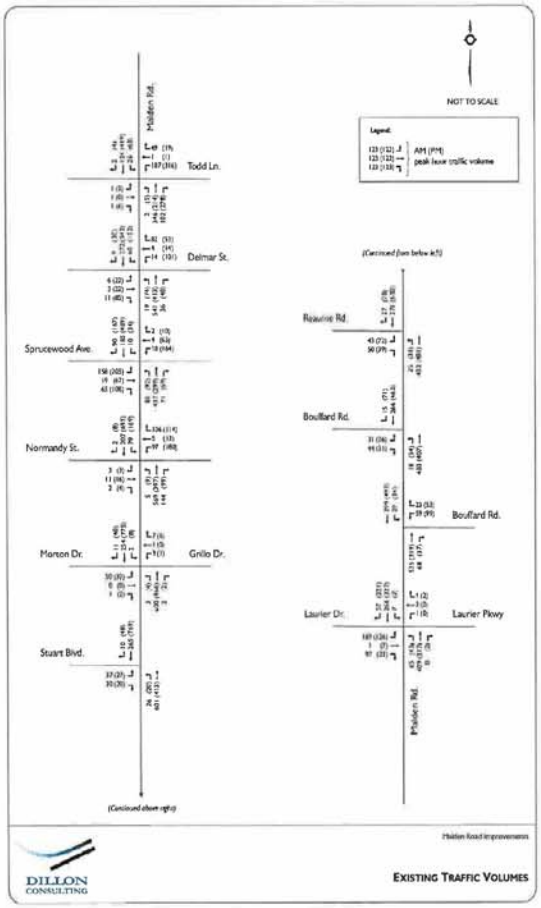
EXISTING LANE CONFIGURATION AND INTERSECTION CONTROL




Malden Road Improvements

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EXISTING TRAFFIC VOLUMES

# Malden Road
## Transportation, Public Safety & Urban Design Improvement Project

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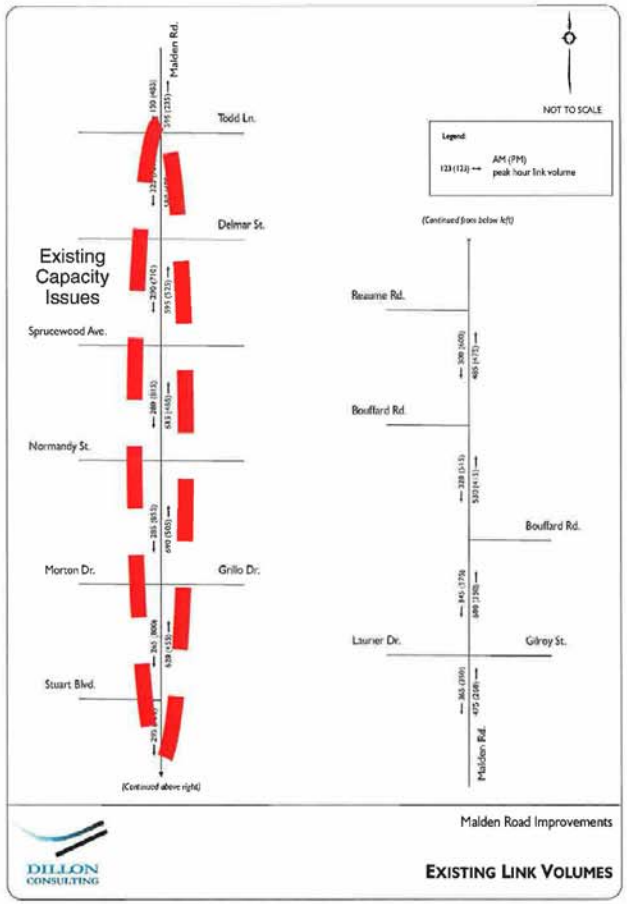
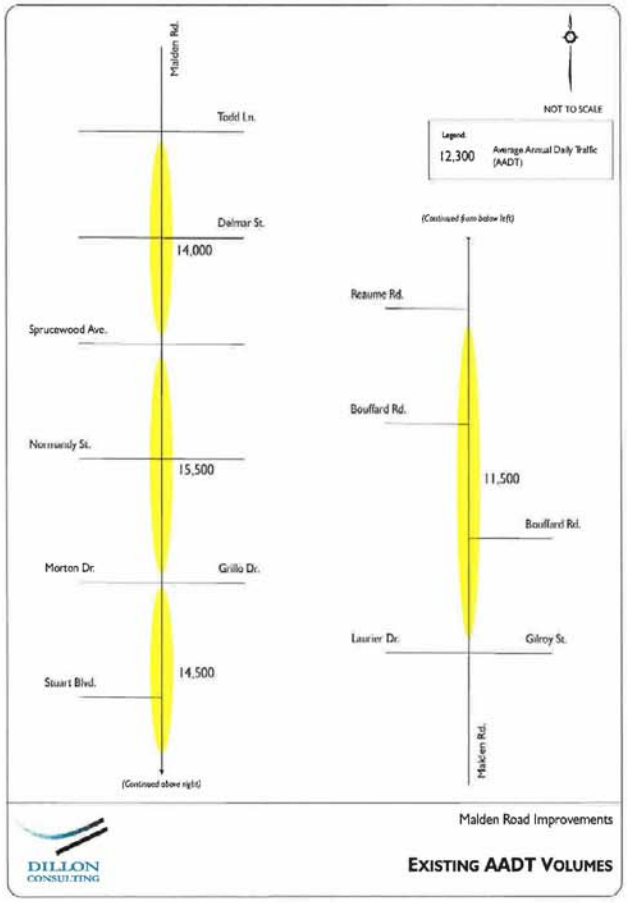
# Existing Transportation Conditions




Malden Road Improvements

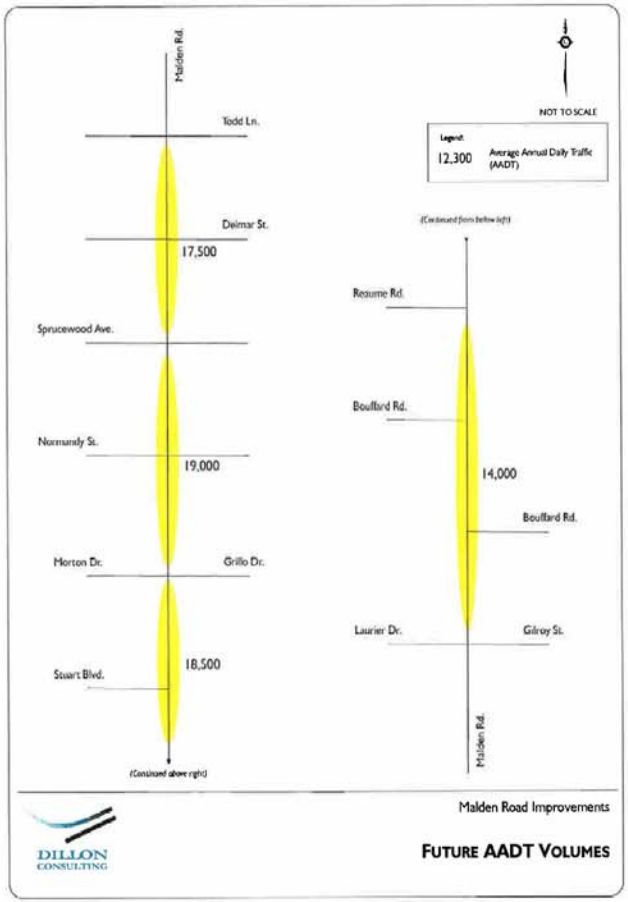
**EXISTING LINK VOLUMES**




Malden Road Improvements

**EXISTING AADT VOLUMES**

# Future Transportation Conditions




- The section of the corridor between Todd Lane and Reaume Road will experience capacity deficiencies under future conditions (2021).
- The level of service at signalized intersections and along the corridor will exceed acceptable levels for a two lane roadway.
- Transportation improvements will be required to accommodate future travel demands.

# Transportation Alternative Solutions

Planning alternatives considered:

- Do Nothing – maintain roadway in its present configuration
- Improve adjacent parallel roadways – widened other roads to accommodate projected future demand
- Public transit service - encourage a shift in modal choice
- Travel demand management (TDM) measures - reduce peak hour demand and single occupancy vehicles
- Traffic signal optimization and coordination – increase capacity
- Cycling and pedestrian facilities – provide alternative modes
- Widen roadway – provide additional capacity to accommodate demand (3 lane or 5 lane)

# Transportation Alternative Solutions

Planning alternatives evaluation:

- Do Nothing – Does not address problem
- Improve adjacent parallel roadways– Improvements to Huron Church, Laurier Pkwy, Reaume Rd. taken into consideration
- Improve public transit service – incorporated into analysis
- Travel demand management (TDM) - does not solve problem on its own, part of overall solution
- Traffic signal optimization and coordination - does not solve problem on its own, part of overall solution
- Cycling and pedestrian facilities – incorporate as part of overall solution
- Widen the roadway to accommodate demand (3 lane or 5 lane) – recommended solution in conjunction with traffic signal optimization, cycling and pedestrian facilities, public transit and TDM.

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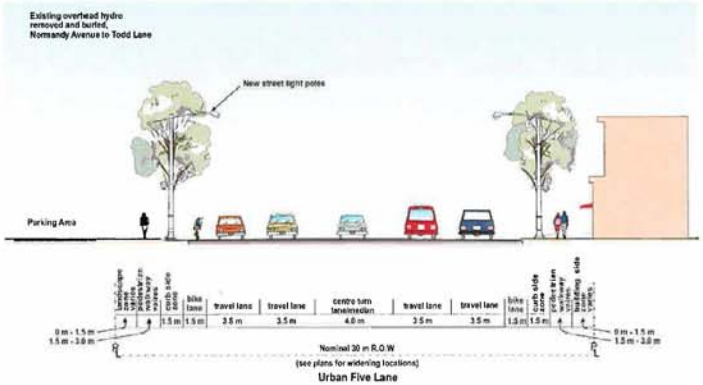
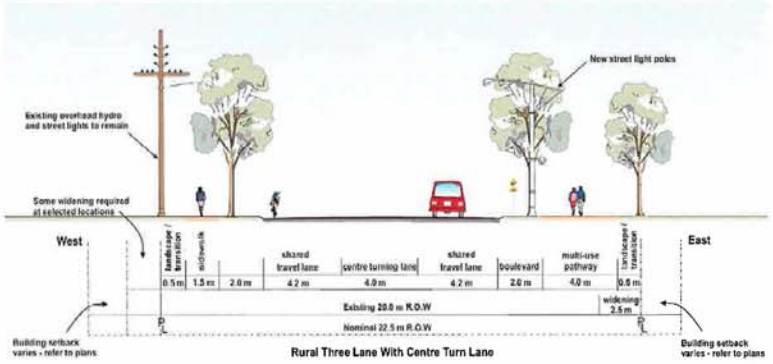
# Transportation Strategy Alternatives

## Key Considerations:

- Integration of sidewalk, multiuse trail and cycling facilities
- Pedestrian and cyclist movement at intersections
- Traffic operations and roadway safety
- Long term capacity requirements
- Access management
- Speed and traffic calming measures



Urban Five Lane



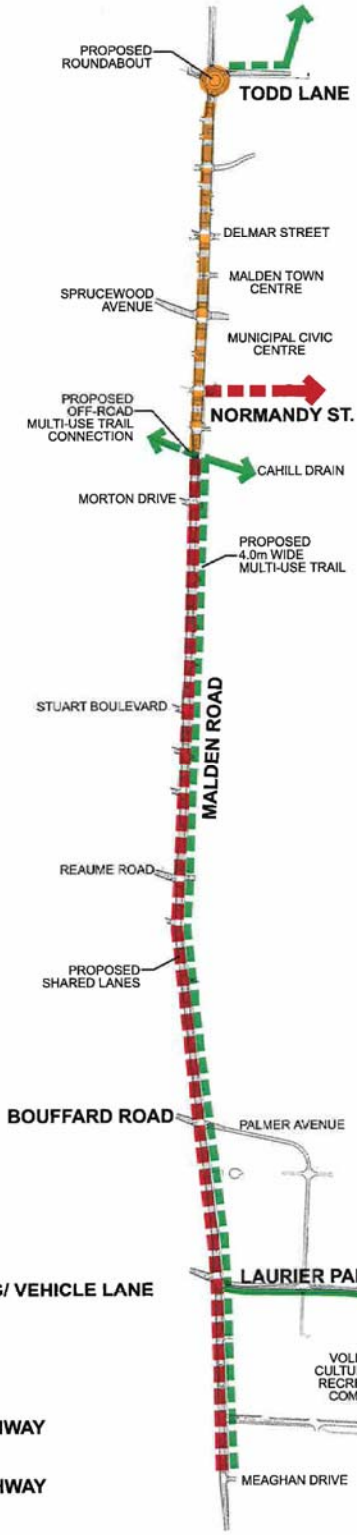
Rural Three Lane With Centre Turn Lane

# CYCLING AND PEDESTRIAN STRATEGY
# MALDEN ROAD ENVIRONMENTAL ASSESSMENT

## VISION

FUNCTIONAL AND ATTRACTIVE PEDESTRIAN AND CYCLING FACILITIES WILL BE INTEGRAL COMPONENTS IN A WELL-DESIGNED STREETSCAPE

1. Continuous, consistent cycling and pedestrian facilities along Malden Road Corridor
2. Improve pedestrian and cycling access between residential areas and key destinations
3. Connect Malden Road corridor to open-spaces, trails, Vollmer Culture and Recreational Complex and improve cycling and pedestrian connections
4. Improve pedestrian and cyclist connections across Malden Road
5. Improve and increase facility use
6. Build more cycling and pedestrian off-road trails that will access open spaces and natural areas





MALDEN ROAD - POSSIBLE DESIGNATED CYCLING LANE


MALDEN ROAD - POSSIBLE ON-ROAD SHARED CYCLING/ VEHICLE LANE

OFF-ROAD TRAILS

**ON-ROAD SHARED CYCLING/ VEHICLE LANE (PROPOSED)**

**ON-ROAD CYCLING LANE (PROPOSED)**

**OFF-ROAD MULTI-USE PATHWAY (PROPOSED)**

**OFF-ROAD MULTI-USE PATHWAY (EXISTING)**

# Malden Road
## Transportation, Public Safety & Urban Design Improvements Project

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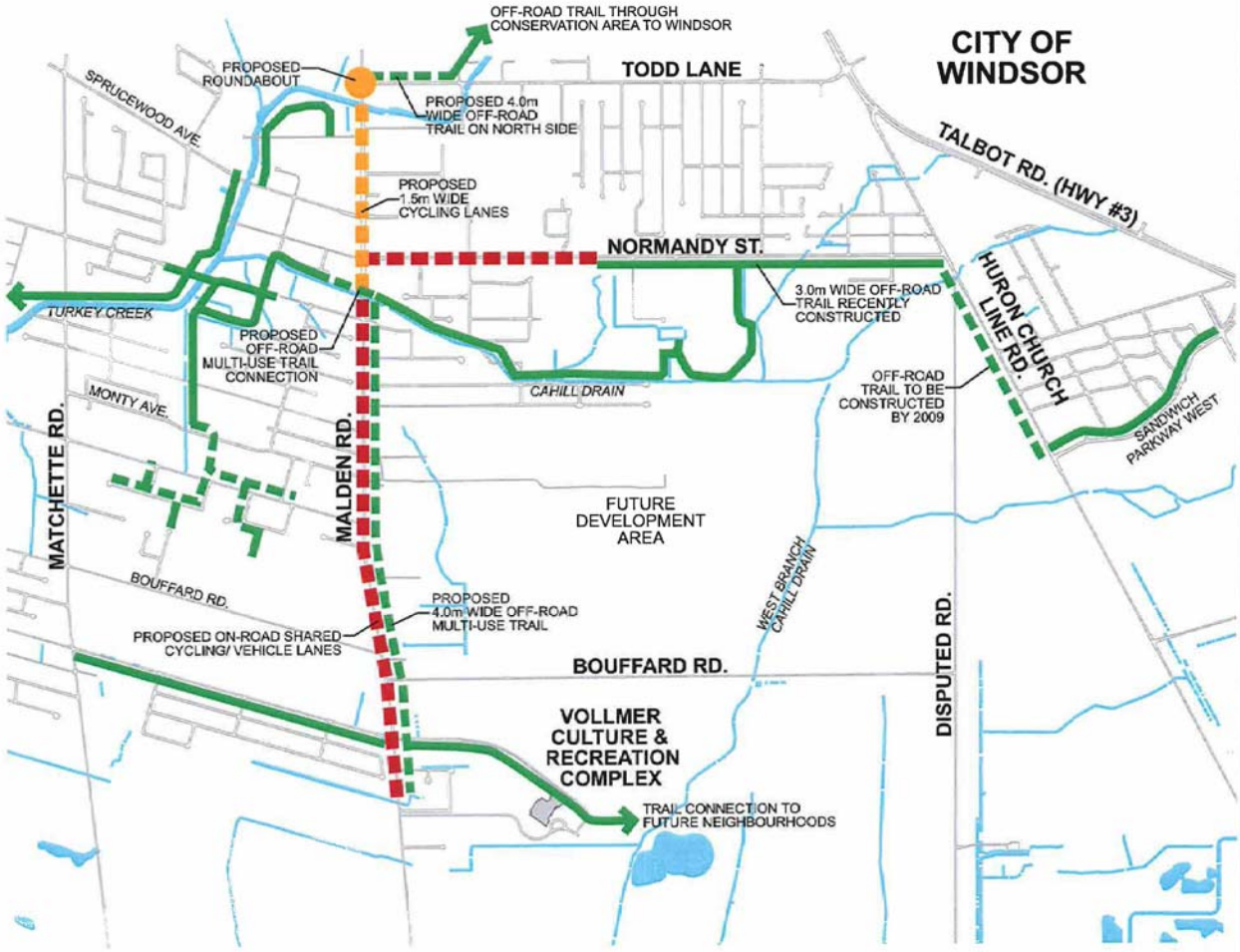
# CYCLING AND PATHWAY CONNECTIONS



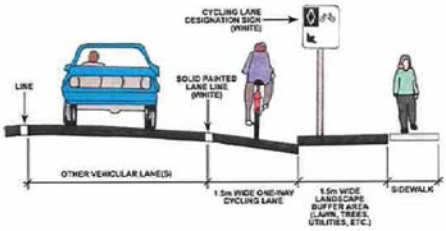

**ON-ROAD SHARED CYCLING/ VEHICLE LANE (PROPOSED)**

**OFF-ROAD MULTI-USE PATHWAY (EXISTING)**

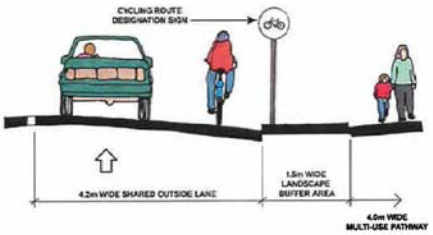
**ON-ROAD CYCLING LANE (PROPOSED)**

**OFF-ROAD MULTI-USE PATHWAY (PROPOSED)**

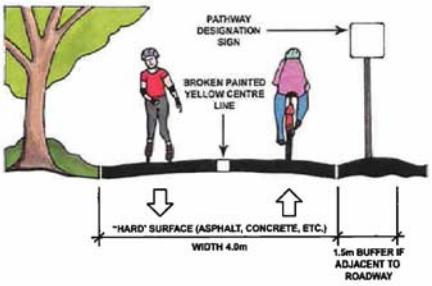
# CYCLING AND PEDESTRIAN FACILITIES



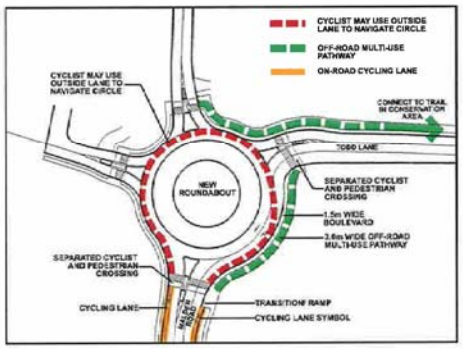

**ON-ROAD CYCLING LANE**

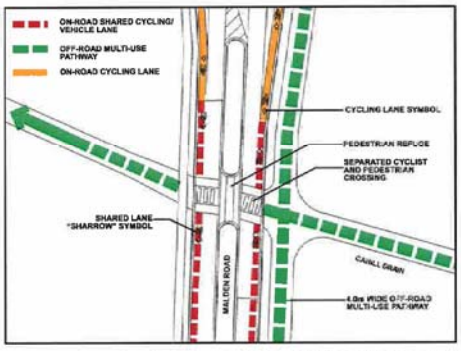

**ON-ROAD SHARED CYCLING/ VEHICLE LANE**




**OFF-ROAD MULTI-USE PATHWAY**




**CYCLING FACILITIES AT NEW ROUNDABOUT: MALDEN ROAD AND TODD LANE**




**CYCLING FACILITIES AT NEW MIDBLOCK CROSSING: MALDEN ROAD AND CAHILL DRAIN**

# SIGNAGE

## DESTINATION SIGNAGE EXAMPLES:


*Ottawa Capitol Area*

*Amherstburg (Private Development Sign)*

## DESTINATION SIGNAGE CONCEPT:


## DESIGNATION/ ROAD-RULES SIGNAGE:

### SHARED LANES:


*County signage for on-road shared cycling/ vehicle lanes*

*Typical on-road shared cycling/ vehicle lane marking (bicycle symbol with chevrons, or "sharrow")*

### CYCLING LANES:

*Typical on-road cycling lane markings*


*Typical on-road cycling lane designation signage*

## OFF-ROAD TRAIL SIGNAGE:


*Off-road, multi-use pathway designation sign in use elsewhere in Lasalle*



*Typical information, trail-rules, wayfinding and trip-end signs*

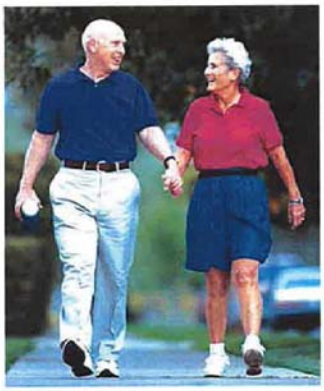
*CYCLING AND PEDESTRIAN STRATEGY*
*MALDEN ROAD ENVIRONMENTAL ASSESSMENT*

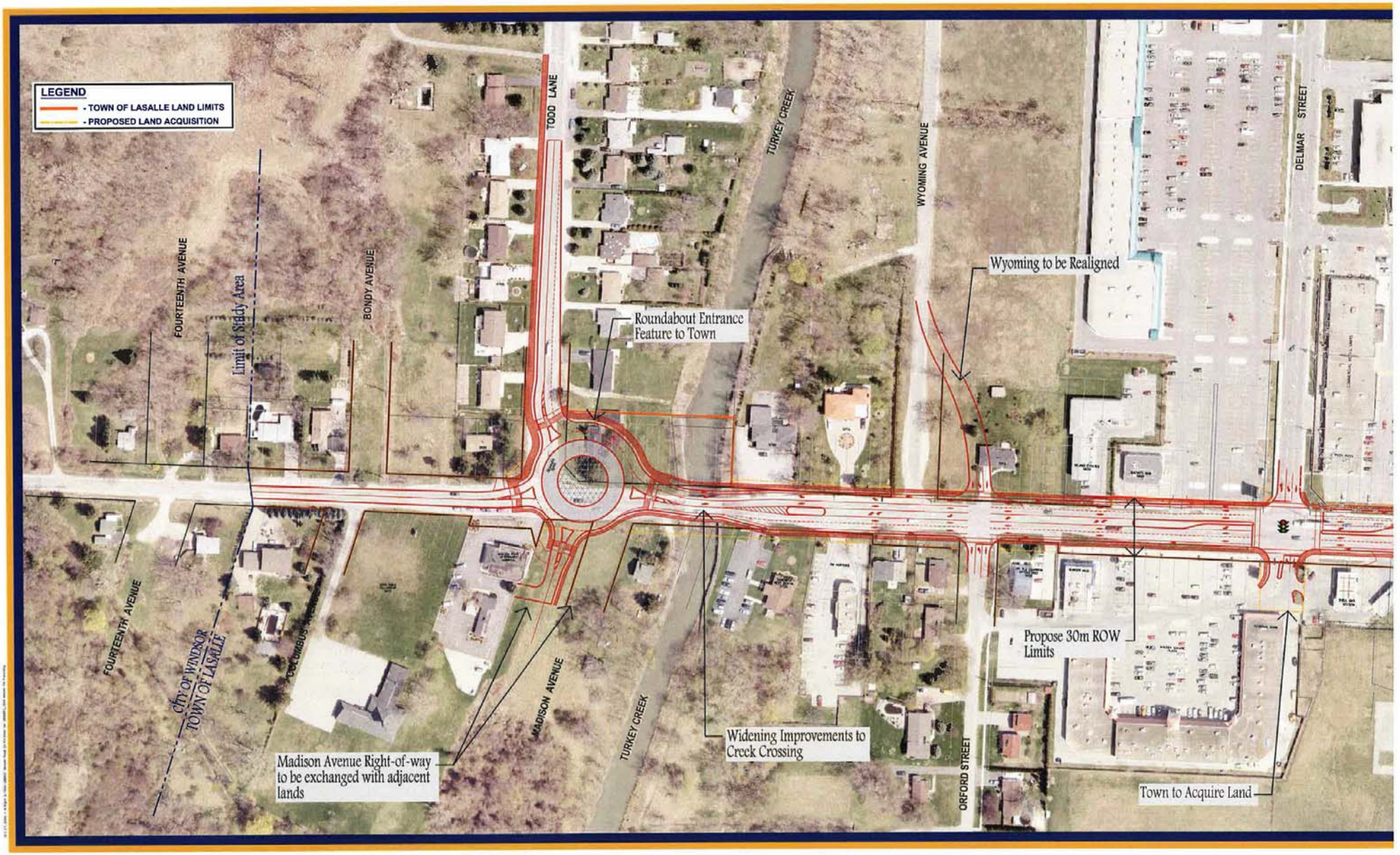
# PLEASE PROVIDE YOUR INPUT

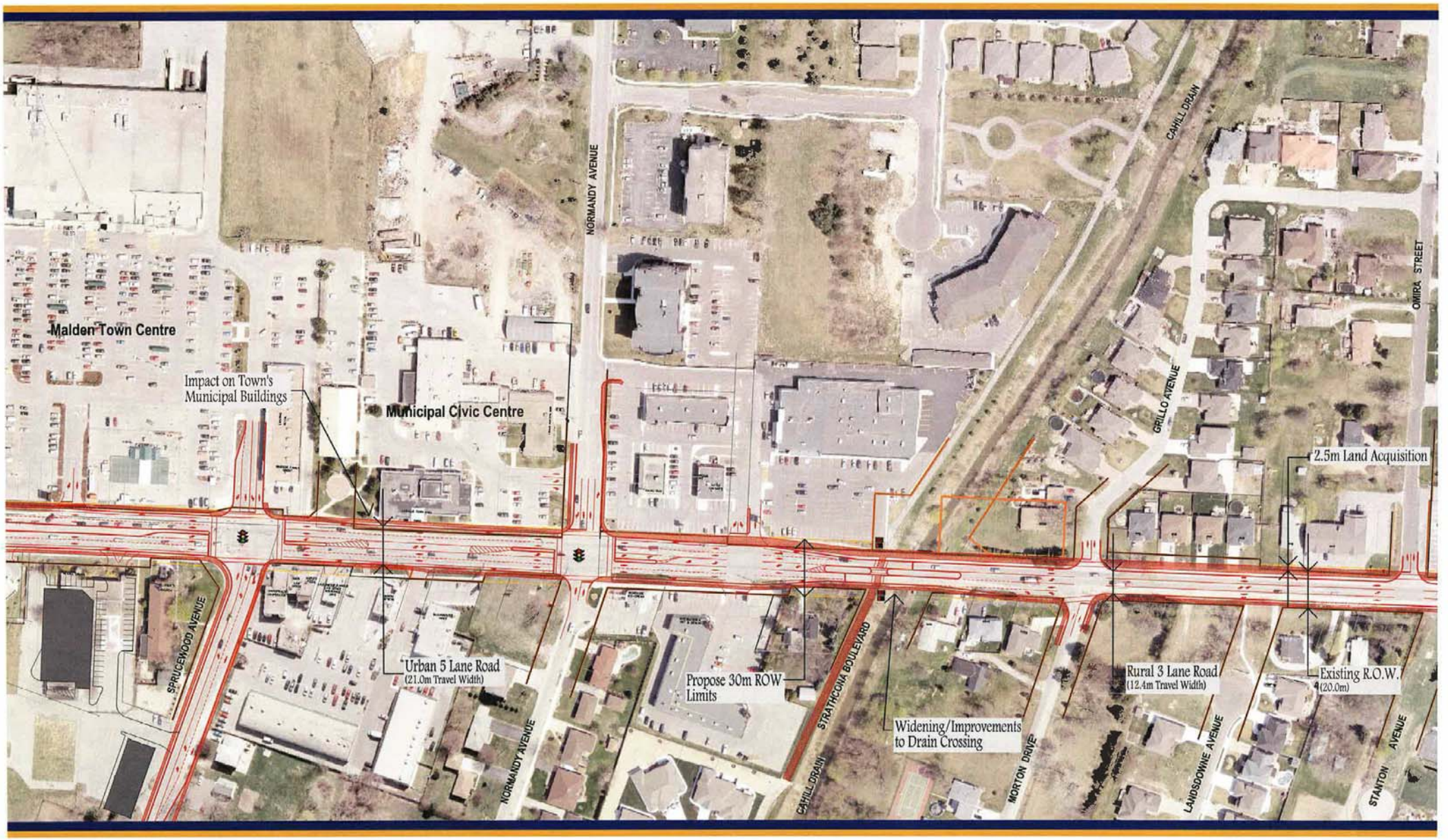
- EXISTING CYCLING AND PEDESTRIAN FACILITIES ACROSS THE TOWN CAN BE IMPROVED TO INCREASE SAFETY, EASE AND DESIRABILITY OF USE AND REDUCE CONFLICTS. PLEASE PROVIDE YOUR COMMENTS AND SUGGESTIONS.

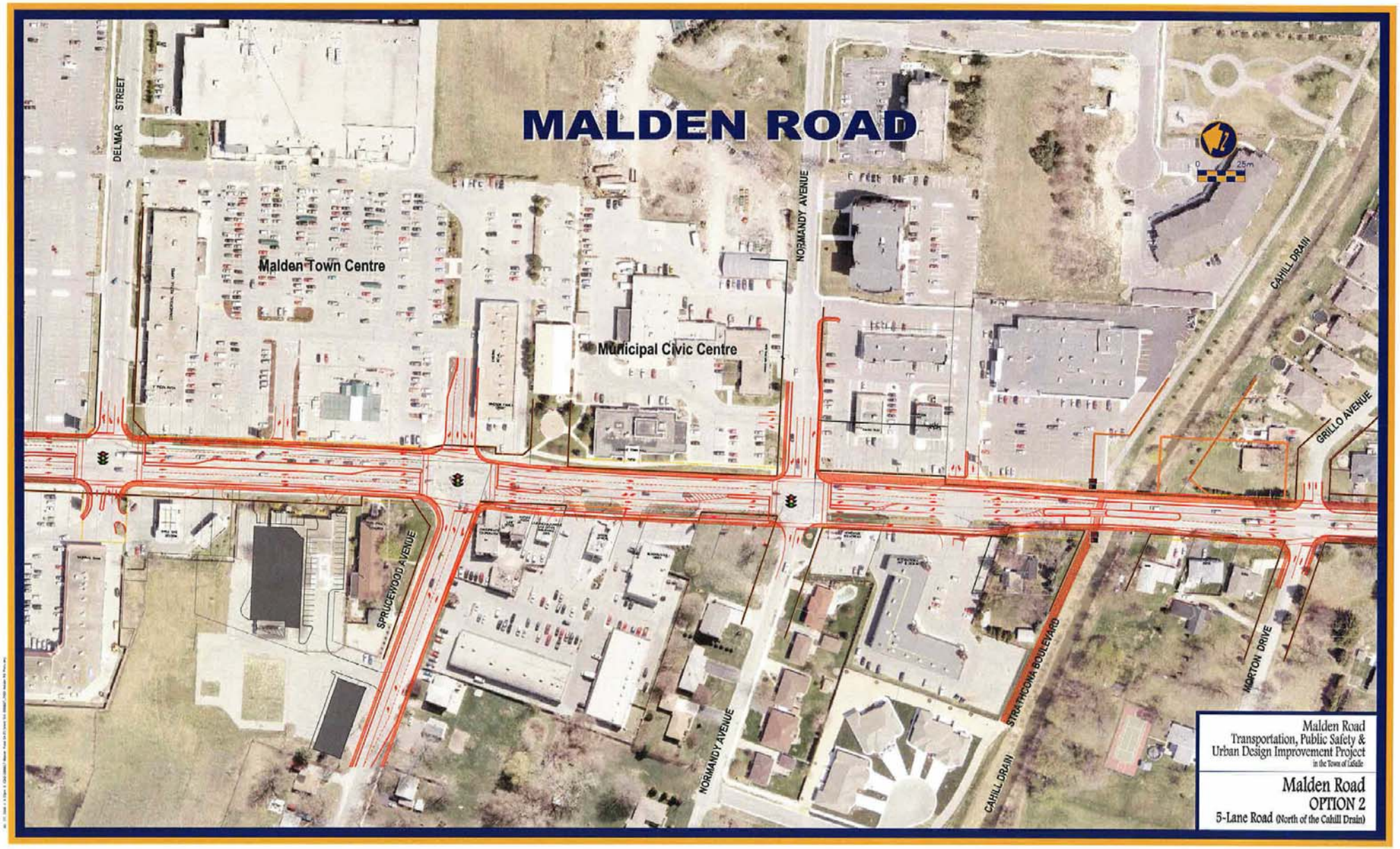
- PLEASE PROVIDE YOUR COMMENTS ABOUT EXISTING CYCLING AND PEDESTRIAN FACILITIES ALONG MALDEN ROAD.
  WHAT DO YOU LIKE? WHAT DON'T YOU LIKE?

- WHAT TYPES OF NEW OR IMPROVED CYCLING AND PEDESTRIAN FACILITIES SHOULD BE CONSIDERED FOR MALDEN ROAD AND OTHER PARTS OF THE TOWN?

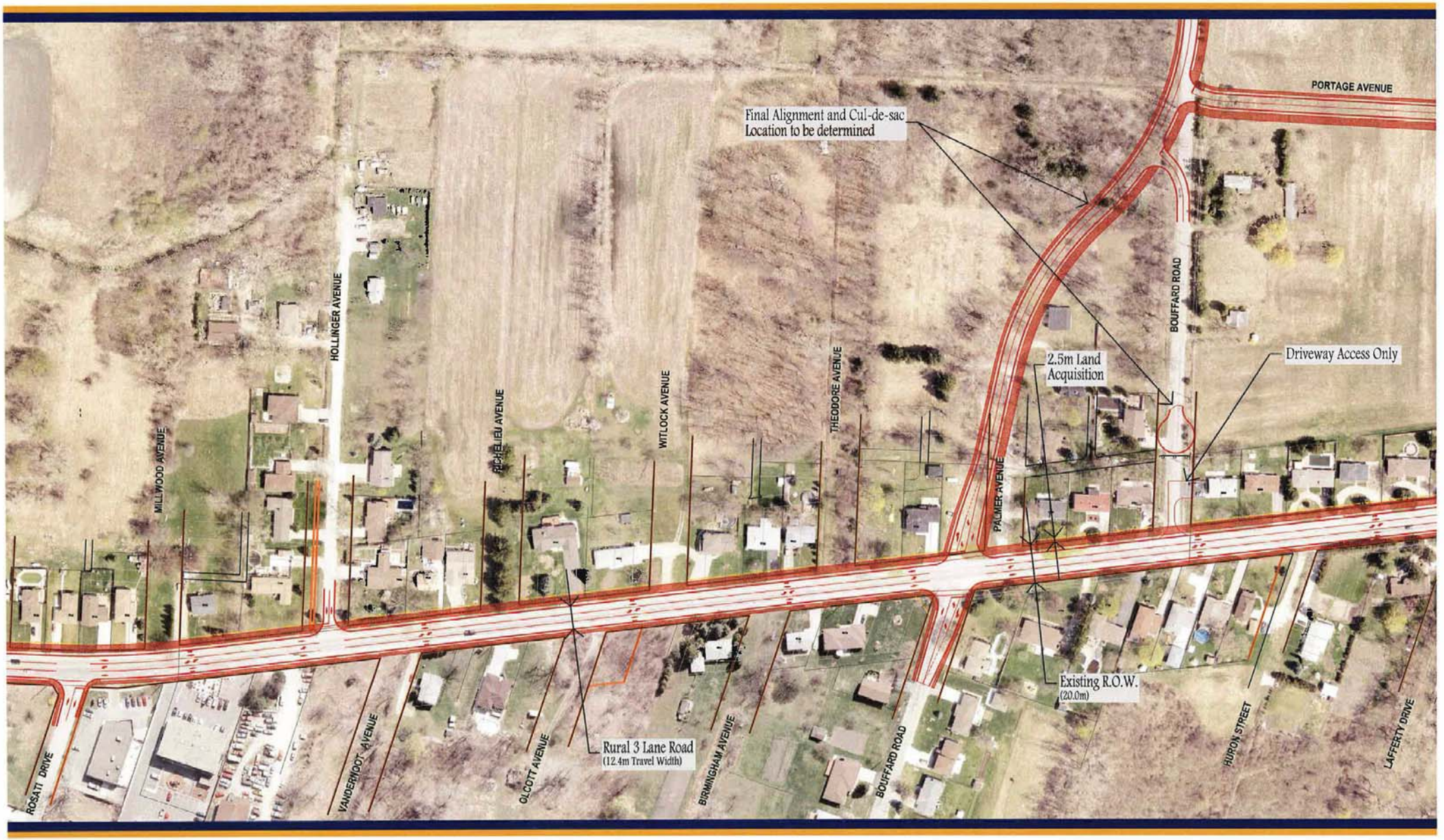


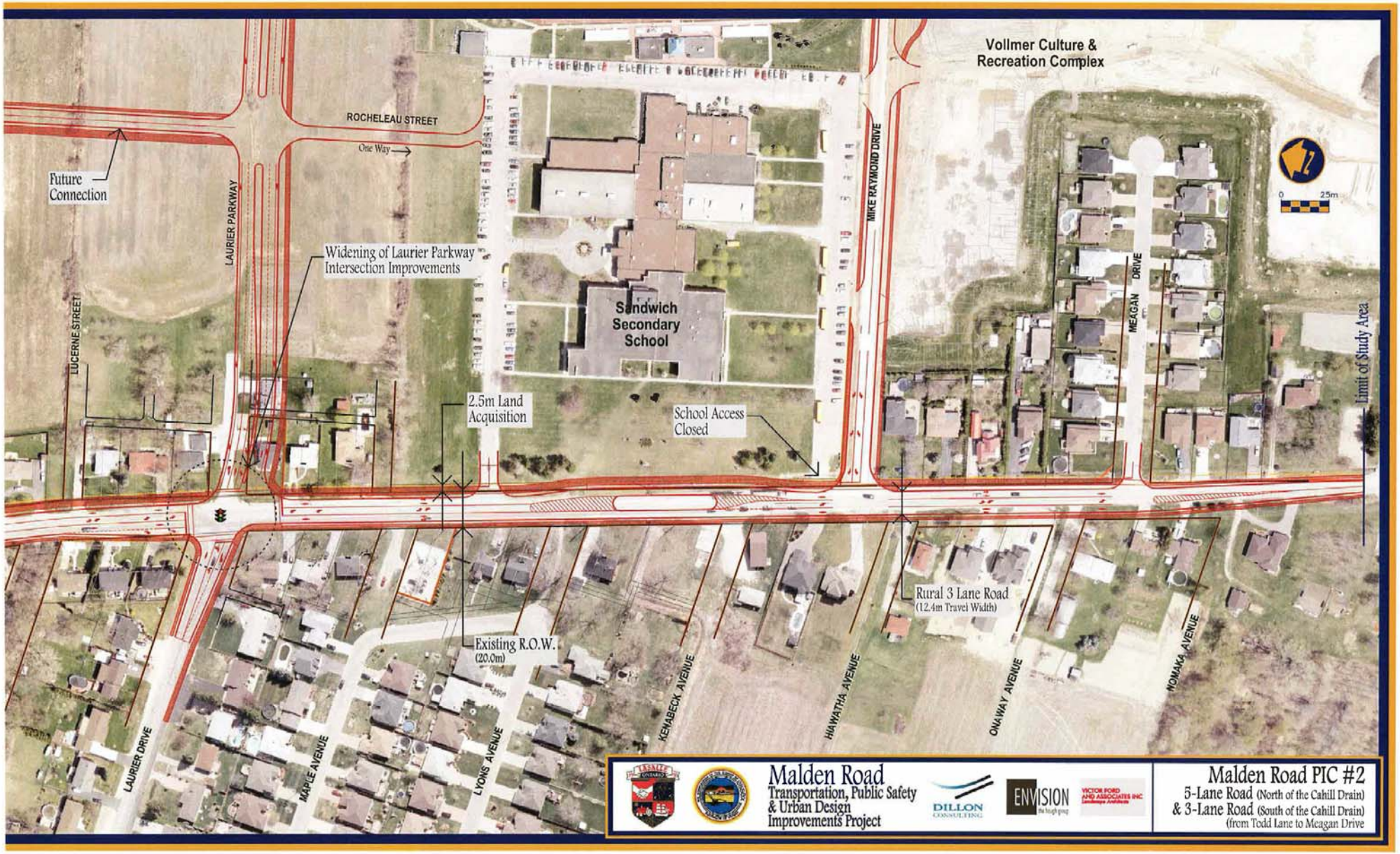

LEGEND
- TOWN OF LASALLE LAND LIMITS
- PROPOSED LAND ACQUISITION
TODD LANE
TURKEY CREEK
WYOMING AVENUE
DELMAR STREET
FOURTEENTH AVENUE
Limit of Study Area
BONDY AVENUE
Roundabout Entrance Feature to Town
Wyoming to be Realigned
FOURTEENTH AVENUE
CITY OF WINDSOR
TOWN OF LASALLE
COLUMBUS
MADISON AVENUE
TURKEY CREEK
ORFORD STREET
Madison Avenue Right-of-way to be exchanged with adjacent lands
Widening Improvements to Creek Crossing
Propose 30m ROW Limits
Town to Acquire Land


Malden Town Centre
Impact on Town's Municipal Buildings
Municipal Civic Centre
NORMANDY AVENUE
CAHILL DRAIN
GRILLO AVENUE
OMIRA STREET
2.5m Land Acquisition
SPRUCEWOOD AVENUE
Urban 5 Lane Road
(21.0m Travel Width)
Propose 30m ROW Limits
STRATHCONA BOULEVARD
Widening/Improvements to Drain Crossing
MORTON DRIVE
Rural 3 Lane Road
(12.4m Travel Width)
Existing R.O.W.
(20.0m)
LANSDOWNE AVENUE
STANTON AVENUE


MALDEN ROAD
DELMAR STREET
Malden Town Centre
Municipal Civic Centre
NORMANDY AVENUE
CAHILL DRAIN
GRILLO AVENUE
SPRUCEWOOD AVENUE
NORMANDY AVENUE
STRATHCONA BOULEVARD
CAHILL DRAIN
MORTON DRIVE
0
25m
Malden Road
Transportation, Public Safety &
Urban Design Improvement Project
in the Town of LaSalle
Malden Road
OPTION 2
5-Lane Road (North of the Cahill Drain)


MALDEN ROAD
EDGEMORE AVENUE
SUZANNE AVENUE
IMGLESIDE AVENUE
PAMELA STREET
VALIANT AVENUE
EDWARD AVENUE
COMFORT AVENUE
RENFERN AVENUE
WILSON AVENUE
ARGUS STREET
MINTO AVENUE
STUART BOULEVARD
OUTRAM AVENUE
MONTY STREET
REAUME ROAD


PORTAGE AVENUE
Final Alignment and Cul-de-sac
Location to be determined
HOLLINGER AVENUE
MILLWOOD AVENUE
RICHELIEU AVENUE
WITLOCK AVENUE
THEODORE AVENUE
PALMER AVENUE
BOUFFARD ROAD
2.5m Land
Acquisition
Driveway Access Only
Existing R.O.W.
(20.0m)
Rural 3 Lane Road
(12.4m Travel Width)
ROSATI DRIVE
VANDERHOOT AVENUE
OLCOTT AVENUE
BIRMINGHAM AVENUE
BOUFFARD ROAD
HURON STREET
LAFFERTY DRIVE




# Malden Road
Transportation, Public Safety & Urban Design Improvements Project

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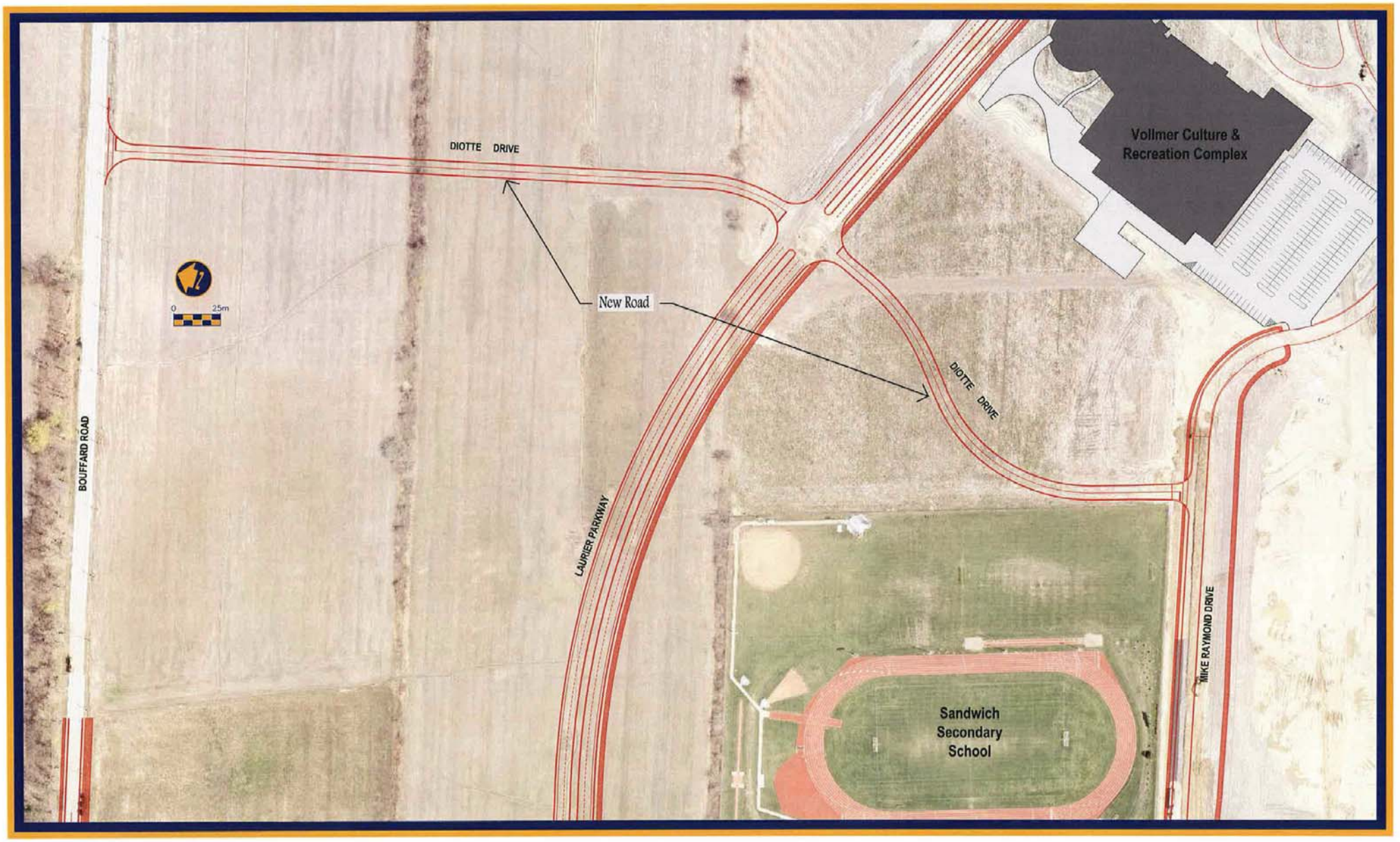
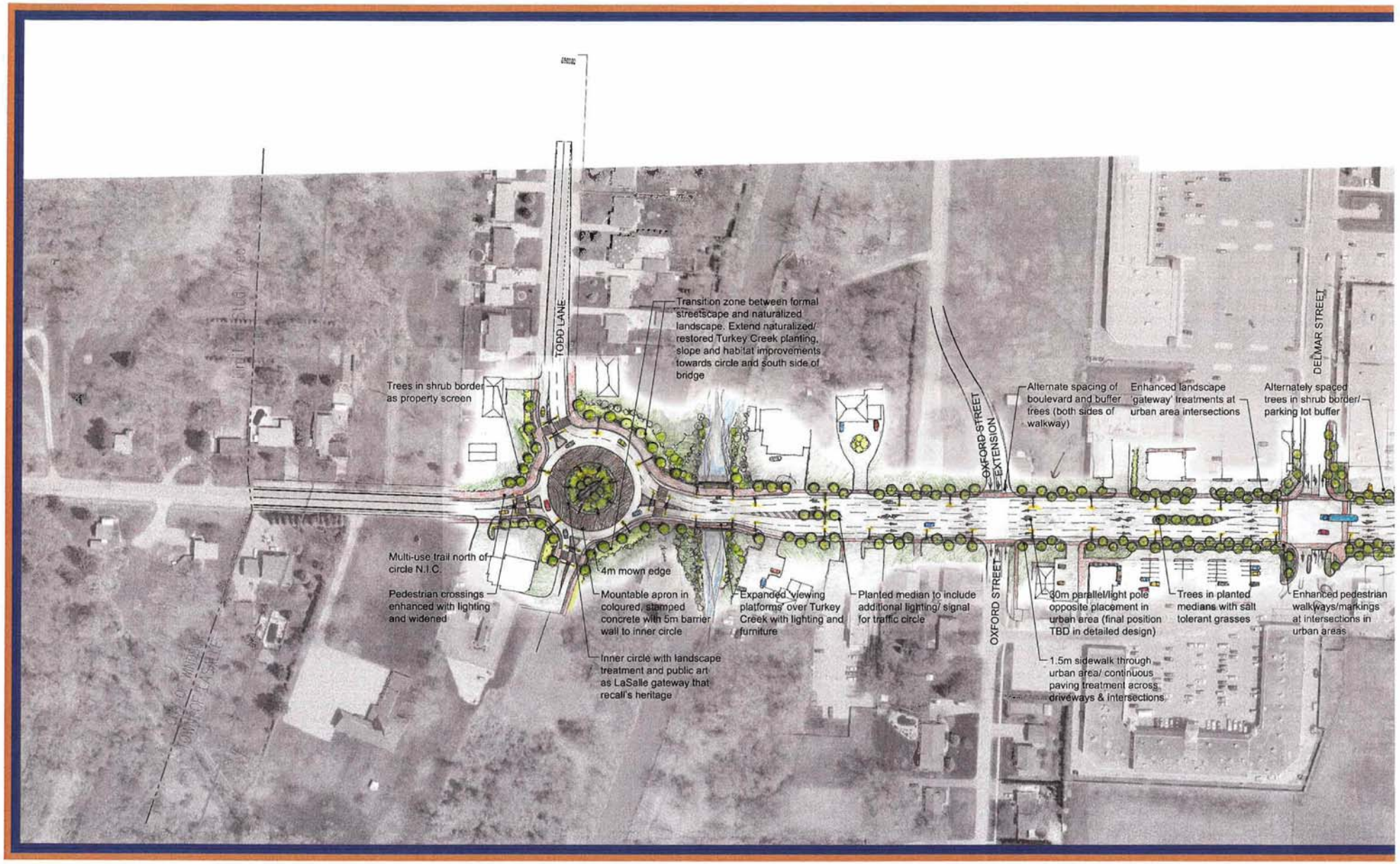
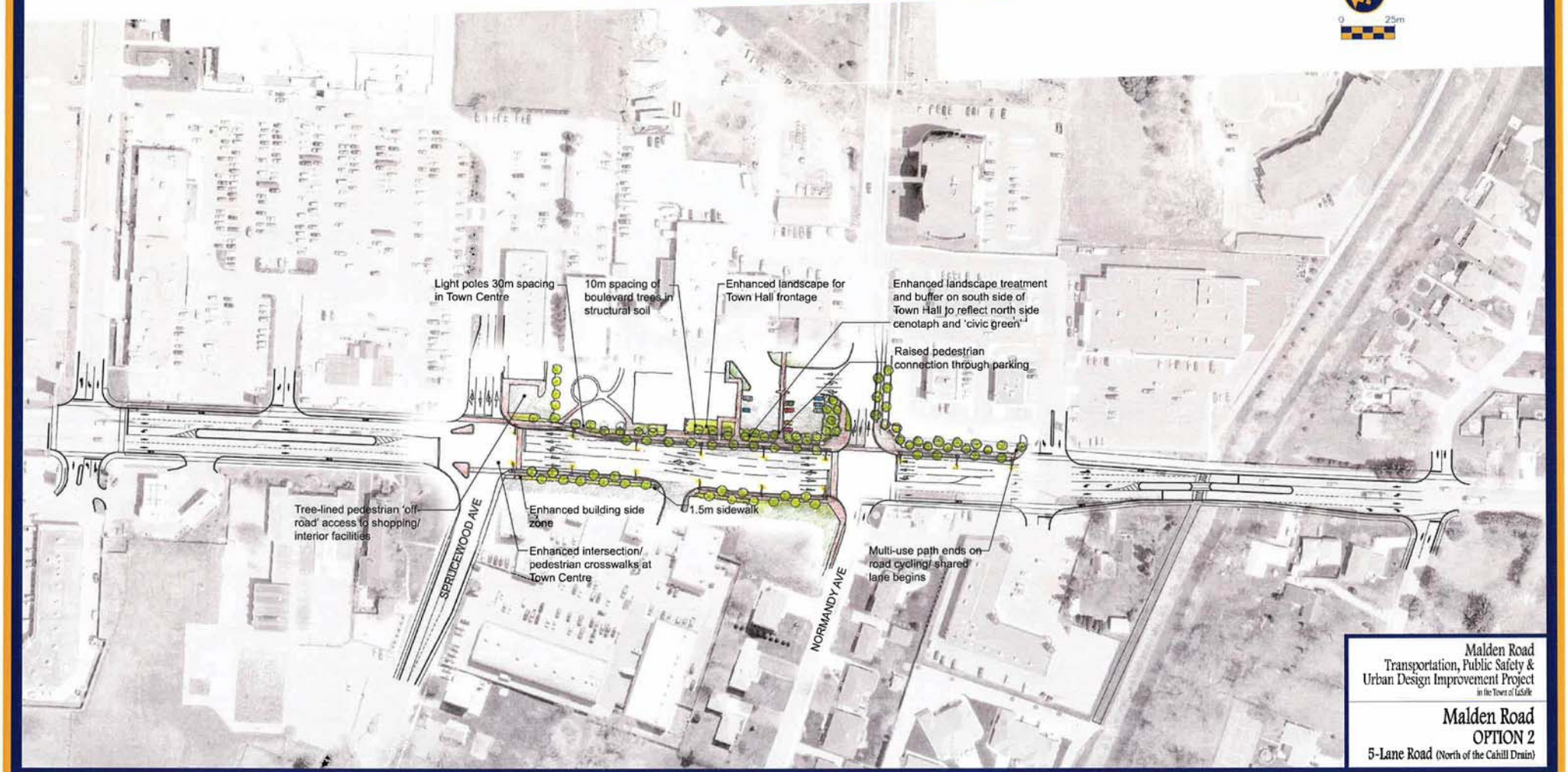
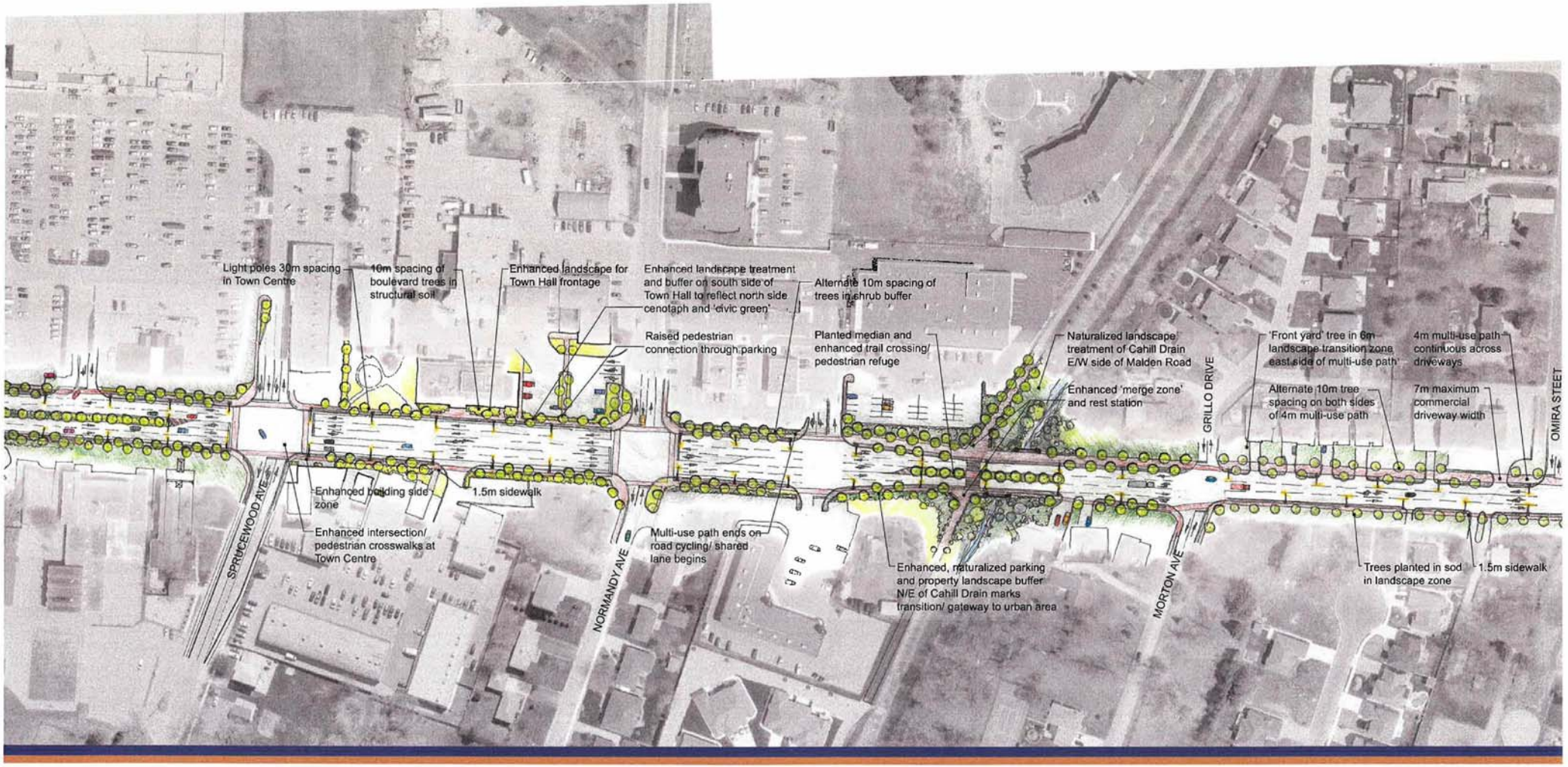
## Malden Road PIC #2
5-Lane Road (North of the Cahill Drain)
& 3-Lane Road (South of the Cahill Drain)
(from Todd Lane to Meagan Drive


DIOTTE DRIVE
Vollmer Culture & Recreation Complex
New Road
0 25m
BOUFFARD ROAD
LAURIER PARKWAY
DIOTTE DRIVE
MIKE RAYMOND DRIVE
Sandwich Secondary School

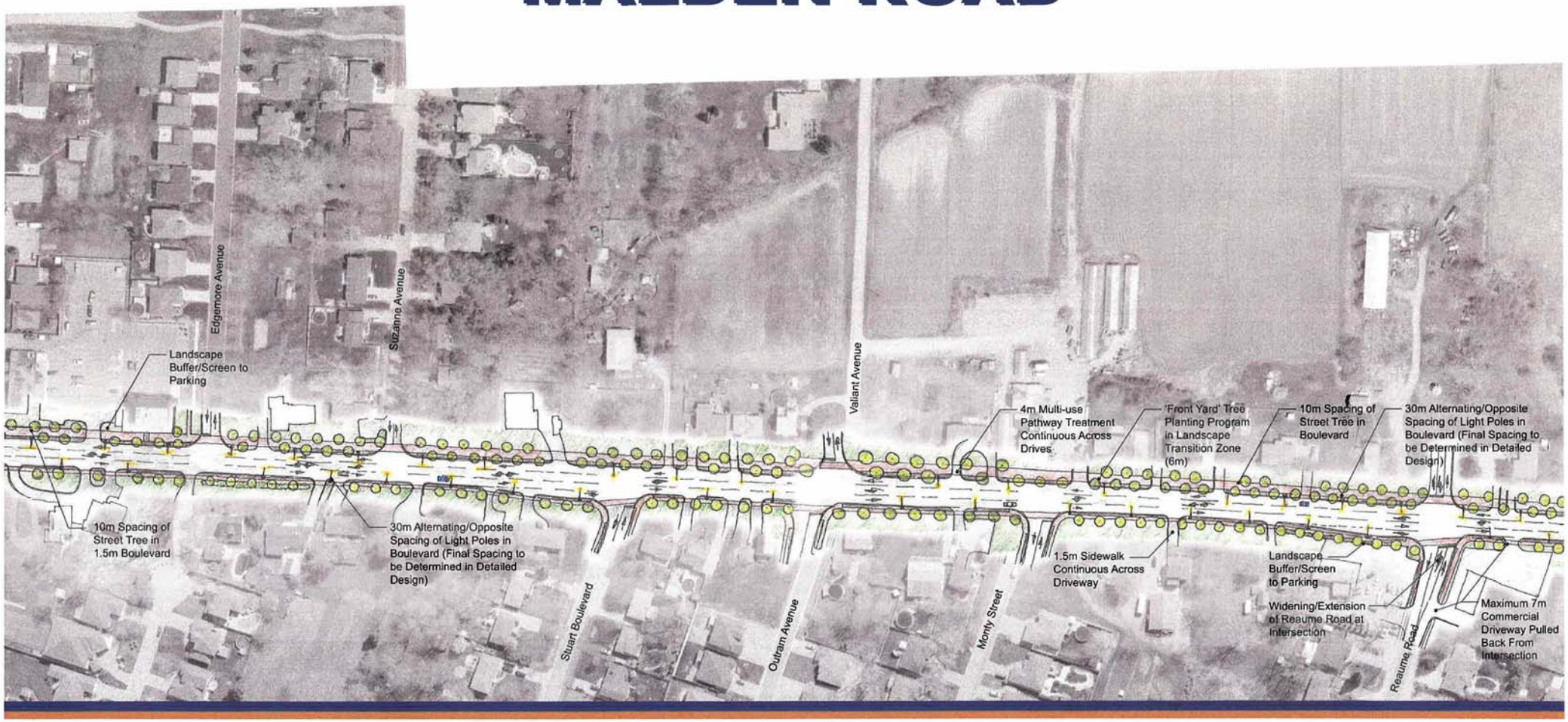

TODD LANE
Transition zone between formal streetscape and naturalized landscape. Extend naturalized/ restored Turkey Creek planting, slope and habitat improvements towards circle and south side of bridge
Trees in shrub border as property screen
OXFORD STREET EXTENSION
Alternate spacing of boulevard and buffer trees (both sides of walkway)
Enhanced landscape 'gateway' treatments at urban area intersections
DELMAR STREET
Alternately spaced trees in shrub border/ parking lot buffer
Multi-use trail north of circle N.I.C.
Pedestrian crossings enhanced with lighting and widened
4m mown edge
Mountable apron in coloured, stamped concrete with 5m barrier wall to inner circle
Inner circle with landscape treatment and public art as LaSalle gateway that recall's heritage
Expanded 'viewing platforms' over Turkey Creek with lighting and furniture
Planted median to include additional lighting/ signal for traffic circle
OXFORD STREET
30m parallel/light pole opposite placement in urban area (final position TBD in detailed design)
1.5m sidewalk through urban area/ continuous paving treatment across driveways & intersections
Trees in planted medians with salt tolerant grasses
Enhanced pedestrian walkways/markings at intersections in urban areas

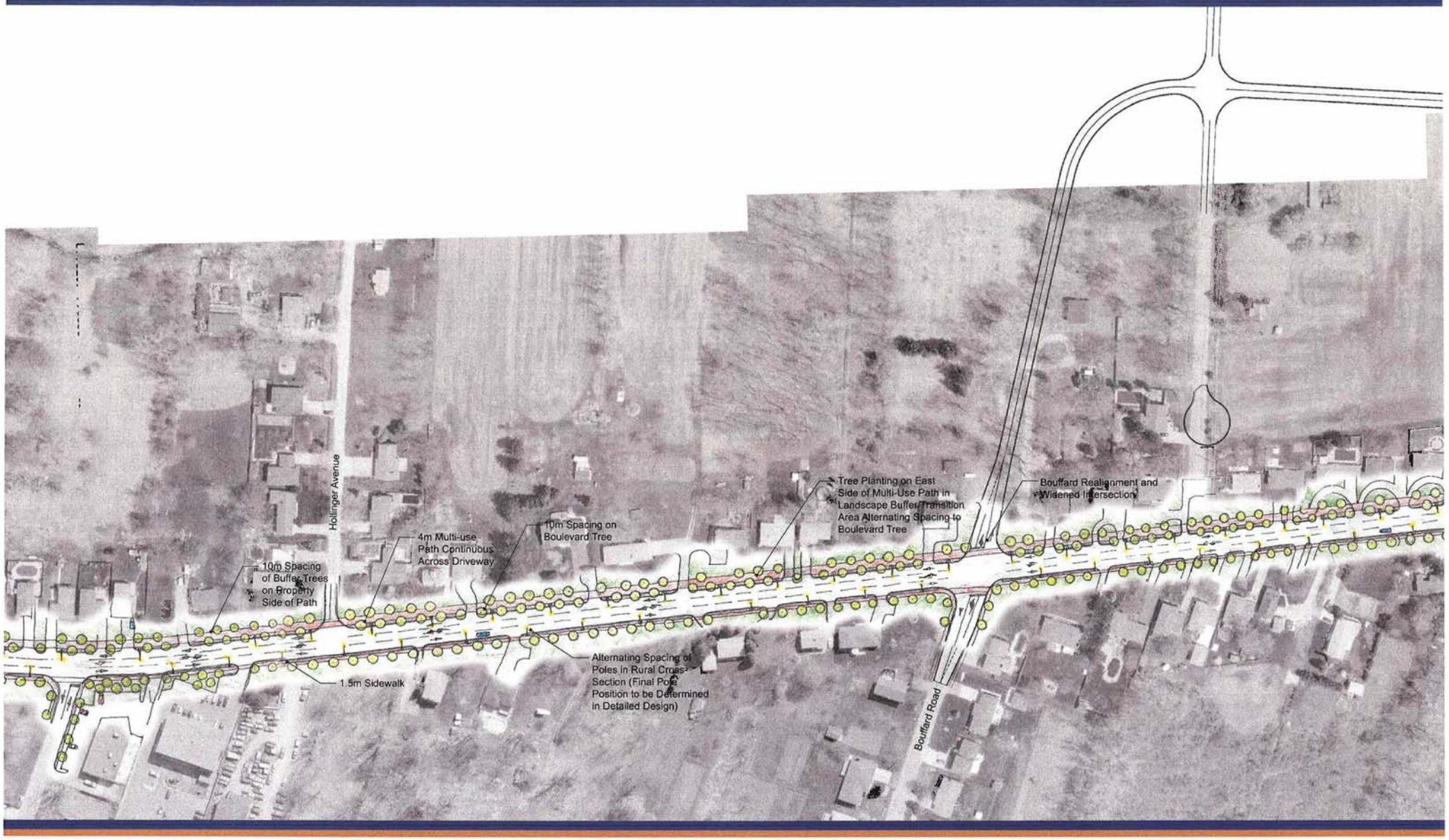
# MALDEN ROAD

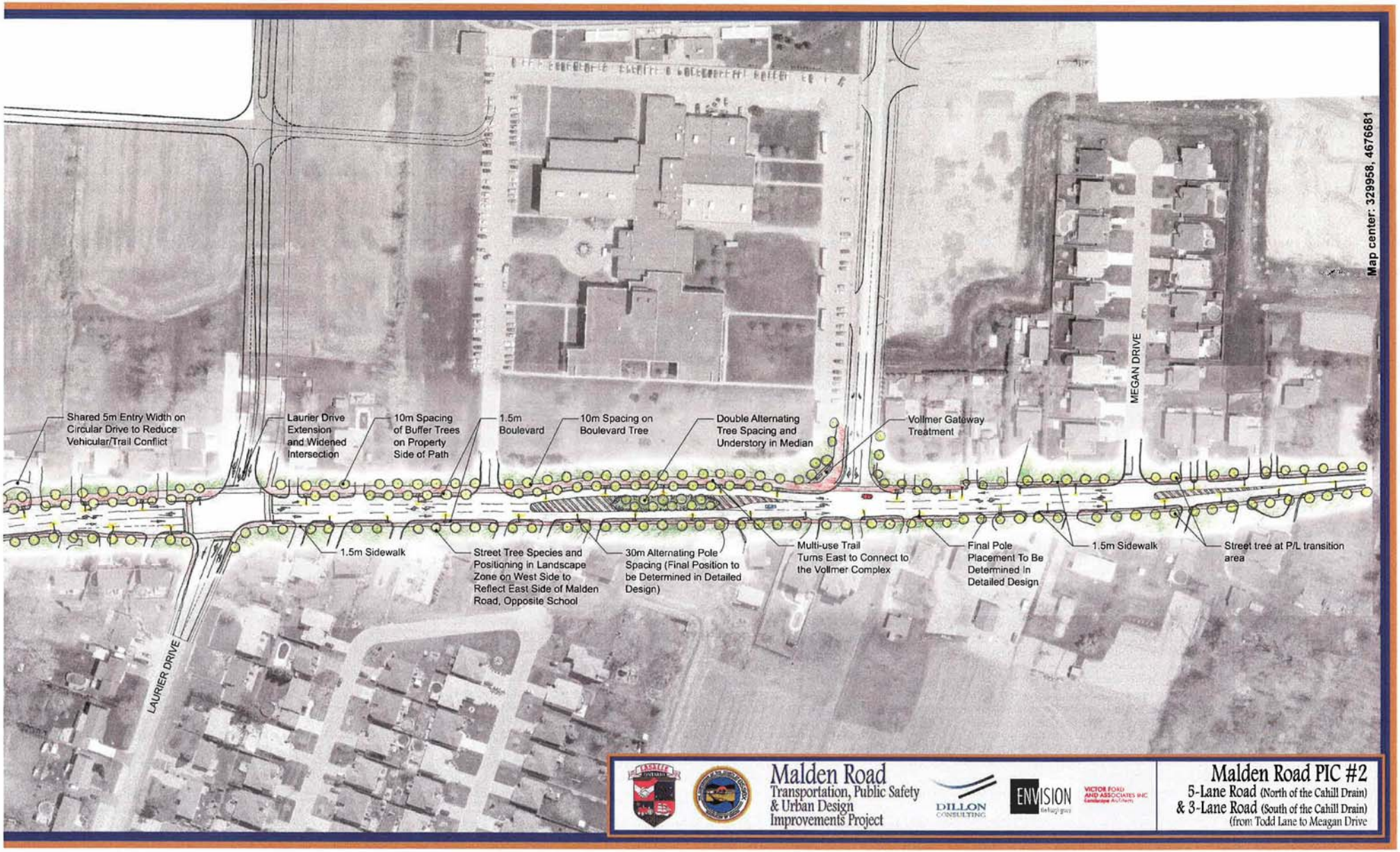

0 25m
Light poles 30m spacing in Town Centre
10m spacing of boulevard trees in structural soil
Enhanced landscape for Town Hall frontage
Enhanced landscape treatment and buffer on south side of Town Hall to reflect north side cenotaph and 'civic green'
Raised pedestrian connection through parking
Tree-lined pedestrian 'off-road' access to shopping/ interior facilities
SPRUCEWOOD AVE
Enhanced building side zone
1.5m sidewalk
Enhanced intersection/ pedestrian crosswalks at Town Centre
NORMANDY AVE
Multi-use path ends on road cycling/ shared lane begins
Malden Road
Transportation, Public Safety & Urban Design Improvement Project
in the Town of LaSalle
Malden Road
OPTION 2
5-Lane Road (North of the Cahill Drain)


Light poles 30m spacing in Town Centre
10m spacing of boulevard trees in structural soil
Enhanced landscape for Town Hall frontage
Enhanced landscape treatment and buffer on south side of Town Hall to reflect north side cenotaph and 'civic green'
Alternate 10m spacing of trees in shrub buffer
Raised pedestrian connection through parking
Planted median and enhanced trail crossing/ pedestrian refuge
Naturalized landscape treatment of Cahill Drain E/W side of Malden Road
Enhanced 'merge zone' and rest station
'Front yard' tree in 6m landscape transition zone east side of multi-use path
Alternate 10m tree spacing on both sides of 4m multi-use path
4m multi-use path continuous across driveways
7m maximum commercial driveway width
GRILLO DRIVE
OMIRA STEET
SPRUCEWOOD AVE
Enhanced building side zone
1.5m sidewalk
Enhanced intersection/ pedestrian crosswalks at Town Centre
NORMANDY AVE
Multi-use path ends on road cycling/ shared lane begins
Enhanced, naturalized parking and property landscape buffer N/E of Cahill Drain marks transition/ gateway to urban area
MORTON AVE
Trees planted in sod in landscape zone
1.5m sidewalk

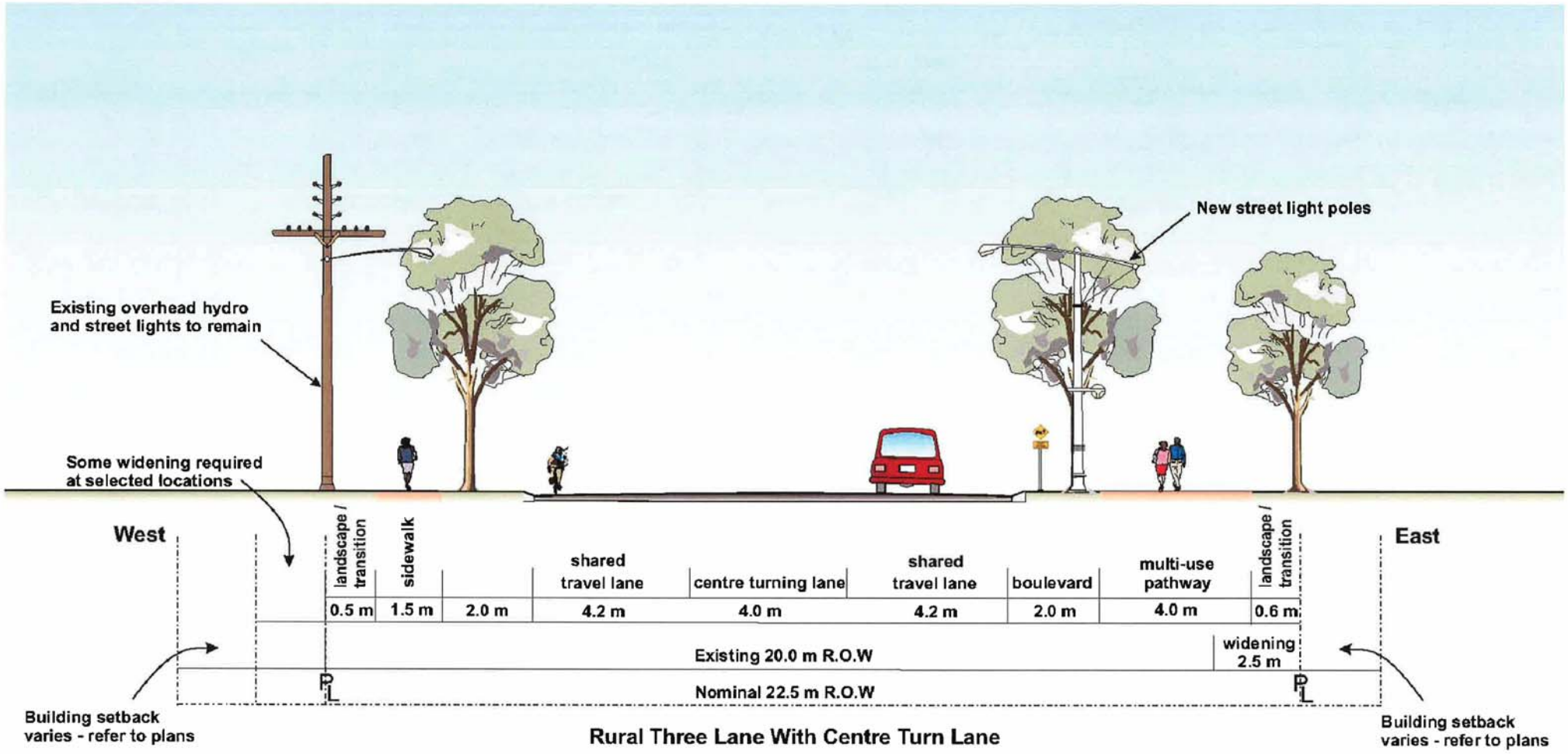
# MALDEN ROAD


Edgemore Avenue
Suzanne Avenue
Valiant Avenue
Landscape Buffer/Screen to Parking
4m Multi-use Pathway Treatment Continuous Across Drives
'Front Yard' Tree Planting Program in Landscape Transition Zone (6m)
10m Spacing of Street Tree in Boulevard
30m Alternating/Opposite Spacing of Light Poles in Boulevard (Final Spacing to be Determined in Detailed Design)
10m Spacing of Street Tree in 1.5m Boulevard
30m Alternating/Opposite Spacing of Light Poles in Boulevard (Final Spacing to be Determined in Detailed Design)
Stuart Boulevard
Outram Avenue
Monty Street
1.5m Sidewalk Continuous Across Driveway
Landscape Buffer/Screen to Parking
Widening/Extension of Reaume Road at Intersection
Reaume Road
Maximum 7m Commercial Driveway Pulled Back From Intersection


Hollinger Avenue
10m Spacing of Buffer Trees on Property Side of Path
4m Multi-use Path Continuous Across Driveway
10m Spacing on Boulevard Tree
Tree Planting on East Side of Multi-Use Path in Landscape Buffer/Transition Area Alternating Spacing to Boulevard Tree
Bouffard Realignment and Widened Intersection
1.5m Sidewalk
Alternating Spacing of Poles in Rural Cross-Section (Final Pole Position to be Determined in Detailed Design)
Bouffard Road


Shared 5m Entry Width on Circular Drive to Reduce Vehicular/Trail Conflict
Laurier Drive Extension and Widened Intersection
10m Spacing of Buffer Trees on Property Side of Path
1.5m Boulevard
10m Spacing on Boulevard Tree
Double Alternating Tree Spacing and Understory in Median
Vollmer Gateway Treatment
MEGAN DRIVE
Map center: 329958, 4676681
1.5m Sidewalk
Street Tree Species and Positioning in Landscape Zone on West Side to Reflect East Side of Malden Road, Opposite School
30m Alternating Pole Spacing (Final Position to be Determined in Detailed Design)
Multi-use Trail Turns East to Connect to the Vollmer Complex
Final Pole Placement To Be Determined In Detailed Design
1.5m Sidewalk
Street tree at P/L transition area
LAURIER DRIVE
Malden Road
Transportation, Public Safety & Urban Design Improvements Project
DILLON CONSULTING
ENVISION
VICTOR POND AND ASSOCIATES INC
Malden Road PIC #2
5-Lane Road (North of the Cahill Drain)
& 3-Lane Road (South of the Cahill Drain)
(from Todd Lane to Meagan Drive


LEGEND
EASEMENTS
TOWN OF LASALLE LIMITS
COUNTY ROAD No. 3
WALDEN ROAD
COMPILED SKETCH
COUNTY ROAD No. 3
(WALDEN ROAD)
TOWN OF LASALLE
COUNTY OF ESSEX, ONTARIO




Rural Three Lane With Centre Turn Lane

# Malden Road
Transportation, Public Safety & Urban Design Improvements Project

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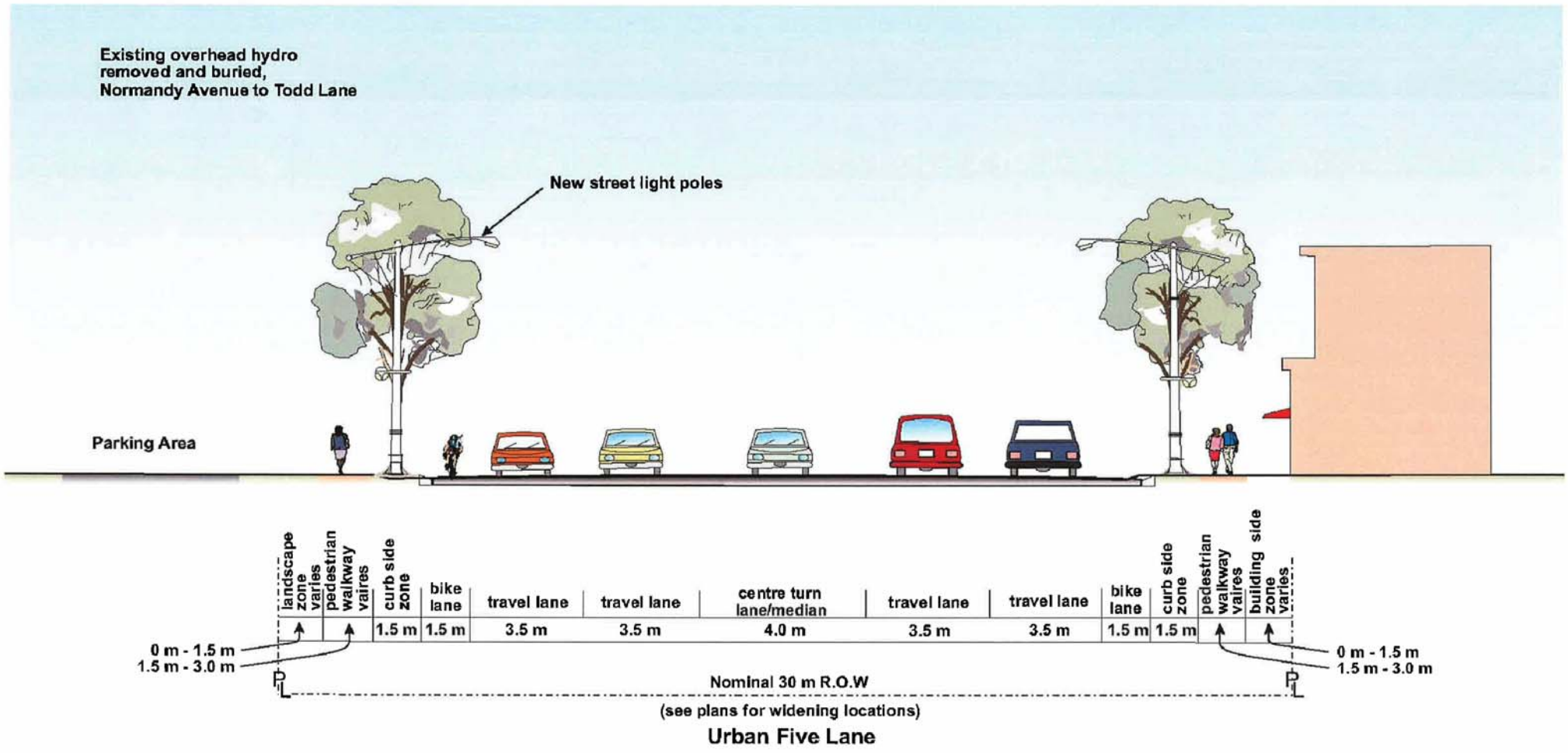
ENVISION the hough group

VICTOR FORD AND ASSOCIATES INC Landscape Architects

# Malden Road PIC #2
Typical 3-Lane (12.4m wide) Road Cross Section
(South of the Cahill Drain)




**Urban Five Lane**

# Malden Road
Transportation, Public Safety & Urban Design Improvements Project

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VICTOR FORD AND ASSOCIATES INC
Landscape Architects

# Malden Road PIC #2
Typical 5-Lane (21.0m wide)
Road Cross Section
(North of the Cahill Drain)

## LaSalle Town Centre

Continuous pedestrian walkways, enhanced pedestrian crossings
& multi-use path connections to Cahill Drain provided
Improvements to lighting and streetscaping
Landscape buffer screening of parking areas
Enhanced gateways to urban area

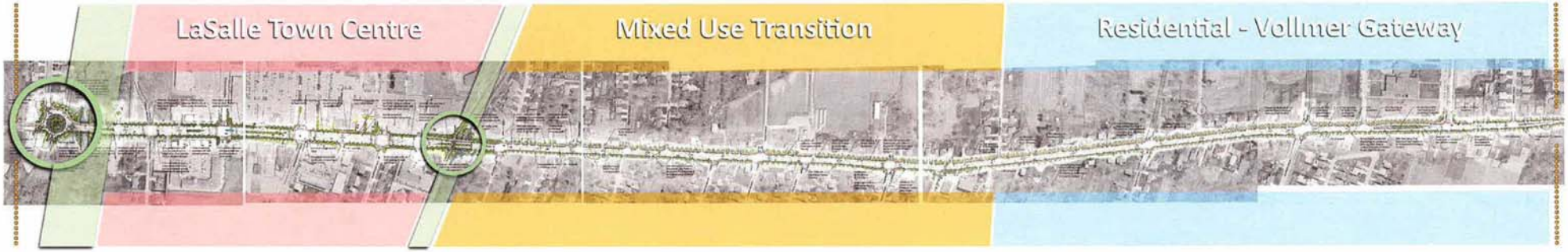
## Mixed Use Transition

Continuous pedestrian walkways, enhanced pedestrian crossing
& multi-use path provided
Improvements to lighting and street tree planting
Landscape buffer screening of parking areas

## Residential - Vollmer Gateway

Continuous pedestrian walkways
& multi-use path to Vollmer Comples provided
Improvements to lighting and streetscaping

Limit of Study Area




Limit of Study Area

Improved urban corridor appearance
Some access and egress alterations

Improved transition area appearance
Some access and egress alterations

Improved residential corridor appearance
Some access and egress alterations

# Malden Road
## Transportation, Public Safety & Urban Design Improvements Project

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# Impacts of Recommended Designs on Natural, Social and Economic Environment

| | Description | Natural Environment | Social Environment | Economical Environment |
|---|---|---|---|---|
| **Transportation** | | | | |
| | 4 lanes plus left turn lane, north of Cahill Drain<br><br>2 lanes plus continuous left turn lane and a few right turn lanes, south of Cahill Drain | No major impacts<br><br>Structure widening at Turkey Creek and Cahill Drain will impact fish habitat during construction. Obtain DFO/ERCA approvals with conditions non in-water works during fish spawning (March 15 - July 1) | Property taking to increase right-of-way at various locations kept to a minimum<br>Property taking mostly on east side of corridor south of Cahill | Disruptions to business and residents during construction<br>Left turn lane will improve access to businesses and residents |
| | Round-about at Todd Lane | Town owned land | Eliminates traffic signal | N/A |
| | Traffic signals at Delmar, Sprucewood, Normandy, Laurier | | Signal timing to be adjusted to allow for safe pedestrian crossings | |
| | Alignment north of Normandy | Impact on buildings | Building relocation | Move municipal office to minimize impact on commercial block |
| | New service roads in and around Vollmer Complex/School Site | Limited impact | Better traffic flow, less waste time. Should relieve traffic congestion and access to Malden Road | |
| | Realignment of Wyoming and Bouffard | Will impact current use of property | Property required | Some costs can be recovered through Development Charges |
| **Public Transit** | | | | |
| | No Changes | No impact | No impact | No impact |
| **Utilities** | | | | |
| | New storm sewer<br>Existing sanitary sewer and watermains to remain | Will improve drainage<br>Some in-line storm water quality features can be implemented | Reduces flooding risks | |
| | Hydro poles north of Normandy to be removed<br>Most utility poles south of Malden on east side to be removed | Limited impact | Removal of utility poles improves appearance of corridor | Utility pole relocation expensive, but needed to implement solution |
| **Cycling** | | | | |
| | On-road cycling lanes north of Cahill Drain. Shared cycling / vehicle lanes south of Cahill Drain. Separated multi-use path on east side of road right of way south of Normandy. Connections of shared lanes/ path to Heritage via Normandy, Huron Line, Sandwich West Parkway. Crossing of Malden Road at Cahill Drain. Connection to Vollmer Complex and subdivision in south and multi-use path connection adjacent to Todd Lane connecting to conservation authority and Windsor to the north. | No significant impacts, since all work within or adjacent existing to right-of-ways | Some property taking, supports Town vision and addresses problems and opportunity statements | Not a significant cost |
| **Pedestrians** | | | | |
| | Sidewalks and multi-use path along Malden Road | No significant impacts, since all work within or adjacent existing to right-of-ways | Some property taking, supports Town vision and addresses problems and opportunity statements | Not a significant cost |
| **Urban Design** | | | | |
| | Landscape boulevards, median, round-abouts | Limited right-of-way (used by road and trails) has resulted in significant scaling back of available urban design corridor. Cooperation with private owners would enhance corridor in commercial district (north of Cahill) | Some property taking, supports Town vision and addresses problems and opportunity statements with cooperation of land owners, urban design features can be extended on private property | Not a significant cost |
| | Lighting improvements | | Enhance corridor appearance. Softens impact of road improvements | |

LASALLE ONTARIO

# Malden Road
## Transportation, Public Safety & Urban Design Improvements Project

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# Improvements to Malden Road
# Recommended Design Summary

The Recommended Design includes the following:

- 5 lane cross section in Town Centre (Todd Lane to Cahill Drain)
- 3 lane cross section, south of Cahill Drain
- Cycling lanes/wider curb lanes to accommodate on street cycling
- Pedestrian walkways on both sides of road in Town Centre
- Sidewalk on west side of road, south of Town Centre
- Multi-use Pathway on east side of road, south of Town Centre
- Urban design features along entire corridor
- Enclosed drainage system (storm sewers)
- Roundabout at Todd Lane to improve safety and to enhance urban design features
- Utility pole relocation at various locations on Malden Road
- Property acquisition at various locations.

# How can I Provide My Comments on this Presentation?

After you have reviewed this information and talked to members of the Project Team, please complete a Comment Sheet.

## Your Input IS Important to the Success of this Study

You may fill in your comment sheet and hand it in before you leave or mail it to the address indicated before November 14, 2008.

# Thank You for Attending

LASALLE ONTARIO 1913 1991

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