

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



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

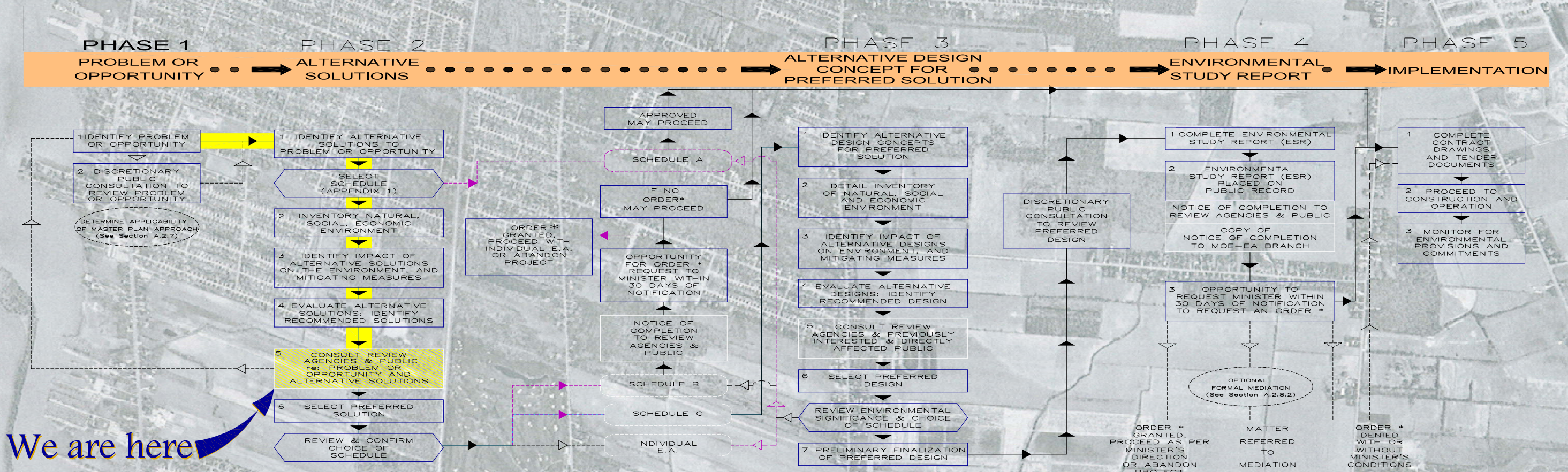
The Municipal Class EA process is a planning and design process that applies to municipal infrastructure projects, including roads, water and wastewater projects, as approved by the Ministry of the Environment in 2000, as amended in 2007.

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.

Where are we in the Environmental Assessment Process?

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



NOTE: THIS FLOWCHART IS TO BE READ IN CONJUNCTION WITH PART A OF THE MUNICIPAL CLASS EA * PART II ORDER (SEE SECTION A.2.8)



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 solutions 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 assessment study;
- Alternative solutions to the Opportunity Statement;
- The evaluation criteria and indicators; and
- The Selection of a Recommended Solution 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 Solution
- Begin Phase 3 of the Class EA process, which identifies Alternative Design Concepts to the Preferred Solution.

Will there be another Opportunity for Public Comment?

Yes

- Once the Preferred Solution is chosen, a number of Alternative Design Concepts will be presented at a second Public Information Centre to be held in the fall of 2008.



Detroit River

Front Road

Matchette

Reaume

Bouffard

Sprucewood

Todd Lane

Malden Town Centre

Municipal Civic Centre

Normandy

HWY No. 3

Huron Church Line

Disputed

Malden Road Study Area

Bouffard

Sandwich Secondary School

Volmer Culture & Recreation Complex

Meagan



Malden Road
Transportation, Public Safety & Urban Design
Improvement Project
in the Town of LaSalle
**Malden Road
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 turning
- Few existing public realm landscape features
- Limited right-of-way widths
- Needed improvements to some infrastructure features like open drains and ditches

Approximately two dozen residents, business owners and internal partners participated in an Issues and Design Workshop on May 7, 2008.

A summary of their comments are shown on the adjacent presentation board.

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

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:

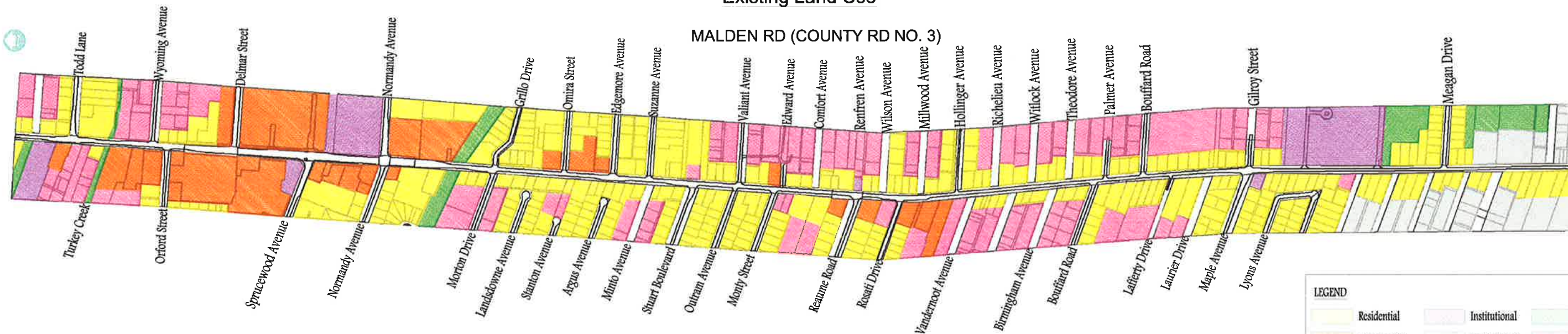
- a) livable, mixed-use neighbourhoods, designed for people, are the building blocks of a healthy, vibrant and caring LaSalle community;
- b) neighbourhoods; town centre and employment districts with a highly interconnected road network and a balanced transportation system that is designed and built 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:

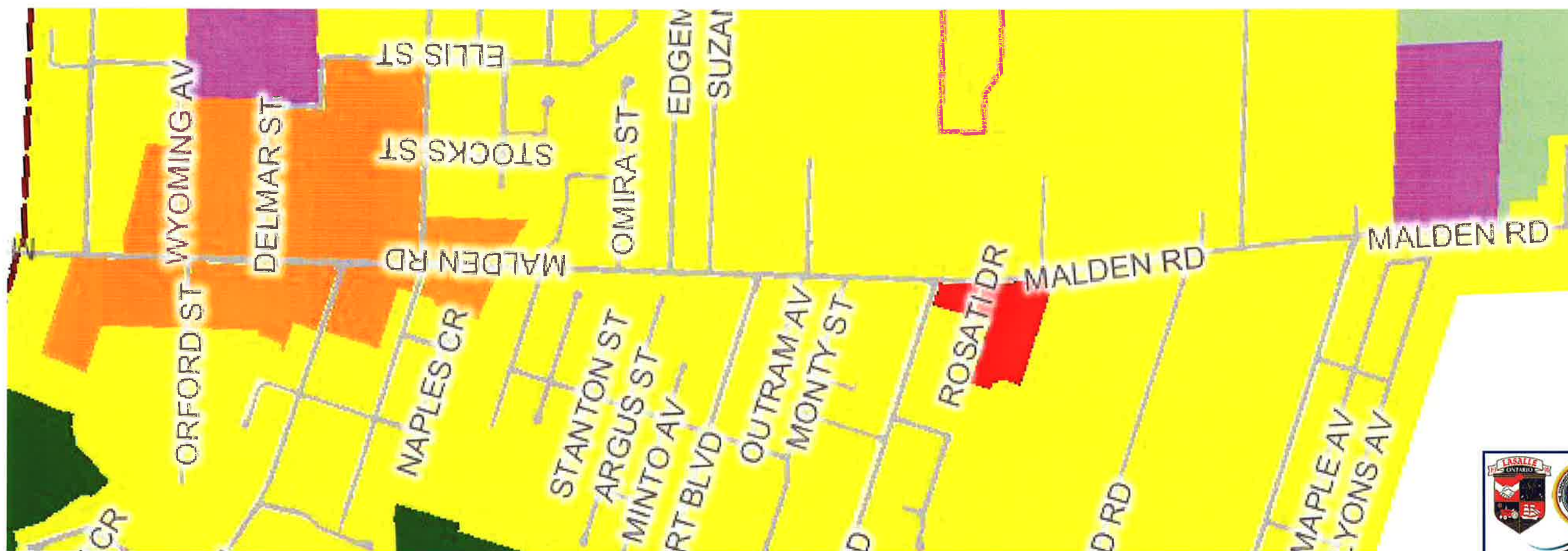
- a comprehensive and effective set of preferred public safety, traffic and public realm improvements that need to be made with this transportation corridor (including the Malden Town Centre) to meet the evolving needs of existing and future LaSalle residents for a twenty-year planning horizon; and
- 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.

Existing Land Use

MALDEN RD (COUNTY RD NO. 3)



Future Land Use



LEGEND

Residential	Institutional	Open Space
Commercial	Agricultural	Vacant

LEGEND

- AGRICULTURAL
- BUSINESS PARK
- COMMERCIAL DISTRICT
- COMMUNITY FACILITY
- EMPLOYMENT DISTRICT
- HIGHWAY COMMERCIAL
- LASALLE RECREATION COMPLEX
- MARINE RELATED INDUSTRIAL
- NATURAL ENVIRONMENT
- NEIGH PARK/COMM FACILITY
- RECREATIONAL
- TOWN CENTRE
- WATERFRONT DEVELOPMENT
- WETLAND
- Roads Edge - 05'
- Public Parks

Malden Road
Transportation, Public Safety &
Urban Design Improvement Project

in the Town of LaSalle

**Existing and Future
Land Use Plan**
(from Todd Lane to Meagan Drive)

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CURRENT DRAINAGE
TO BE CONFIRMED

ULTIMATE
FUTURE
DRAINAGE

Malden Road
Transportation, Public Safety &
Urban Design Improvement Project
in the Town of Loudon

Storm Drainage Area
(from Todd Lane to Morgan Drive)

NOT TO SCALE



Malden Road Transportation, Public Safety & Urban Design Improvement Project

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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.



Malden Road Transportation, Public Safety & Urban Design Improvement Project

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Existing Transportation Conditions

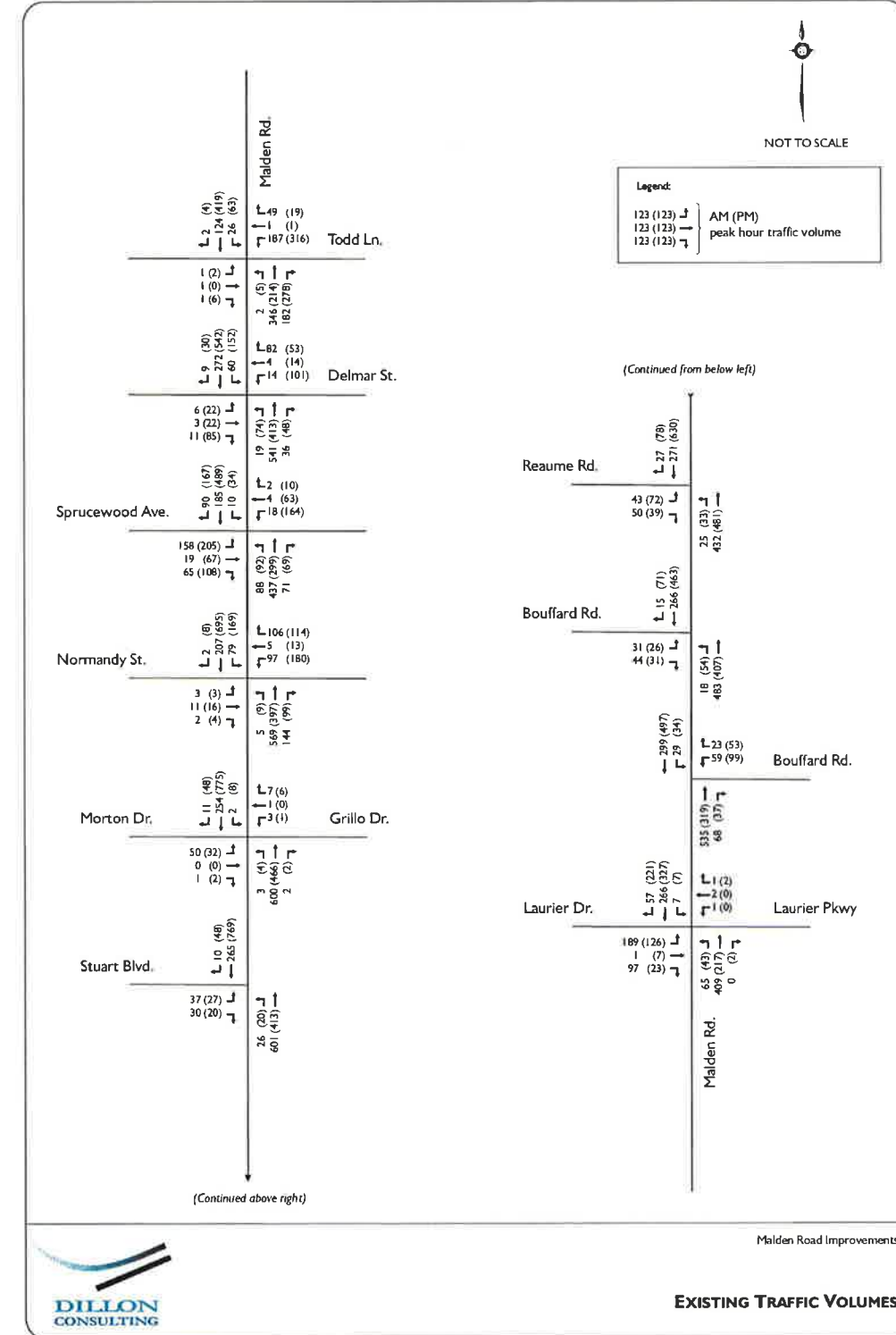
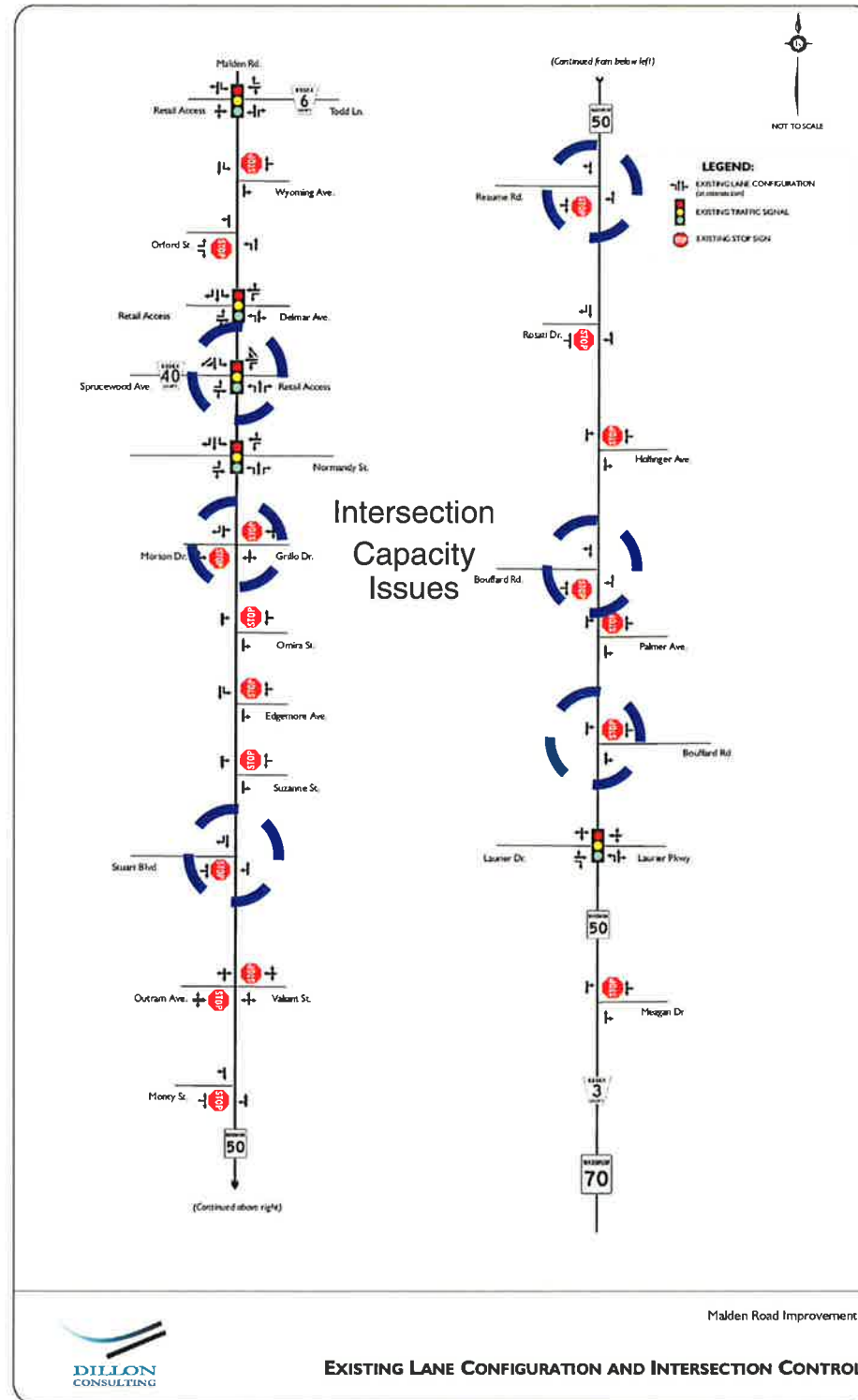
- An average of 43 collisions per year along corridor. Majority of collisions are congestion and turning related.
- Access management issues related to safe turning movements at driveways and entrances.
- Existing signal timing changes have been identified for Malden Road and Sprucewood Ave. to deal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



Malden Road Transportation, Public Safety & Urban Design Improvement Project



Existing Transportation Conditions

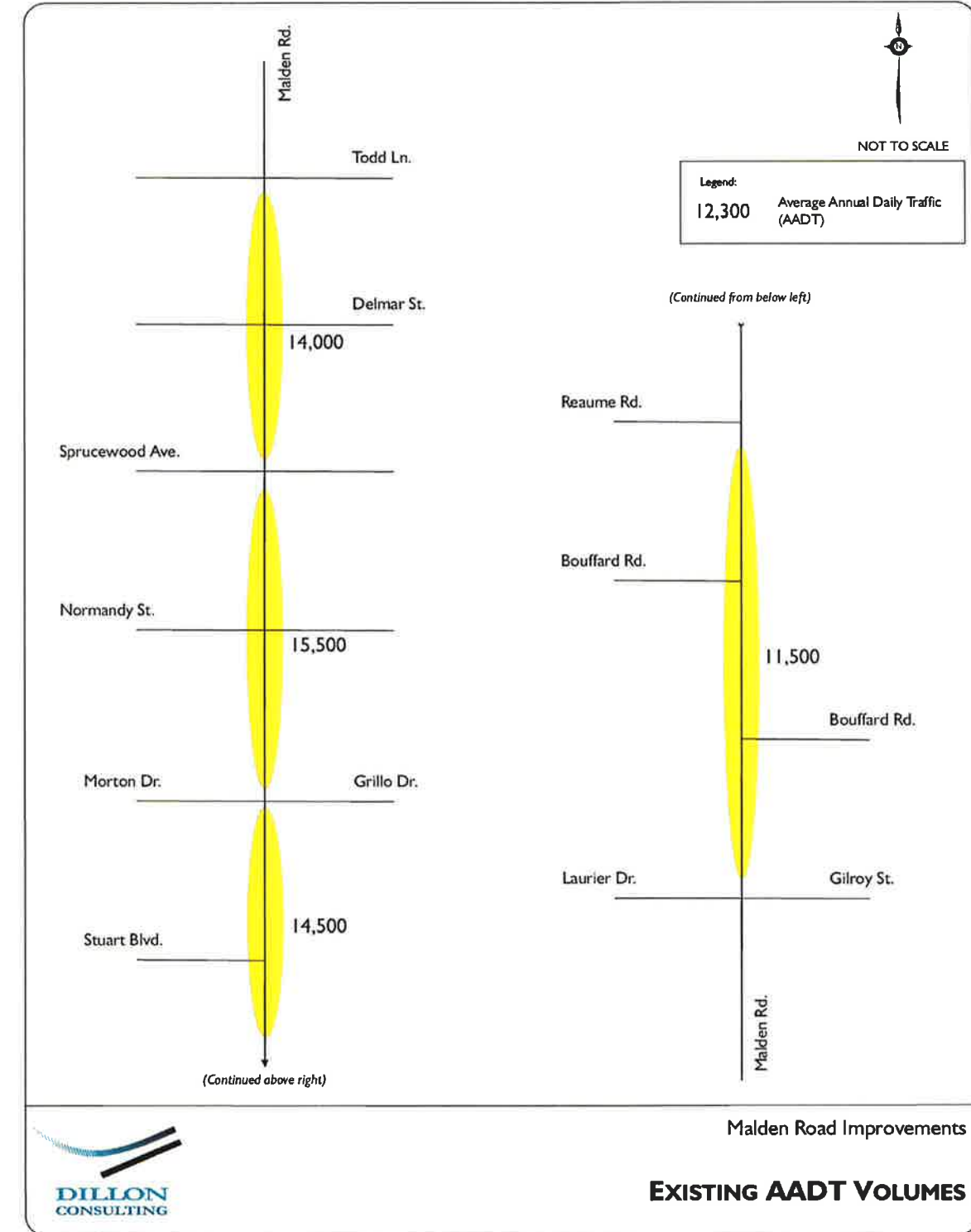
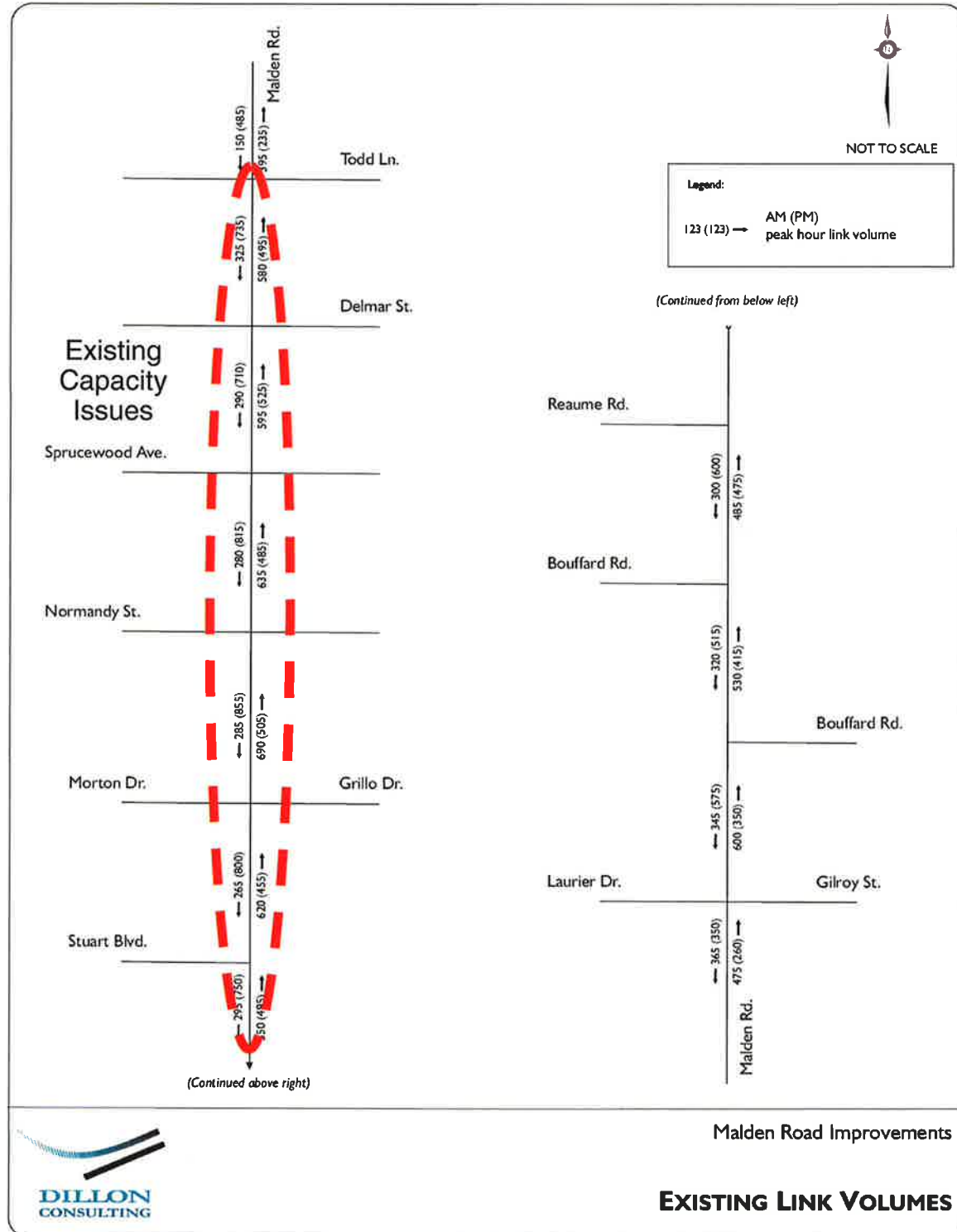




Malden Road Transportation, Public Safety & Urban Design Improvement Project



Existing Transportation Conditions

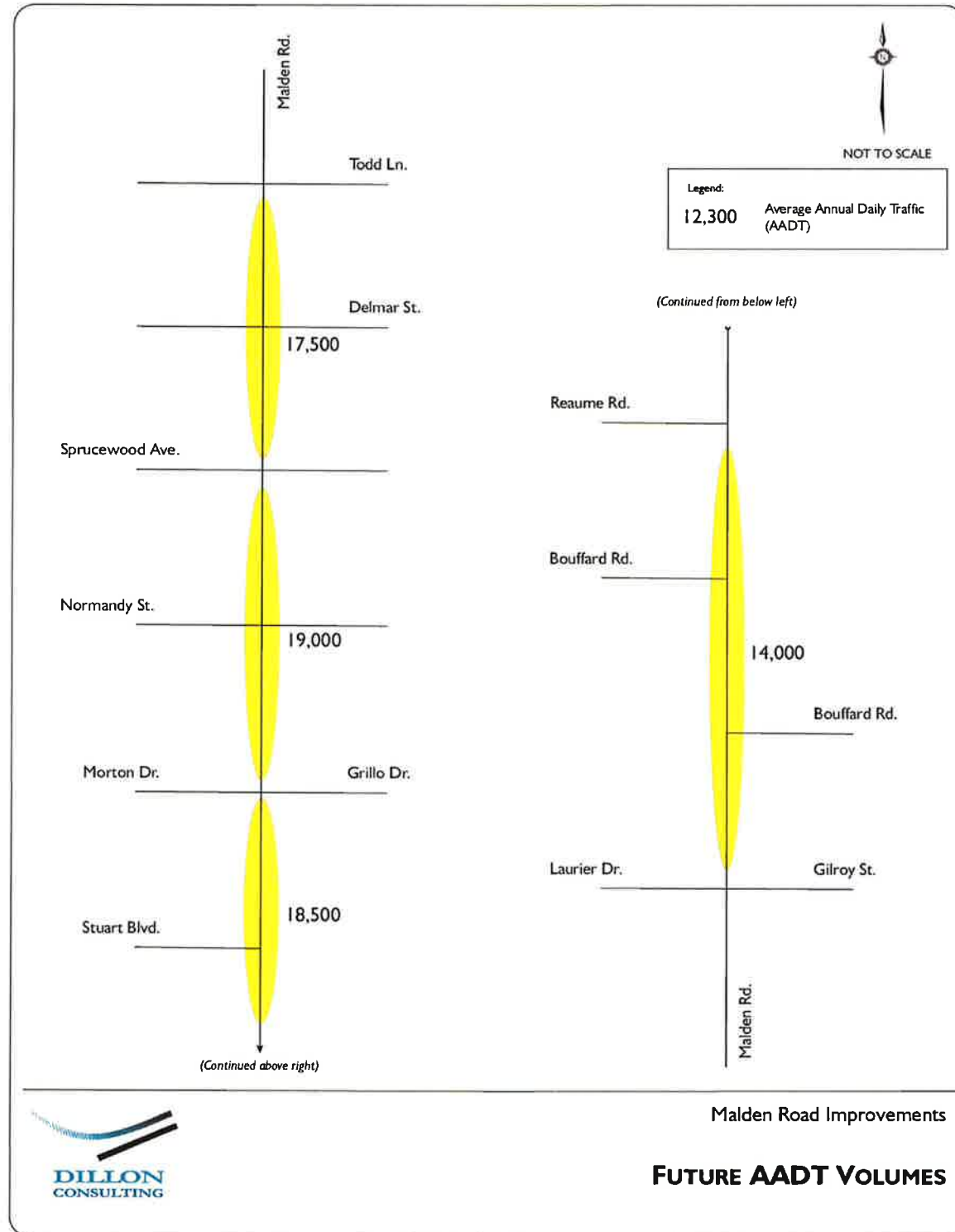




Malden Road Transportation, Public Safety & Urban Design Improvement Project



Future Transportation Conditions

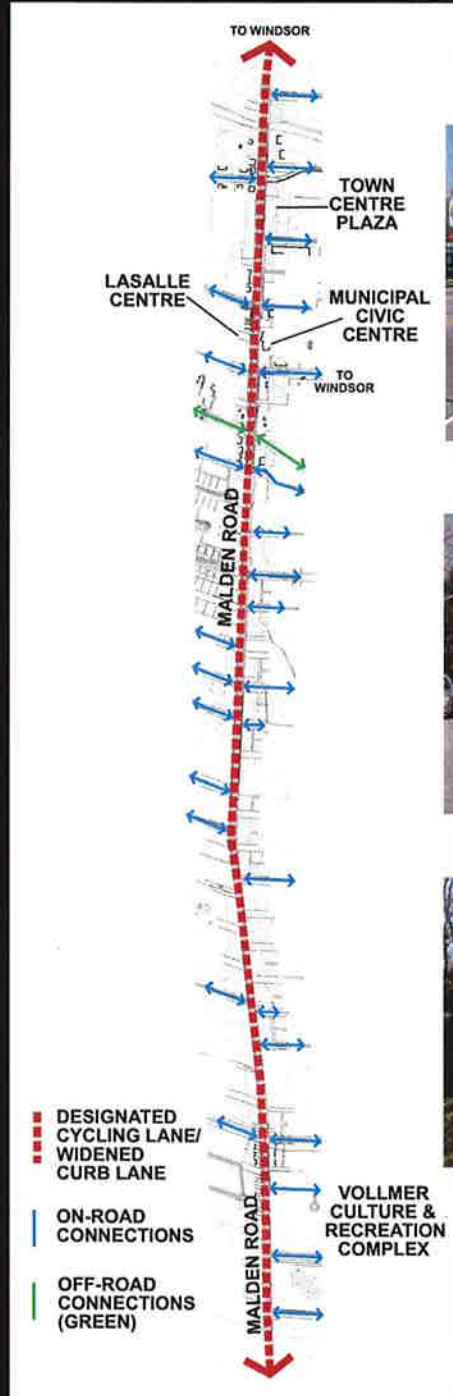


- The section of the corridor between Todd Lane and Reaume Road will experience capacity deficiencies under future conditions (2021).
- The level of service at signalized intersections and along the corridor will exceed acceptable levels for a two lane roadway.
- Transportation improvements will be required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

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
7. Possibly develop a new greenway corridor parallel to Malden Road with associated off-road cycling and pedestrian facilities



MALDEN ROAD - POSSIBLE DESIGNATED CYCLING LANE



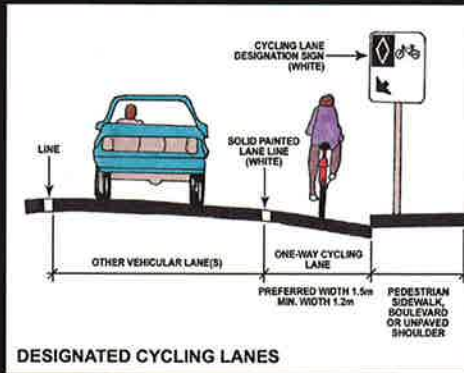
MALDEN ROAD - POSSIBLE SHARED CURB LANE



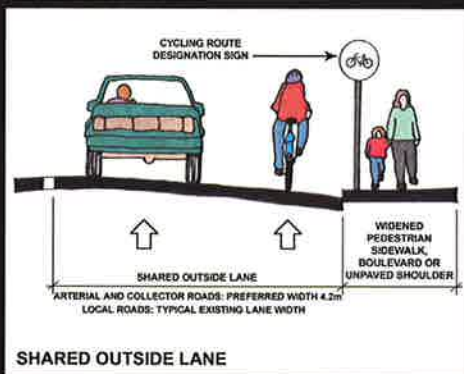
OFF-ROAD TRAILS



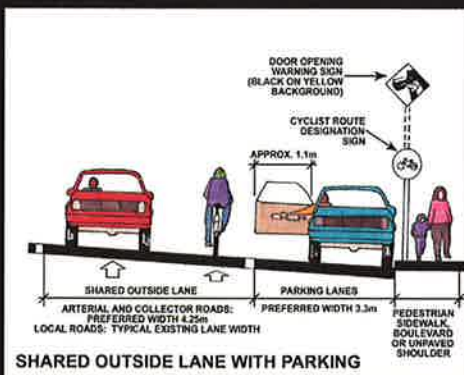
POSSIBLE CYCLING AND PEDESTRIAN FACILITIES



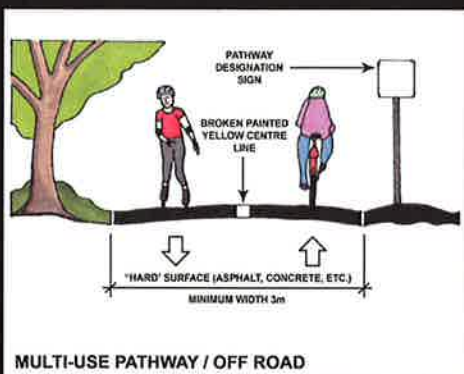
DESIGNATED CYCLING LANES



ENHANCED CROSSWALK



PEDESTRIAN REFUGE



GRADE-SEPARATED CROSSING







Village

ENVISION
the hough group



Gateway

ENVISION
the hough group

Urban Design Framework

LaSalle Town Centre

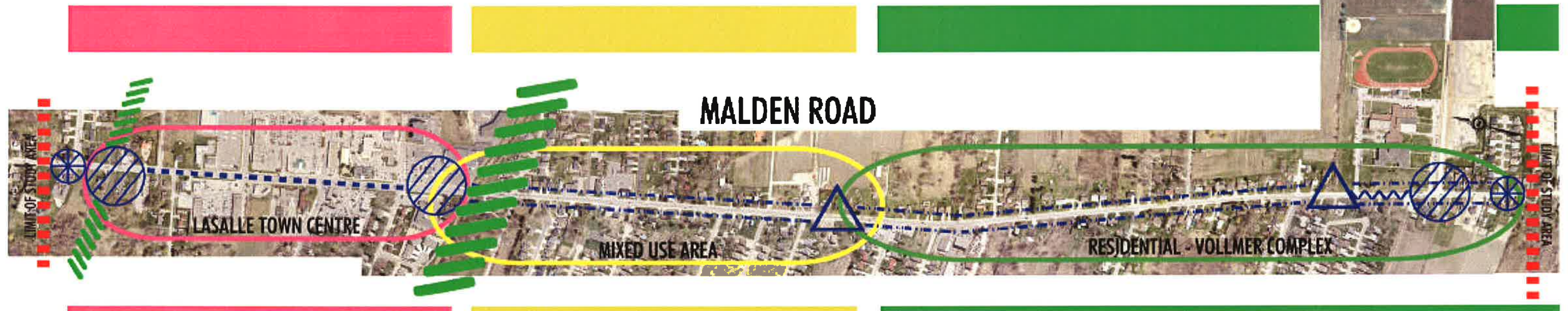
- Predominantly commercial uses
- Variety of frontages and setbacks
- Few trees or shade
- Discontinuous pedestrian zone
- Overhead utility lines and poles are barriers
- Other uses/activities encroachment into the public realm
- Surface parking dominates
- Turkey Creek and Cahill Drain delineate the edges of the 'downtown'
- Opportunity to enhance the greenspace along Malden Road
- Opportunity to improve village character through streetscaping and urban design improvements

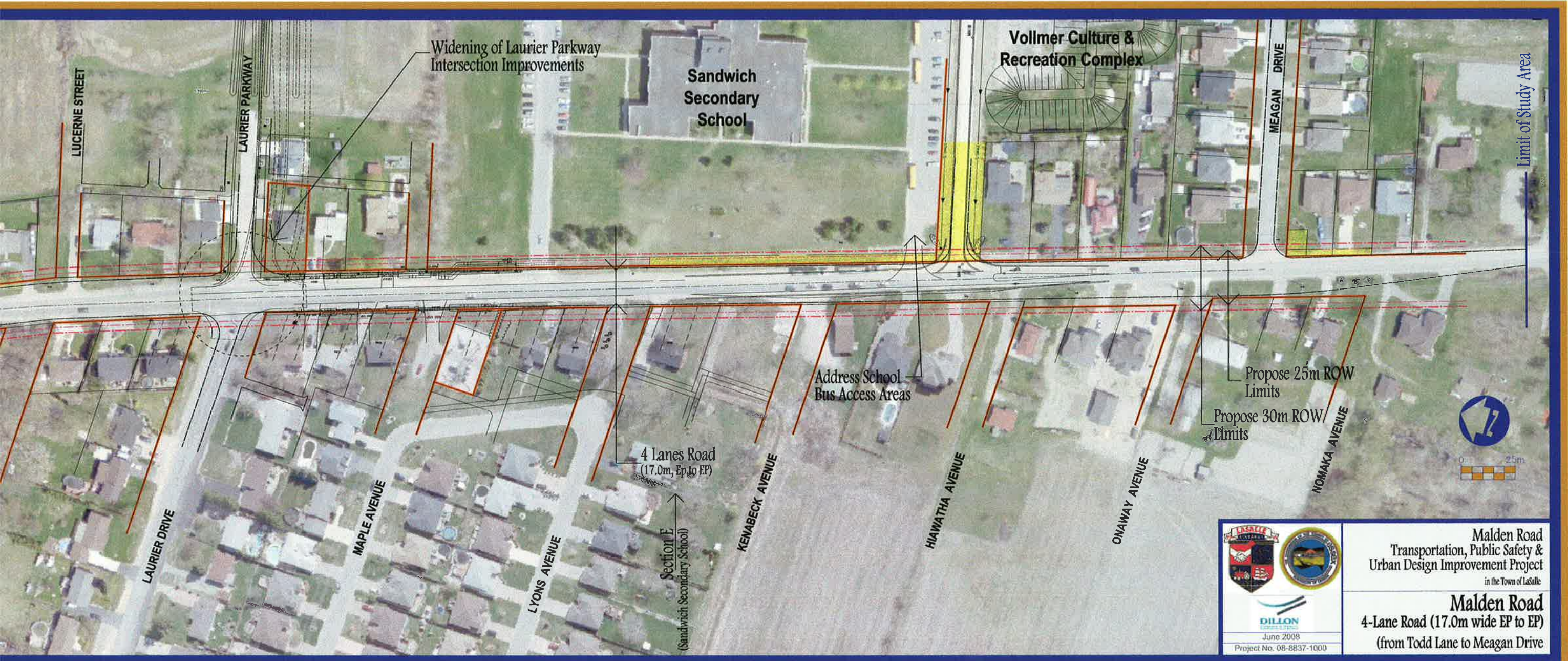
Mixed Use Zone

- Transition from commercial to residential
- Interspersed residential and commercial uses
- Pedestrian facilities need improvement
- Need to protect existing trees and green spaces
- Very limited pedestrian facilities
- Lighting improvements should address pedestrian and cycle zone
- Streetscape beautification should include lighting, tree planting, seating areas, community identification signs

Residential / Vollmer Complex

- Important community facilities need improved pedestrian and cycle linkages
- Residential scale and character of the street needs to be addressed during road improvements
- Cycle and pedestrian safety needs to be improved
- Community identification needs to be updated
- Streetscape beautification should be consistent along the corridor
- Visibility of the Vollmer complex needs to be improved





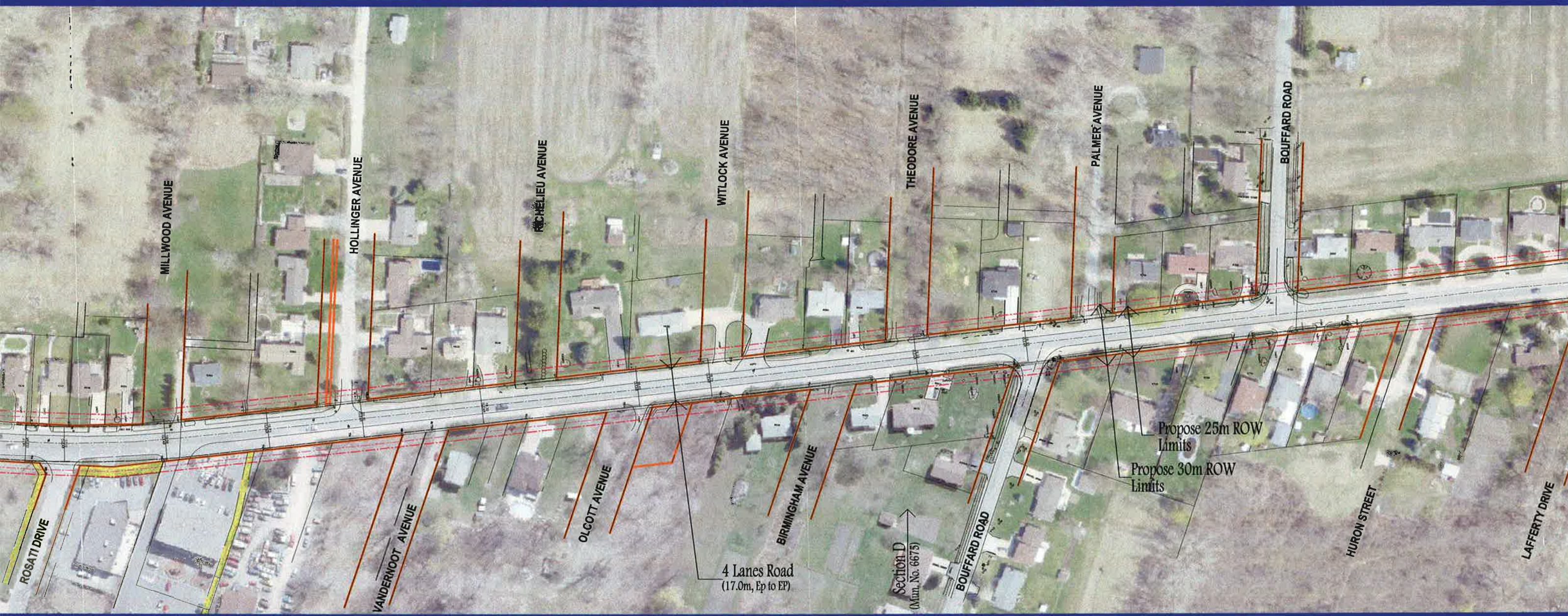
June 2008
 Project No. 08-8837-1000

Malden Road
 Transportation, Public Safety &
 Urban Design Improvement Project
 in the Town of LaSalle

Malden Road
 4-Lane Road (17.0m wide EP to EP)
 (from Todd Lane to Meagan Drive)

MALDEN ROAD





MILLWOOD AVENUE

HOLLINGER AVENUE

RICHÉLIEU AVENUE

WITLOCK AVENUE

THEODORE AVENUE

PALMER AVENUE

BOUFFARD ROAD

ROSATI DRIVE

VANDERFOOT AVENUE

OLCOTT AVENUE

BIRMINGHAM AVENUE

BOUFFARD ROAD

HURON STREET

LAFFERTY DRIVE

4 Lanes Road
(17.0m, Ep to EP)

Section D
(Mun. No. 6675)

Propose 25m ROW
Limits
Propose 30m ROW
Limits

Malden Town Centre

Municipal Civic Centre

4 Lanes Road
(17.0m, Ep to EP)

Propose 30m ROW
Limits

Widening/Improvements
to Drain Crossing

Propose 25m ROW
Limits

Existing R.O.W.
(20.0m)

SPRUCEWOOD AVENUE

Section A
(Mun. No. 5905)

NORMANDY AVENUE

Section B
(Canada Trust)

CAHILL DRAIN

STRATHCONA BOULEVARD

MORTON DRIVE

LANDSDOWNE AVENUE

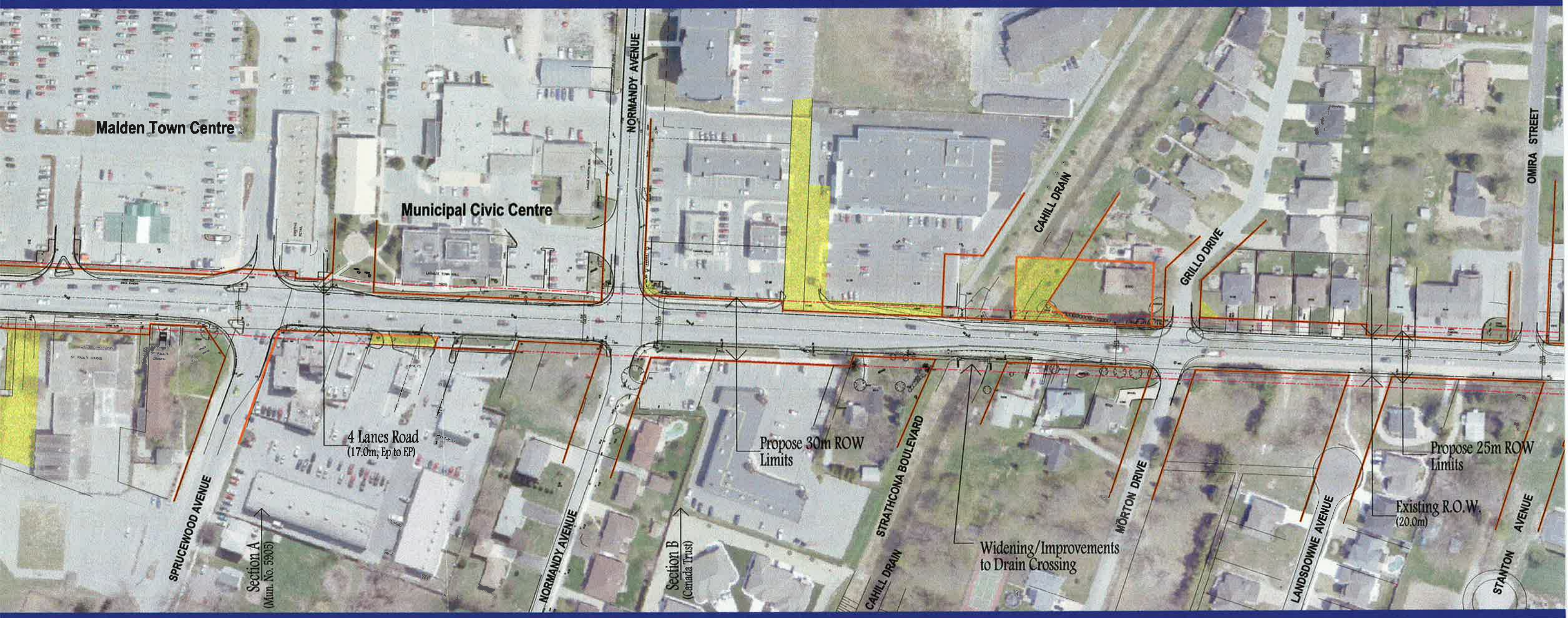
STANTON AVENUE

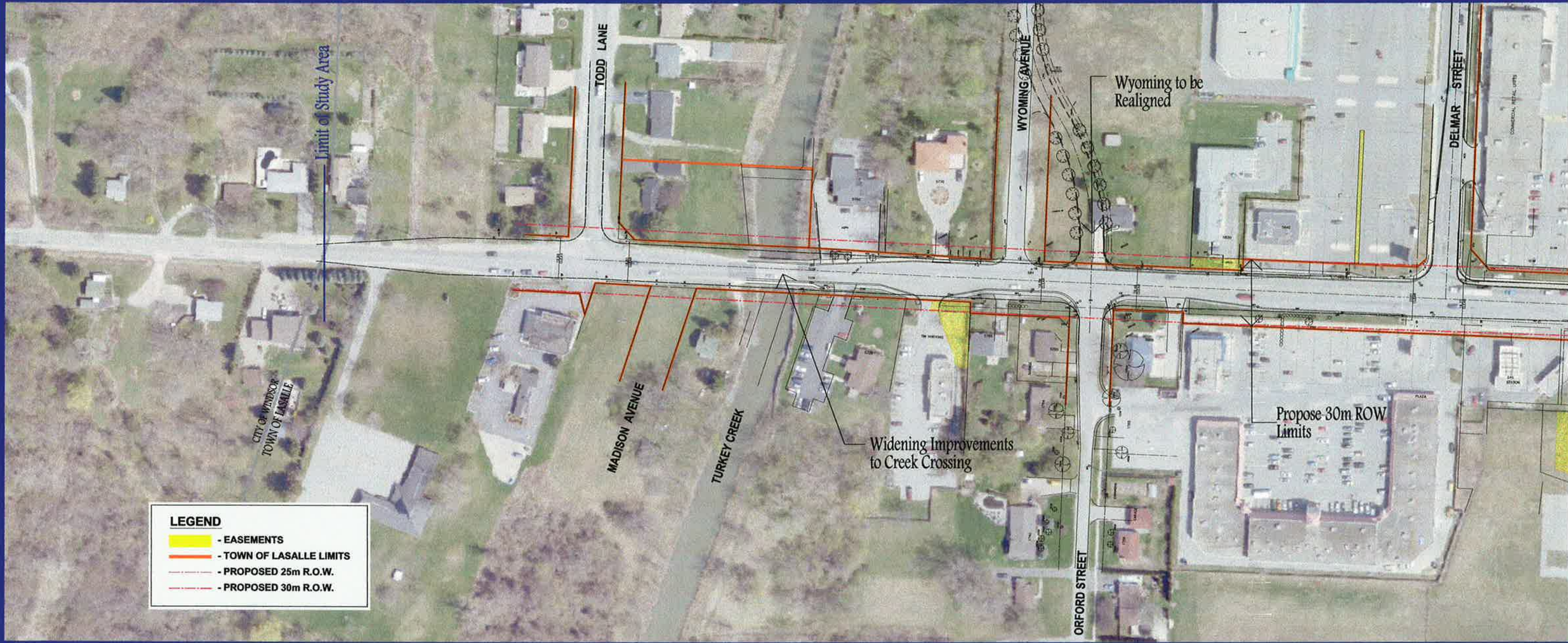
OMIRA STREET

NORMANDY AVENUE

CAHILL DRAIN

GRILLO DRIVE





LEGEND

- EASEMENTS
- TOWN OF LASALLE LIMITS
- PROPOSED 25m R.O.W.
- PROPOSED 30m R.O.W.

CITY OF WINDSOR
TOWN OF LASALLE

Limit of Study Area

TODD LANE

MADISON AVENUE

TURKEY CREEK

WYOMING AVENUE

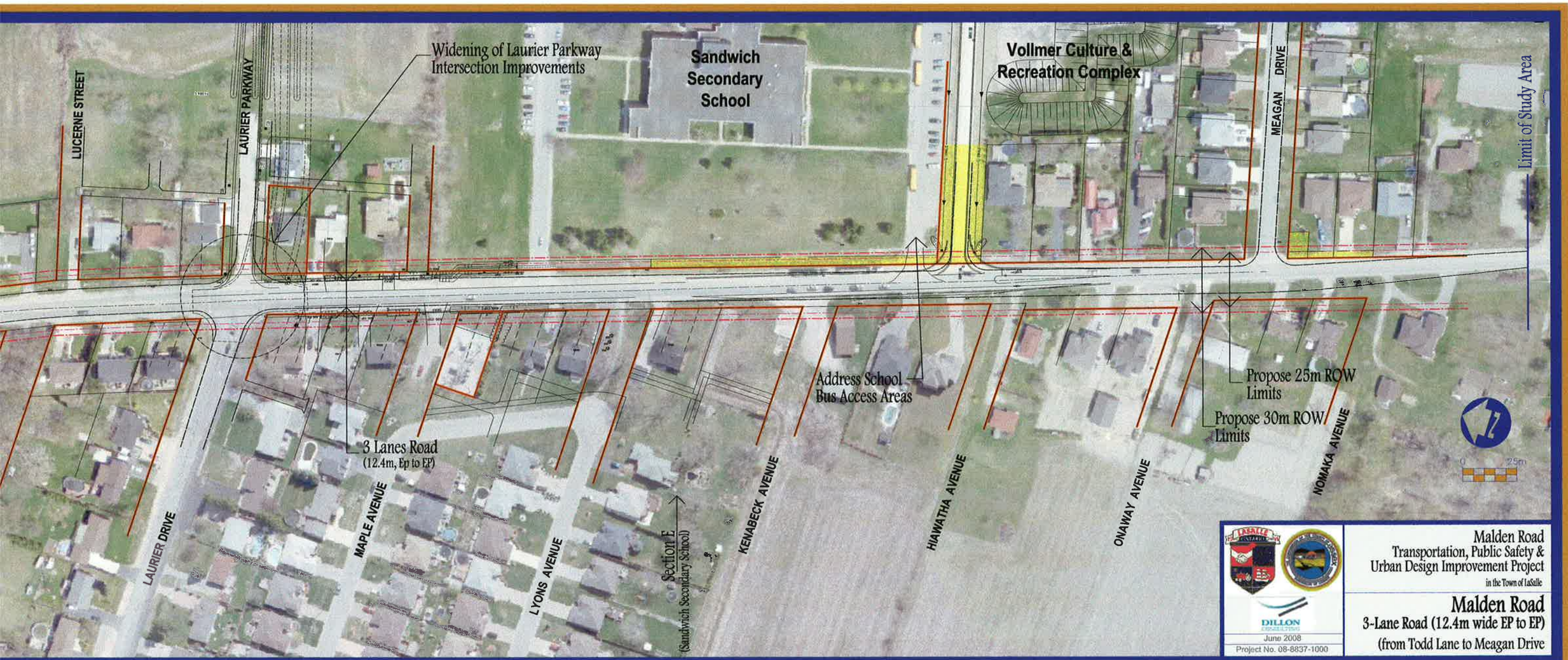
ORFORD STREET

DELMAR STREET

Widening Improvements
to Creek Crossing

Wyoming to be
Realigned

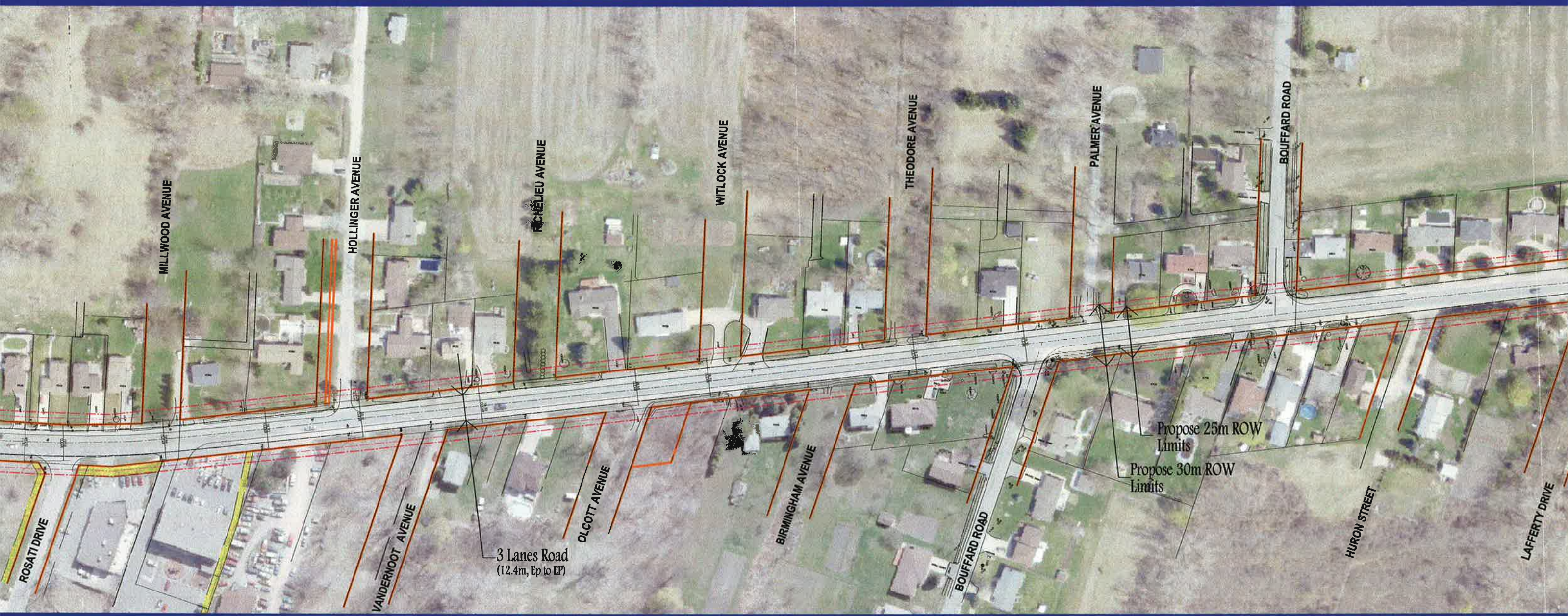
Propose 30m ROW
Limits



Malden Road
 Transportation, Public Safety &
 Urban Design Improvement Project
 in the Town of LaSalle

Malden Road
 3-Lane Road (12.4m wide EP to EP)
 (from Todd Lane to Meagan Drive)

Limit of Study Area



MILLWOOD AVENUE

HOLLINGER AVENUE

RICHIEU AVENUE

WITLOCK AVENUE

THEODORE AVENUE

PALMER AVENUE

BOUFFARD ROAD

ROSATI DRIVE

VANDERFOOT AVENUE

3 Lanes Road
(12.4m, Ep to EP)

OLCOTT AVENUE

BIRMINGHAM AVENUE

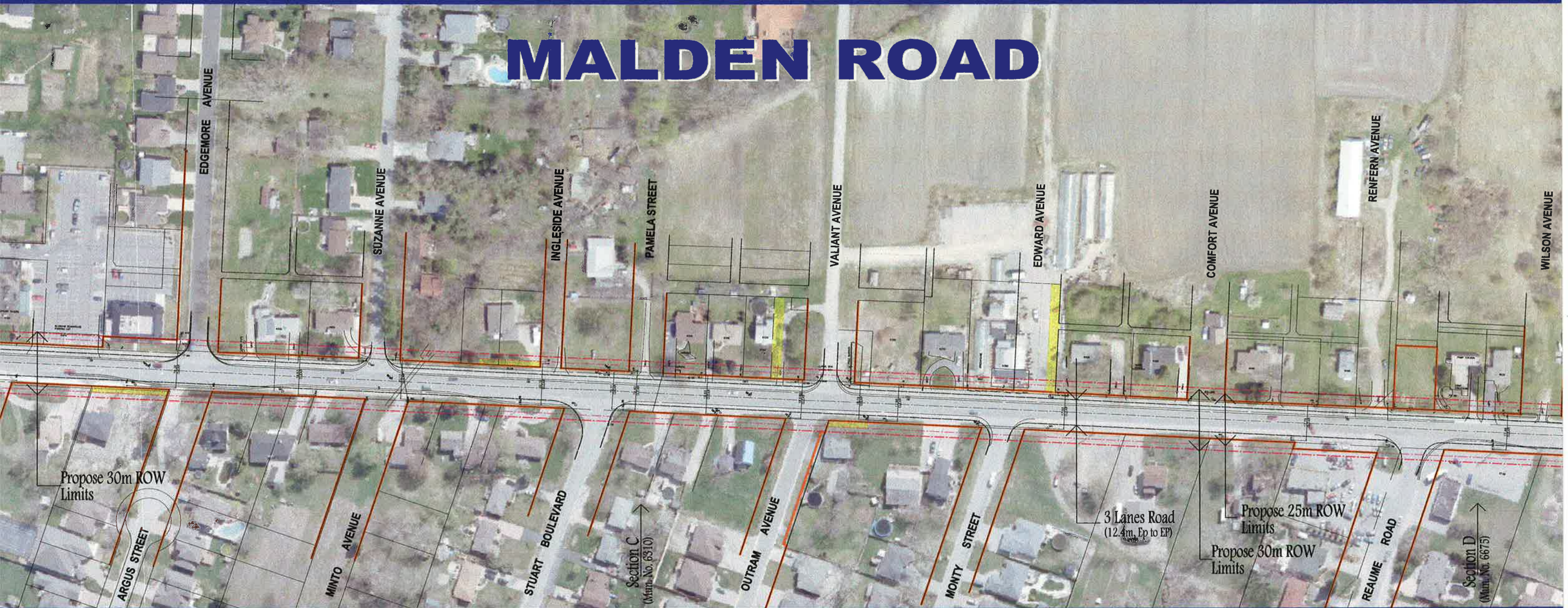
BOUFFARD ROAD

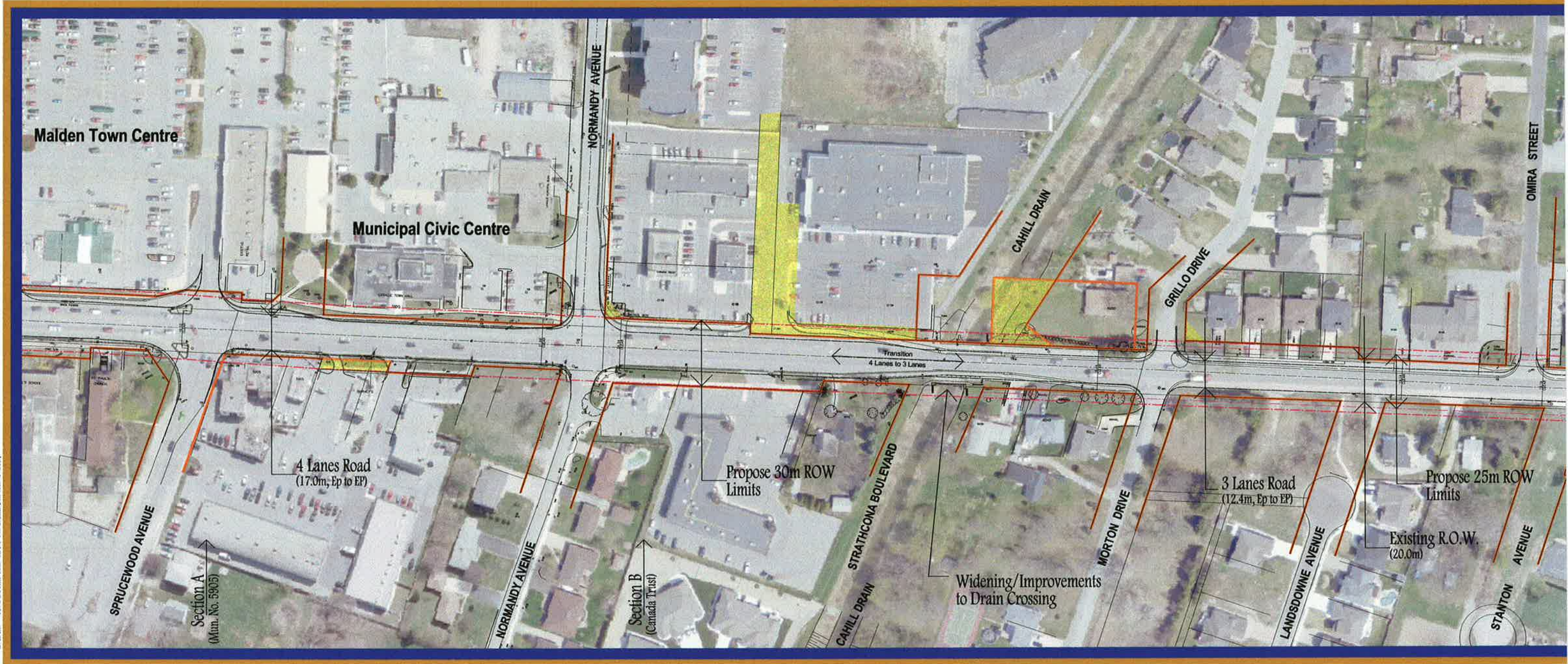
Propose 25m ROW
Limits
Propose 30m ROW
Limits

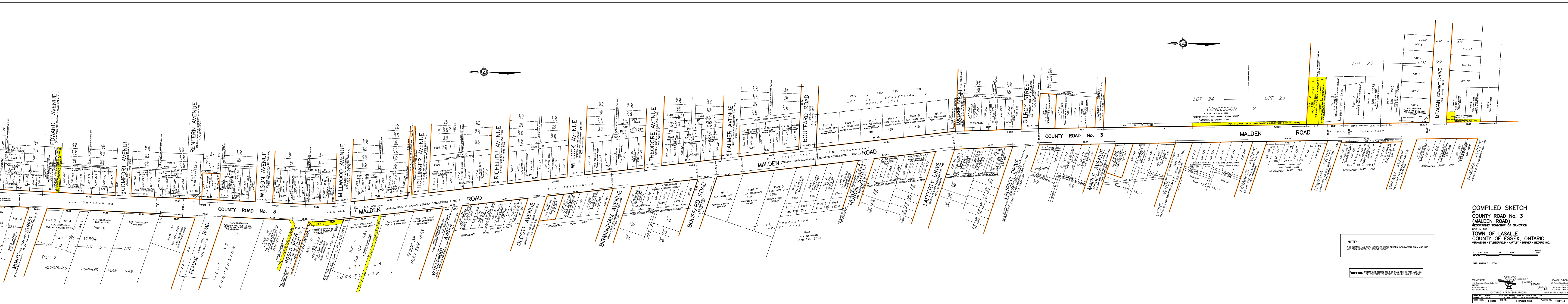
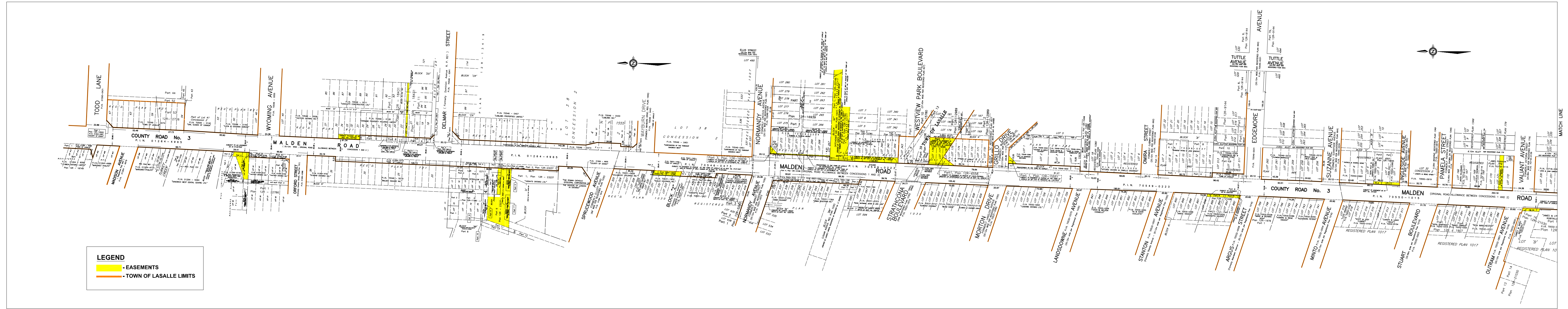
HURON STREET

LAFFERTY DRIVE

MALDEN ROAD









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 4 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 4 lane) – recommended solution in conjunction with traffic signal optimization, cycling and pedestrian facilities, public transit and TDM.



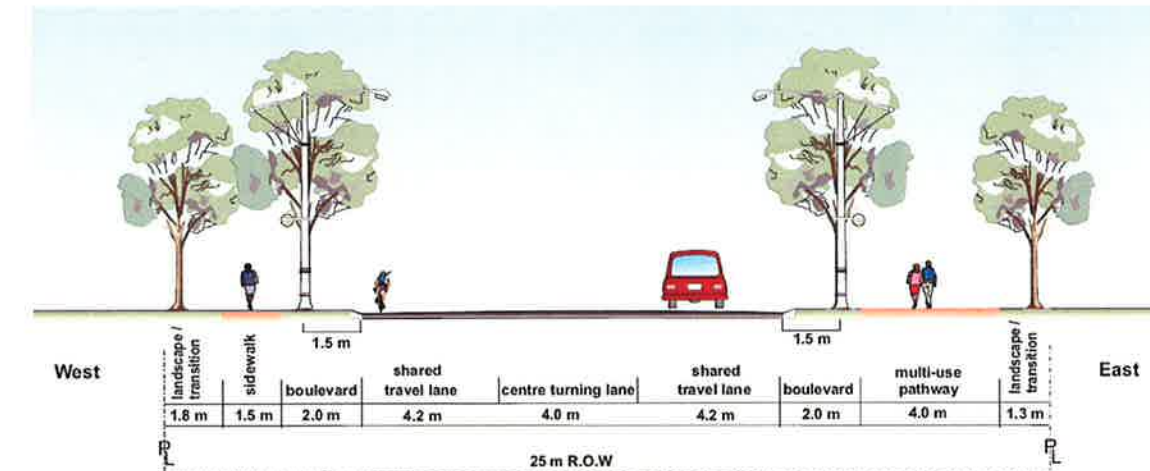
Malden Road Transportation, Public Safety & Urban Design Improvement Project

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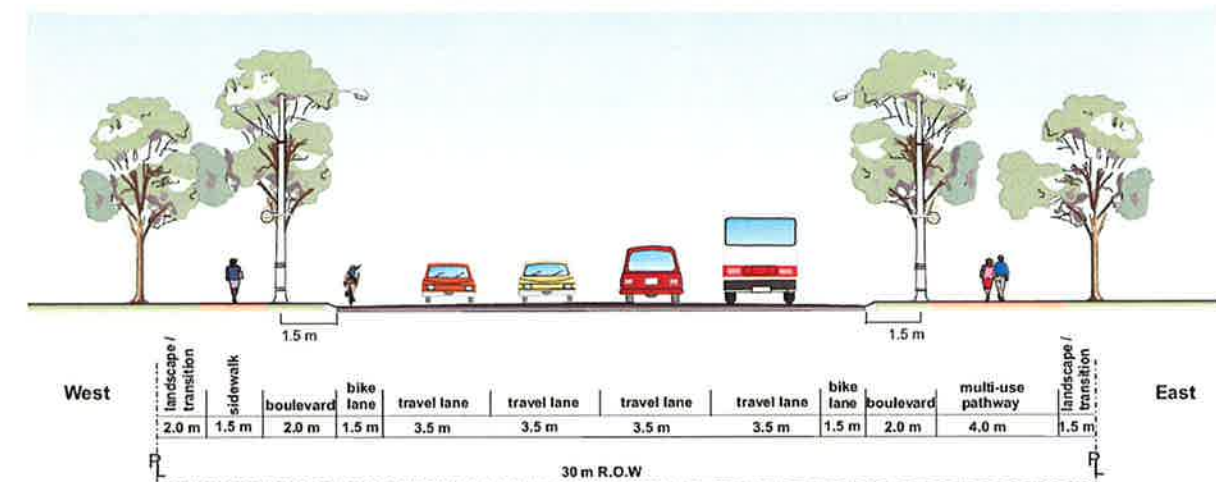
Transportation Strategy Alternatives

Key Considerations:

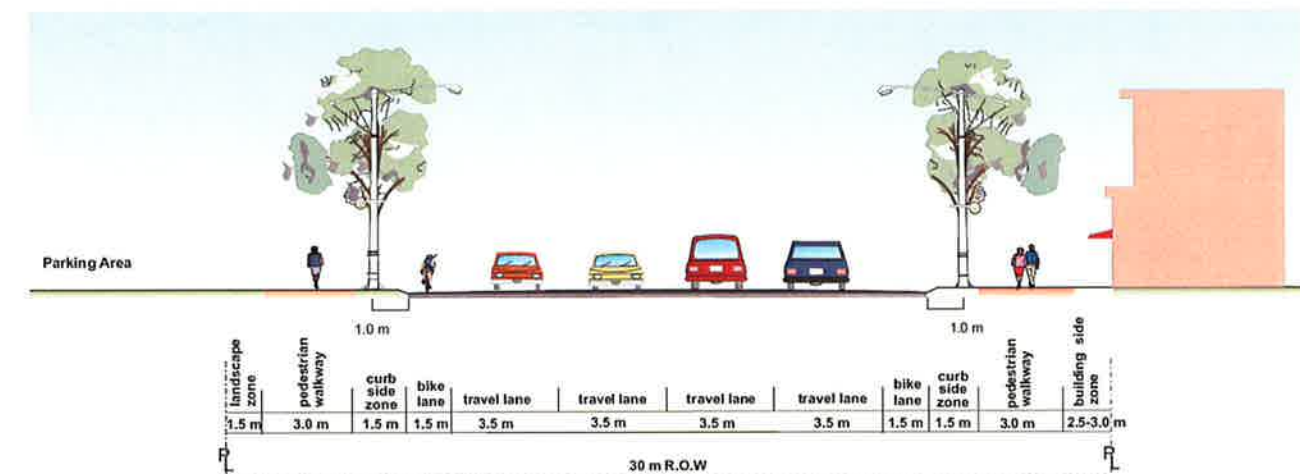
- Integration of sidewalk, multiuse trail and cycling facilities
- Pedestrian and cyclist movement at intersections
- Traffic operations and roadway safety
- Long term capacity requirements
- Access management
- Speed and traffic calming measures



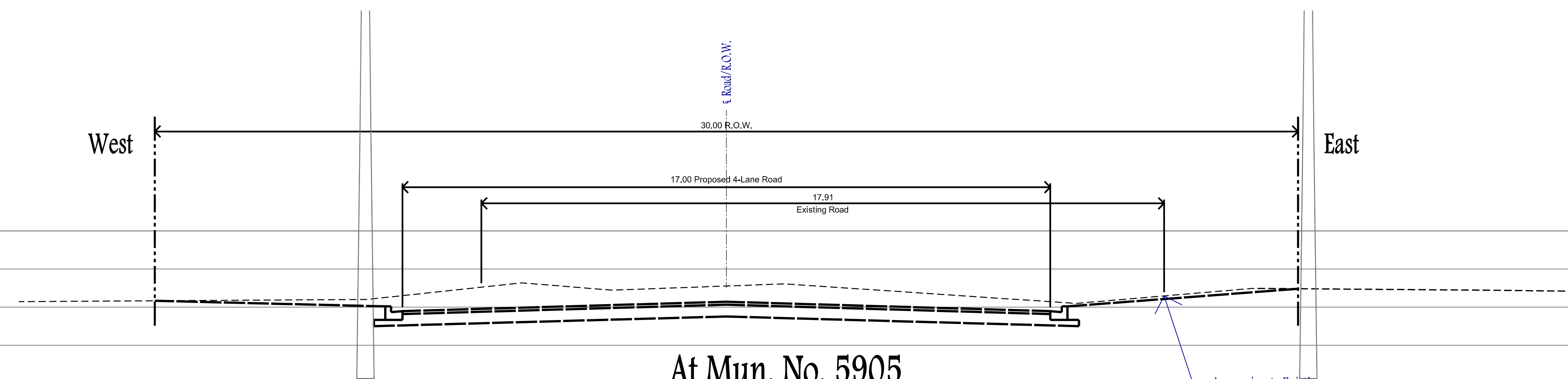
Rural Two Lane With Centre Turn Lane



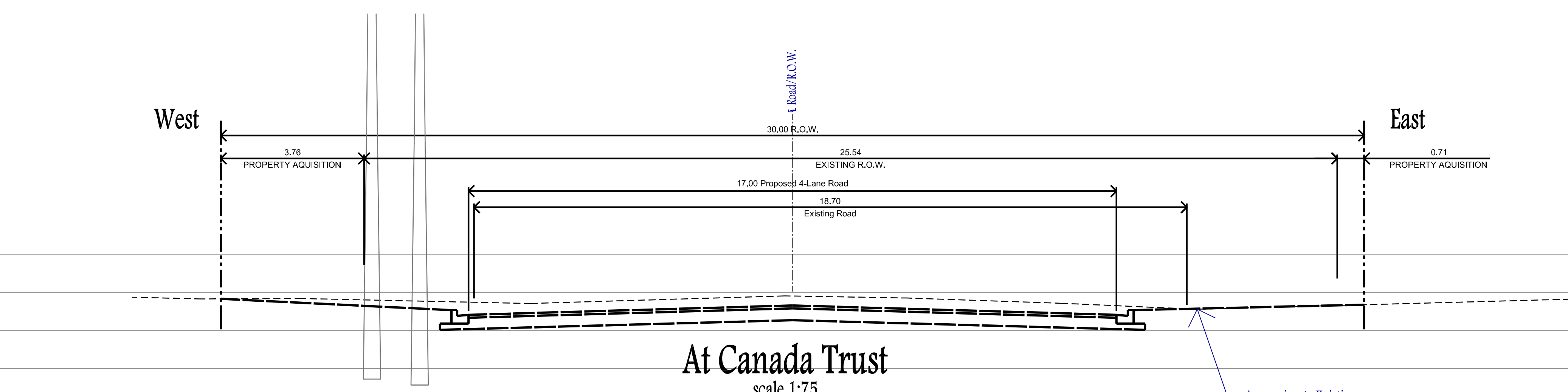
Rural Four Lane



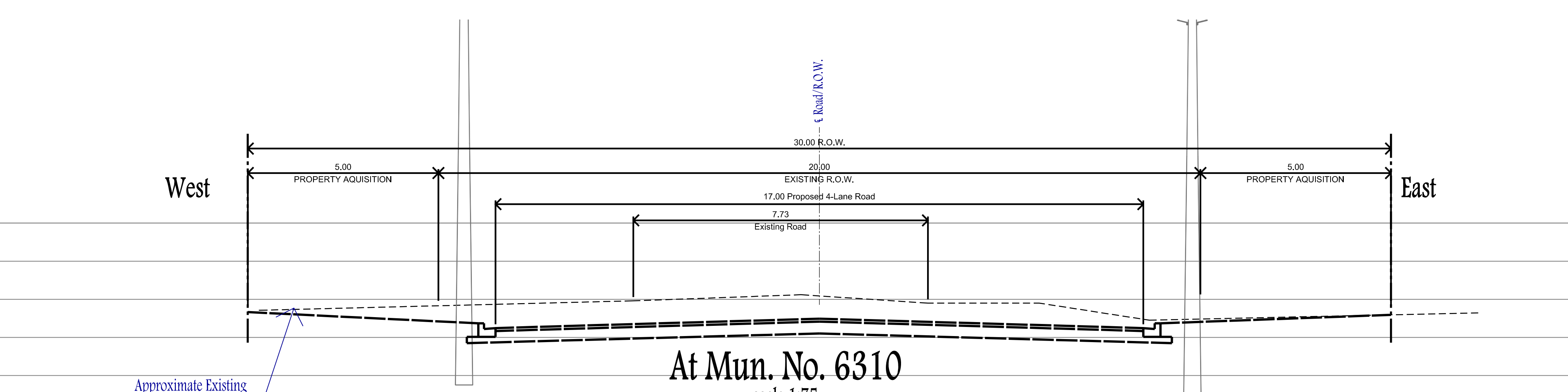
Urban Four Lane



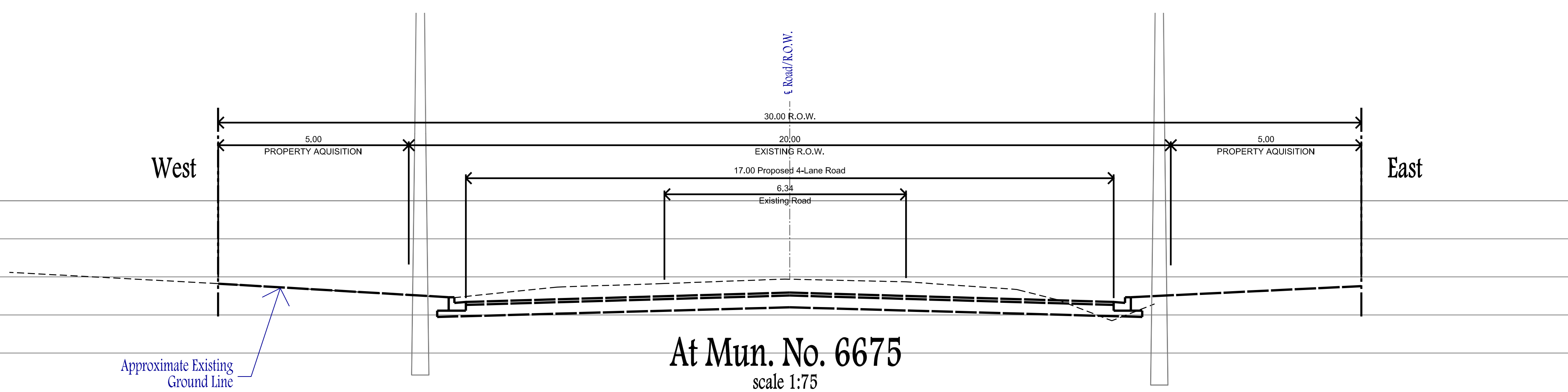
At Mun. No. 5905
scale 1:75
Section A



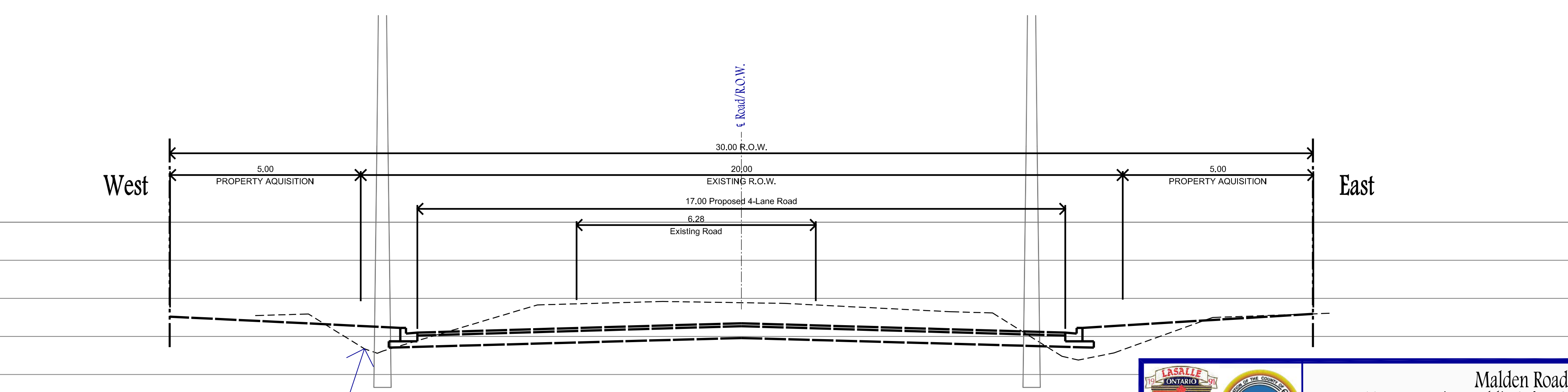
At Canada Trust
scale 1:75
Section B



At Mun. No. 6310
scale 1:75
Section C



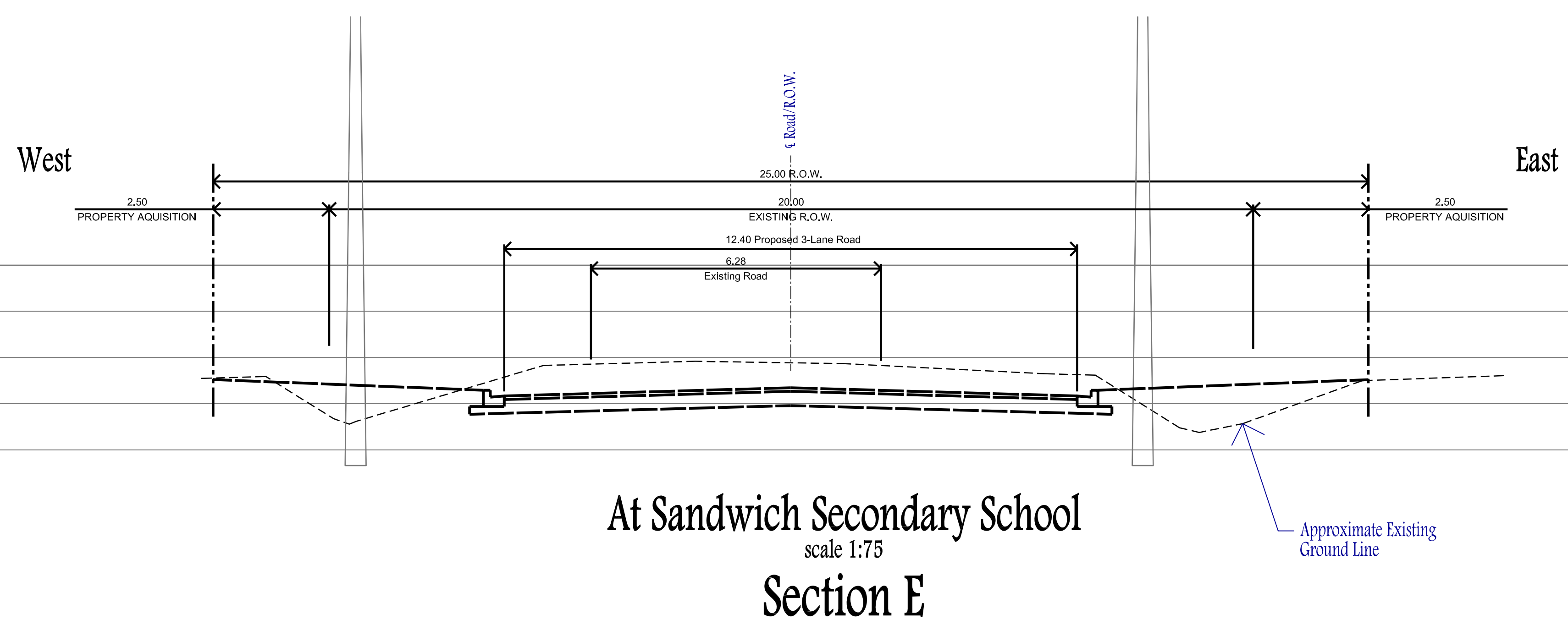
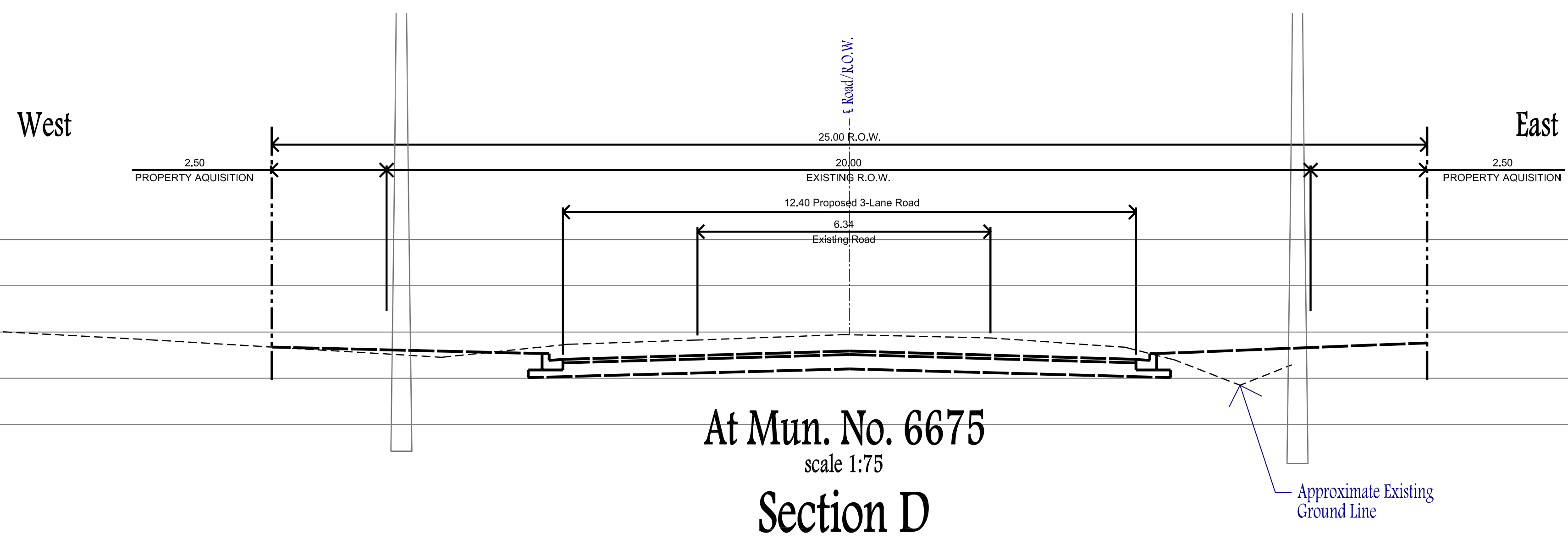
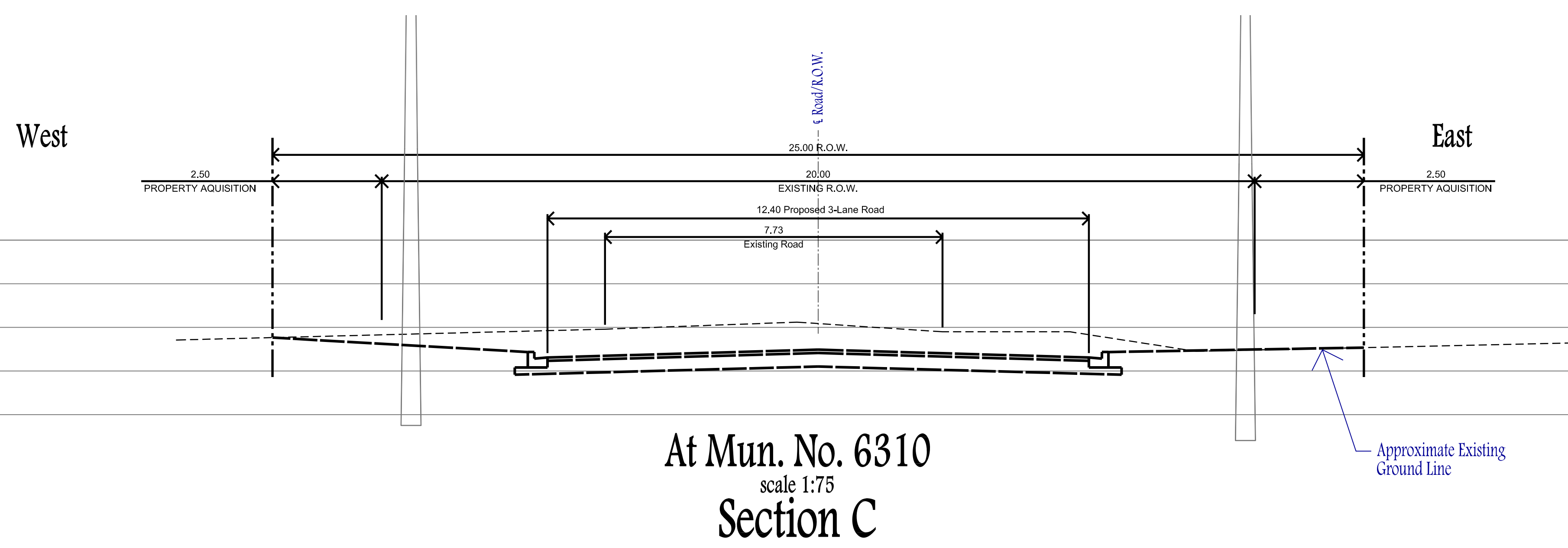
At Mun. No. 6675
scale 1:75
Section D



At Sandwich Secondary School
scale 1:75
Section E



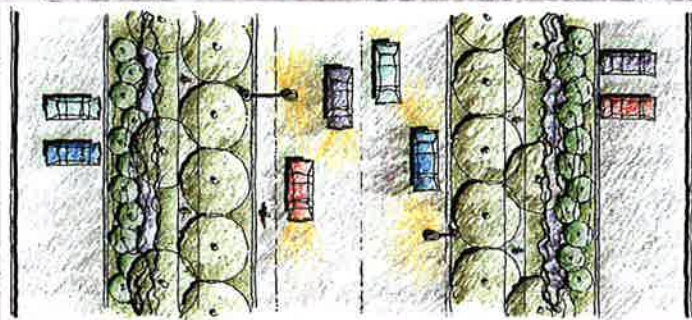
Malden Road
Transportation, Public Safety &
Urban Design Improvement Project
in the Town of Lasalle
Malden Road
4-Lane Road (17.0m wide EP to EP)
Typical Road Cross Sections



Malden Road
Transportation, Public Safety &
Urban Design Improvement Project
in the Town of Uxbridge

Malden Road
3-Lane Road (12.4m wide EP to EP)
Typical Road Cross Sections

DILLON CONSULTING
June 2008
Project No. 08-8837-1000



Malden Road
Transportation, Public Safety & Urban Design
Improvement Project
in the Town of LaSalle

**Malden Road
Representative Photo Collage**

Improvements to Malden Road Alternative Solution Evaluation Matrix TRANSPORTATION AND PUBLIC TRANSIT

Improvements to Malden Road Alternative Solution Evaluation Matrix TRANSPORTATION AND PUBLIC TRANSIT				
	Alternative A	Alternative B	Alternative C	Alternative D
Description	Do Nothing	Three-lane Road	Four-lane Road	Four-lane Road from Todd Lane to Cahill Drain and Three-lane Road south of Cahill Drain
Evaluation Criteria				
Transportation				
Improvements to Vehicular Flow	None	Not adequate in Town Centre area	Acceptable	Will require diversion of traffic to easterly extensions on new roads (Laurier, Reaume)
Improvements to Vehicular Safety	None	Safer driveway access through use of centre lane	Additional capacity provides potential for gaps in oncoming traffic to facilitate access to properties	Safer driveway access through use of centre lane and additional capacity in 4 lanes section provides potential gaps.
Traffic Calming	None	Roundabouts will assist in traffic calming, improve traffic operations at intersections and define improvement area	Roundabouts will assist in traffic calming, improve traffic operations at intersections and define improvement area	Roundabouts will assist in traffic calming, improve traffic operations at intersections and define improvement area
Public Transit	Possible	Possible	Possible	Possible
Physical Environment				
Impact on Terrestrial Environment	None No disturbance of natural terrestrial habitat	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area Source of water, food and nesting sites may be reduced for common suburban wildlife	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area Source of water, food and nesting sites may be reduced for common suburban wildlife	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area Source of water, food and nesting sites may be reduced for common suburban wildlife
Impact on Aquatic Environment	None Mix of open and closed roadside drains (ditches) along Malden corridor No impacts to Turkey Creek and Cahill Drain in study area	Low No fish habitat in roadside drains (ditches) along Malden corridor Impacts to fish habitat in Turkey Creek and Cahill Drain during widening/replacement of bridges	Low No fish habitat in roadside drains (ditches) along Malden corridor Impacts to fish habitat in Turkey Creek and Cahill Drain during widening/replacement of bridges	Low No fish habitat in roadside drains (ditches) along Malden corridor Impacts to fish habitat in Turkey Creek and Cahill Drain during widening/replacement of bridges
Improvements to Drainage Network	None Mix of open and closed roadside drains (ditches) along Malden corridor	High All roadside drains (ditches) along Malden corridor to be enclosed	High All roadside drains (ditches) along Malden corridor to be enclosed	High All roadside drains (ditches) along Malden corridor to be enclosed
Social Environment				
Property Acquisition	No property to be acquired	Medium Property acquisition required to accommodate increased right-of-way width No buildings will be impacted	High Wider property acquisitions required to accommodate increased right-of-way width No buildings will be impacted	Medium Property acquisition required to accommodate increased right-of-way width No buildings will be impacted
Impacts to Mail Delivery	No changes to mail delivery	Low No changes anticipated for mail delivery	Low No changes anticipated for mail delivery	Low No changes anticipated for mail delivery
Impacts to Land Use	No changes to existing land uses	Medium Temporary disruption to existing land uses during construction	Medium Temporary disruption to existing land uses during construction	Medium Temporary disruption to land uses during construction
Economic Environment				
Disruption to Existing Businesses	No disruption	Medium Temporary During Construction	Medium Temporary During Construction	Medium Temporary During Construction
Cultural Resources				
Effect on Cultural Resources	Low No known cultural resources will be affected	Low No known cultural resources will be affected	Low No known cultural resources will be affected	Low No known cultural resources will be affected
Utilities				
Relocation of Existing Utilities	No relocation of utilities to take place	Moderate Some utility pole relocation required	High Significant utility pole relocation required	Moderate Some utility pole relocation required
Cost				
Capital Cost	None	High	Highest	Higher
Operational and Maintenance Cost	High Existing deteriorating conditions warrant high maintenance costs	Medium	Medium	Medium
Degree in which alternatives address Problem and Opportunity Statement	Does not address problem	Capacity issues in Town Centre	Fully addresses capacity issues	Requires traffic diversion to east-west collector to fully address future traffic demands
RECOMMENDED SOLUTION				This alternative provides a balance between the needs of vehicles, cyclists, pedestrians and urban design features



Improvements to Malden Road Alternative Solution Evaluation Matrix **PEDESTRIAN FACILITIES**

Improvements to Malden Road Alternative Solution Evaluation Matrix PEDESTRIAN FACILITIES			
	Alternative I	Alternative J	Alternative K
Description			
Evaluation Criteria	Do Nothing	Sidewalks	Multi-use Trail
Physical Environment			
Location	Sidewalk is in urban area, multi-use trail for part of corridor	Can install on one or both sides of right-of-way	Can install on both sides of right-of-way
Pedestrian Connectivity	Not continuous	Continuous	Continuous
Improvements to Pedestrian Safety	Less safe	Safest	Moderately safe – potential conflicts with cyclists
Impact on Physical Environment	No change	Disruption of landscape area and driveways	Disruption of landscape area and driveways
Social Environment			
Property Acquisition	None	Some	Some
Impacts to Land Use	None	Sidewalks fronting properties on west side will impact these properties as well as east side properties at south end of corridor	Impact to west side properties (currently not present) Less impact on east side (currently present in some locations)
Economic Environment			
Disruption to Existing Businesses	None	Disruption during construction	Disruption during construction
Utilities			
Relocation of Existing Utilities	None	Yes Some utility pole relocations required	Yes Some utility pole relocations required
Cost			
Capital Cost	None	Moderate	Moderate
Operational and Maintenance Cost	Moderate	Moderate	Moderate
Degree in Which Alternative Addresses Problem and Opportunity Statement	Does not address problem	Addresses problem	Addresses problem
RECOMMENDED SOLUTION		Sidewalk on both sides in Town Centre. Sidewalk on west side, south of Town Centre	Multi-use trail on east side, from Cahill Drain southerly

Improvements to Malden Road Alternative Solution Evaluation Matrix URBAN DESIGN

Improvements to Malden Road Alternative Solution Evaluation Matrix URBAN DESIGN				
Description	Alternative L	Alternative M	Alternative N	Alternative O
Evaluation Criteria	Do Nothing	Town Centre	Transition	Residential
Physical Environment				
Improvements to Streetscaping / Urban Aesthetics	Few streetscaping features	Possible with highest potential	Possible Limited right-of-way	Possible Limited right-of-way
Social Environment				
Property Acquisition	None	Isolated areas needed to make uniform 30m right-of-way	Not possible without some property acquisition along most of corridor	Not possible without some property acquisition along most of corridor
Impacts to Land Use	None	Enhance corridor appearance Softer impact of road improvements	Enhance corridor appearance Softer impact of road improvements	Enhance corridor appearance Softer impact of road improvements
Utilities				
Relocation of Existing Utilities	None	Relocation or removal of some or all utility poles Will improve effectiveness of urban design	Relocation of some or all utility poles Will improve effectiveness of urban design	Relocation of some or all utility poles Will improve effectiveness of urban design
Cost				
Capital Cost	None	High if significant utility pole relocation	High if significant utility pole relocation	High if significant utility pole relocation
Operational and Maintenance Cost	None	Relocation or removal of some or all of the utility poles will improve effectiveness of urban design features	Relocation of some or all of the utility poles will improve effectiveness of urban design features	Relocation of some or all of the utility poles will improve effectiveness of urban design features
Degree in Which Alternative Addresses Problem and Opportunity Statement	Does not address problem and opportunity statement	Addresses Problem and Opportunity Statement	Addresses Problem and Opportunity Statement	Addresses Problem and Opportunity Statement
RECOMMENDED SOLUTION		Implement urban design features for full length of corridor	Implement urban design features for full length of corridor	Implement urban design features for full length of corridor

Improvements to Malden Road Recommended Solution SUMMARY

The Recommended Solution includes the following:

- 4 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
- Sidewalks on both sides of road in Town Centre
- Sidewalk on west side of road, south of Town Centre
- Multi-use Trail on east side, south of Town Centre
- Urban design features along entire corridor
- Enclosed drainage system (storm sewers)

The following design features are subject to further study:

- The extent of property acquisition
- The use of roundabouts to improve safety and to enhance urban design features
- The extent of utility pole relocations
- The use of other traffic calming techniques
- Improvements to traffic signal design and operations

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
July, 11, 2008.

Thank You for Attending this Presentation.


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