
APPENDIX G

**ISSUES & DESIGN WORKSHOP
MEETING MINUTES**

**MALDEN ROAD IMPROVEMENTS
TRANSPORTATION, PUBLIC SAFETY & URBAN DESIGN**

**ISSUES & DESIGN WORKSHOP
SUMMARY**

PROJECT NO.: 08-8837-1000

DATE: May 7, 2008

LOCATION: Vollmer Culture & Recreation Complex

PRESENT: Stakeholders

| | | |
|----------------------|---|----------------------------|
| Mr. Larry Silani | - | Town of LaSalle |
| Mr. Jerry Barycki | - | Town of LaSalle |
| Mr. Richard Fazecash | - | County of Essex |
| Mr. Jaime Garcia | - | County of Essex |
| Mr. Victor Ford | - | Victor Ford and Associates |
| Ms. Eha Naylor | - | ENVision |
| Mr. Vic Hebert | - | Dillon Consulting Limited |
| Mr. Edward Soldo | - | Dillon Consulting Limited |
| Ms. Nicole Caza | - | Dillon Consulting Limited |

ITEM

1. Introductions

The Steering Committee was introduced to the Stakeholder's Group.

2. Formal Presentation

A formal presentation by the Steering Committee was provided on the following topics:

- Background – How Did We Get Here? (presented by Larry Silani)
- Transportation Strategy (presented by Edward Soldo)
- Cycling and Pedestrian Strategy (presented by Victor Ford)
- Urban Design Strategy (presented by Eha Naylor)
- Wrap-up (by Vic Hebert)

ITEM

3. Roundtable Discussions (attendance broken into three groups)

General recap of discussions:

a) **Transportation**

- Capacity issues are a concern, considerable delay in peak hours and synchronization of signals should be a high priority.
- General concern with walk times, insufficient time available for seniors, children, persons with disabilities.
- Concerned with interaction between pedestrians/cyclists and vehicles at intersections, in particular trucks that are turning. Need to make motorists aware of vulnerable users.
- Improve signal timing and synchronization (peak hour and evening hours – install loop detection on side streets to reduce delay on north south traffic after hours)
- Issue with driveway access, inability to turn out of driveways at peak hours due to lack of gaps and safety issue when backing out of driveway.
- Desire for transit service to be extended through entire corridor.
- Importance of access to the high school. Traffic operations at the entrance points is of concern due to considerable stacking of buses which leads to considerable delays on Malden Road. Reorientation of access points should be considered or potentially move the access onto east west roadway.
- Vollmer Centre and high school are large generators of traffic, consideration for widening and additional turn lanes should be considered through this area.
- Adequate cycling facilities within corridor required – concern with existing safety issues
- One group had strong feelings against providing on-street parking in urban areas. Parking is a potential hazard due to sight line issues and pedestrians crossing from in between vehicles.
- Pedestrian signals should include a countdown timer, and they should be audible as well
- Issues with existing rumble strips as they are ineffective (do not provide adequate safety barrier) and noisy for local residents
- Require improved access to businesses along corridor
- Clear signage is required at roadways
- Ensure that future road improvements in the area are taken into consideration in this study (ie. future extension of Laurier Drive). How are unopened ROWs going to be considered? Ensure proper spacing of new intersections. Look at potentially closing some of the minor roadways and consolidating the traffic onto key roadways.
- Ensure that future improvements are continuous through out corridors and that there are proper transitions between cross sections.
- Potential for islands at large intersections to provide pedestrian refuge.
- Traffic circle/modern roundabout are environmental friendly as they reduce idling and reduce delay at intersections.

ITEM

b) **Cycling and Pedestrians**

- Issues and conflicts between vehicles and pedestrians and cyclists at the Morton/Malden intersection
- Many commented that barrier curbs preferred (versus mountable or “rolled”). The current rolled curbs create confusion.
- Concerns with zoning. The zoning or clear definition of where users should be is important.
- Education of users required / very necessary for both on road and off road users
- Varying opinions with regards to on-road cycling, but all agreed that cyclists are legally able to utilize the roads
- Strong desire to build on existing multi-use trails, through additional connections to make them more continuous within the community, and through the construction of additional multi-use trails
- Desire to have multi-use trails connected to other neighbouring communities
- Desire to have an off-road connection from the Malden Town Centre to the Vollmer Complex
- Cycling traffic has increased in Town, particularly on the multi-use off road trails.
- Possibility of constructing trail crossing at Morton and Malden under the Creek was raised
- Not in favour of “raised walkways” or bridges for pedestrians or cyclists over Malden Road since they will not be used
- Intelligent traffic lights that sense traffic should be added
- Some communities require bells on bikes that may be a good idea in La Salle because it would allow faster moving cyclists to warn other users that they will be overtaking them
- Two way multi-use trails with a marked centre line are preferred
- Enclosure of open ditches would be beneficial
- Separation required between pedestrians and road, wide green buffer required between road and trails for safety
- Walkways and / or pathways should be installed on both sides of Malden Road and at least a sidewalk on one side of minor streets
- It was suggested that there could be “Branding” or a strong signage system or “look” developed for the trails
- Add community events boards to locations along Malden Road or the trails
- Look at all users (cyclists, pedestrians, in-line skaters, persons with disabilities, seniors, persons with strollers, etc.)
- Trail between Laurier and Reaume is too narrow and therefore is dangerous
- Construct an island/median (refuge) at the Normandy intersection for pedestrian crossing
- Add a countdown signal at Laurier and Front
- Introduce the Vollmer Culture and Recreation Complex by adding signage at Malden Road
- People in La Salle like the small community feel

ITEM

b) **Cycling and Pedestrians (continued)**

- Watch costs and tax implications. People do not want to pay big money for improvements.
- Trails are very popular, make them more continuous and connected
- Connect cycling and pedestrian facilities to other communities
- A section of curbing is a problem at Malden Road near the entrance to the Vollmer Complex (people drive over the curb)
- Parking should not be allowed on Malden Road
- Do have dedicated bike lanes on Malden Road
- Ensure posts on trails are far enough apart to allow wide wheel chairs through
- What are cyclists instructed to stop at intersections while cars are not required to do so along Malden Road?
- Add more off road trails
- The question was asked “Have the number of pedestrians and cyclists increased in La Salle with the new facilities?” The response was yes the number of users has increased.
- There should be more off road trail facilities added for children

c) **Urban Design**

- Concern that Malden Road will turn into a “Dougall Avenue”
- Residents want pedestrian and cycling amenities, not just a traffic conduit
- Concern that it is becoming increasingly difficult to pull onto Malden Road from private driveways
- Residents need safe driveway ingress and egress
- Concerns regarding the additional traffic (all kinds) as a result of the Vollmer Complex and the potential conflicts that could arise from students walking and cycling to the high school.
- Prefer to see cycling off the road rather than integrated with vehicular traffic
- Need to understand the width of the road right-of-way and what is possible within the existing limits
- Concern that the existing road right-of-way is not wide enough to provide the facilities for all users and acquisition will be expensive and controversial
- The road corridor should be well lit to improve safety for all users
- The aesthetics of the streetscape should be part of the improvements
- Concern with the impact of property acquisition in order to achieve all the amenities that have been identified
- Costs are a concern, must weigh costs versus benefits
- It would be ideal to have an efficient, safe, road with sidewalks on both sides, off road cycling and beautification (ie. shade; parking; greenspace)
- The streetscaping should connect to the library and other public buildings and enable the introduction of small park spaces adjoining buildings such as the library and Town Hall.
- Shade on the street is a very desirable characteristic
- Preserve existing trees

ITEM

c) **Urban Design (continued)**

- There is a need to improve the overall street network by opening cross streets such as Laurier.
- The road design must have 'barrier' curbs to improve the safety of pedestrians and cyclists on the boulevard
- There needs to be consistency in the treatment of the road corridor along the whole length (street trees, sidewalks, lighting)
- Eliminate the barriers to pedestrians and introduce small public green spaces along the corridor
- The streetscape and urban design treatments should respond to the unique environments along the corridor
- The improved Malden Road should give the Town of LaSalle an 'identity'
- Through urban design changes, the character of the commercial area should reflect a 'smaller rural town' that is attractive and interesting to visitors
- Ensure that 'urban braille' features are designed into the pavements
- Consider medians in the town centre and at the gateway locations
- Ensure that there are places to rest and places of refuge from traffic for seniors

4. Group Discussion

After the roundtable discussion, a general discussion was held with the entire stakeholder's group. The following is a recap of the items discussed:

- Wrap up by the Steering Committee
 - The Committee appreciated everyone's comments and feedback, and the passion of the stakeholder's group was evident
 - This is just the beginning of the process
 - Some conflicting views and opinions were presented from the stakeholder's group, and therefore not all issues will be addressed to everyone's satisfaction
 - The Study Team will prepare an Evaluation Matrix in order to evaluate all options and choose the preferred solution
 - Costs/budget of the various alternatives will be weighed against the benefits
 - General consensus by the stakeholder's group for continual involvement throughout the study
- What other elements and future road connections will be taken into account (ie. Laurier extension, DRIC study, etc)?
 - Although the extension of Laurier, etc, are not a central part of this study, they will be taken into account when we look at the future traffic forecast for this corridor
- Are there plans to change the zoning/land-use along the corridor as part of this study, and can the commercial areas, etc, south of the Cahill be "cleaned up"?
 - This study will take into account the zoning/land-uses already identified in the approved Official Plan for the Town, but will not look at making any modifications to it
 - The Official Plan is updated every 5 years, and will be looked at again in 2009

ITEM

4. Group Discussion (continued)

- Will access from the sidestreets and from the currently unopened road allowances be addressed as part of this Study?
 - The team will review this and make recommendations on access to Malden Road, including the unopened road allowances
 - These recommendations will be taken into account when forecasting the traffic volumes along this corridor
- Will the open drains be enclosed?
 - The enclosure of the open drains will be investigated as part of this study.
 - If a full urban cross section is the preferred alternative, then the drains will need to be enclosed.
- What are the next steps?
 - All attendees at this workshop will receive a summary of the discussion
 - Comments received will be consolidated and potential alternatives will be identified
 - Alternatives will be presented at the first Public Information Centre (PIC), which is scheduled for June 25, 2008
 - The alternatives will be evaluated with an Evaluation Matrix and a Preferred Alternative will be selected
 - Preferred alternative will be presented at the second PIC, which will most likely be scheduled for September or October 2008.
 - Based on feedback from the second PIC, an Environmental Study Report (ESR) will be prepared and presented to Council
 - The ESR will be filed for public and agency review

ERRORS AND/OR OMISSIONS

These minutes were prepared by Nicole M. Caza, P. Eng., who should be notified immediately of any errors and/or omissions, at (519) 948-5000 ext. 2246.

DISTRIBUTION

All Present

| | | |
|-------------------------|---|---------------------------|
| Mr. Bob Hayes | - | Town of LaSalle |
| Mr. Tom Bateman | - | County of Essex |
| Ms. Lori Mitri Chadwick | - | Dillon Consulting Limited |

**DILLON CONSULTING LIMITED
WINDSOR, ONTARIO**

APPENDIX H

**NOTICE OF PUBLIC INFORMATION
CENTRE #1 & #2**

**TOWN OF LASALLE
NOTICE OF PUBLIC INFORMATION CENTRE #1**

**MALDEN ROAD
Transportation, Public Safety, & Urban Design Improvement Project**

The Town of LaSalle and the County of Essex have initiated a Transportation, Public Safety, and Urban Design Improvement Project for the Malden Road corridor from Todd Lane to Meagan Drive. The study will seek to enhance the function of Malden Road for vehicles, cyclists and pedestrians. Several types of enhancements will be analyzed, including on-street bicycle lanes, multi-use pathways, streetscaping, public safety components, urban design features, and traffic calming measures such as roundabouts. Dillon Consulting Limited has been retained to assist the Town and the County in this undertaking.

This study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (October 2000, as amended 2007), which is a public process for municipal infrastructure projects under the *Environmental Assessment Act*. The project is being planned as a Schedule 'C' and will include assessing alternatives to road improvements, identification and evaluation of alternative solutions and design concepts, and completion and filing of an Environmental Study Report.

A key component of the study is consultation with interested stakeholders including the public, interest groups and regulatory agencies through two Public Information Centres. The Town is now proceeding with **Public Information Centre #1** to present project findings to the public, stakeholders, and interested agencies for review and comment. Background information on the study will be provided, allowing review of the alternative solutions and discussion of their potential impacts.

The drop-in style **Public Information Centre** is scheduled for:

Wednesday, June 25, 2008
from 3:00pm to 7:00pm
at Vollmer Culture & Recreation Centre
2121 Laurier Parkway
in the Town of LaSalle

A second Public Information Centre, which will also be publicly advertised, is planned for late summer 2008, and will include further details on the design concept(s).

If you require additional information related to the study or wish to be added to the study mailing list, please contact either of the following:

Mr. L. Silani, MCIP, RPP, Director of Planning
Town of LaSalle
5950 Malden Road
LaSalle, ON N9H 1S4
Ph: (519) 969-7770 ext. 288
Fax: (519) 969-4469
lsilani@town.lasalle.on.ca

Mr. V. J. Hebert, P. Eng., Project Manager
or Ms. L. M. Chadwick, Planner
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Ph: (519) 948-5000
Fax: (519) 948-5054
vhebert@dillon.ca or lchadwick@dillon.ca



**TOWN OF LASALLE
NOTICE OF PUBLIC INFORMATION CENTRE #2**

**MALDEN ROAD
Transportation, Public Safety, & Urban Design Improvement Project**

The Town of LaSalle and the County of Essex have initiated a Transportation, Public Safety, and Urban Design Improvement Project for the Malden Road corridor from Todd Lane to Meagan Drive. The study will seek to enhance the function of Malden Road for vehicles, cyclists and pedestrians. Several types of enhancements will be analyzed, including on-street bicycle lanes, multi-use pathways, streetscaping, public safety components, urban design features, and traffic calming measures such as roundabouts. Dillon Consulting Limited has been retained to assist the Town and the County in this undertaking.

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On June 25, 2008, the Town held the first of two Public Information Centres (PIC), allowing review of the alternative solutions and discussion of their impacts. The technical and impact analysis, as well as input from the public, concluded that the preferred solution in the Town Centre (Todd Lane to Cahill Drain) is a 5 lane cross section with a left turn centre lane at intersections and a raised landscaped median elsewhere including cycling lanes/wider curb lanes, sidewalks and urban design features on both sides of the road, and a turning circle at Todd Lane. The preferred solution south of the Cahill Drain to Meagan Drive is a 3 lane cross section with a continuous left turn centre lane, including a sidewalk on the west side of the road and a multi-use trail on the east side of the road, urban design features along entire corridor, and an enclosed drainage system.

At this stage, the Town is now proceeding with **Public Information Centre #2** to present the alternative design concepts, which includes further details regarding road design, drainage, pedestrian and cycling connectivity, streetscaping and urban design features, traffic calming measures and lighting.



The drop-in style **Public Information Centre** is scheduled for:

Thursday, October 30, 2008
from 3:00pm to 7:00pm
at Vollmer Culture & Recreation Centre
2121 Laurier Parkway
in the Town of LaSalle

Subsequent to public and agency input received at the drop-in session, an Environmental Study Report (ESR) will be placed on the public record. A notice of completion will be advertised indicating when and where the ESR will be available for review and comment.

For further information on this project, to be added to the study mailing list, or to provide comments, please contact either of the following:

Mr. L. Silani, MCIP, RPP, Director of Planning
Town of LaSalle
5950 Malden Road
LaSalle, ON N9H 1S4
Ph: (519) 969-7770 ext. 288
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Mr. V. J. Hebert, P. Eng., Project Manager
or Ms. Kim Horvath
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3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Ph: (519) 948-5000
Fax: (519) 948-5054
vhebert@dillon.ca or khorvath@dillon.ca



APPENDIX I

PIC #1 PRESENTATION MATERIAL

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:

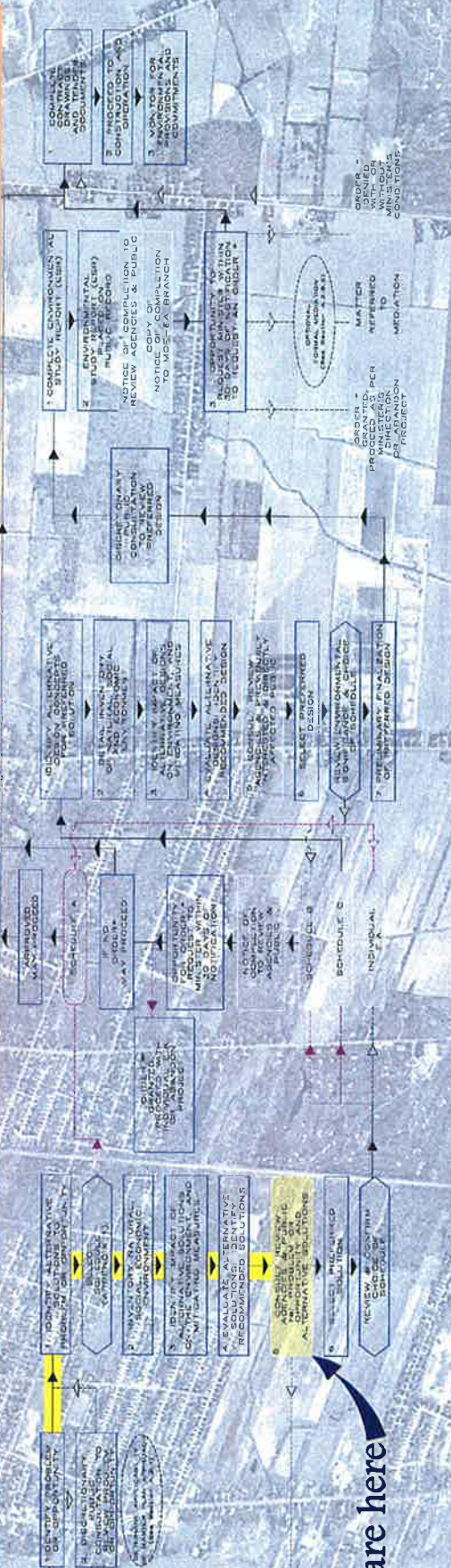
- Consultation with affected parties;
- Consideration of a reasonable range of alternatives;
- Consideration of the effects on all aspects of the environment (i.e. Natural, social/cultural, technical, economic);
- Systematic evaluation of the alternatives to determine their net environmental effects;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

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Where are we in the Environmental Assessment Process?

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



We are here



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.


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

**Malden Road
 Study Area / Location Plan**

Project No. 08-048-07-010

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.

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



**Issues & Design Workshop
Summary of Questionnaire**

Overall - 23 individuals responded to the Questionnaire. The following is a breakdown of the responses, not including those that left sections blank.

TRANSPORTATION

| | Important | Neutral | Not Important |
|----------------------------------------------------|-----------|---------|---------------|
| o Traffic Congestion | 18 | 4 | 0 |
| o Difficulty Turning from Side Streets | 19 | 1 | 0 |
| o Signal Coordination | 16 | 5 | 0 |
| o Lack of Transit Service | 6 | 12 | 1 |
| o Walk times at signalized intersections | 13 | 7 | 1 |
| o Speeding | 12 | 10 | 0 |
| o Difficulty exiting and entering driveways | 19 | 3 | 0 |
| o Lack of facilities for persons with disabilities | 10 | 9 | 1 |

URBAN DESIGN

| | Important | Neutral | Not Important |
|----------------------------------------------------------------------|-----------|---------|---------------|
| o Establishing a 'main street' character | 17 | 4 | 1 |
| o Shaded sidewalks (trees and canopies) | 10 | 11 | 1 |
| o Public open space along the street | 9 | 9 | 2 |
| o Curbside parking in the core area | 2 | 3 | 17 |
| o Clear pedestrian travelway between homes, businesses and/or stores | 15 | 4 | 3 |
| o Slope facing/fronting on the street | 8 | 12 | 2 |
| o Streetscape beautification (accent lighting, flowers, banners) | 13 | 7 | 2 |
| o Landscaping and screening at grade parking areas | 9 | 10 | 3 |
| o Establishing a 'family' of municipal signs | 8 | 12 | 2 |

INFRASTRUCTURE ISSUES

| | Important | Neutral | Not Important |
|-----------------------------|-----------|---------|---------------|
| o Sanitary sewer system | 16 | 5 | 1 |
| o Drainage | 19 | 3 | 0 |
| o Open Drains | 15 | 7 | 1 |
| o Water pressure | 13 | 9 | 0 |
| o Road ideability | 15 | 7 | 0 |
| o Lighting | 16 | 6 | 0 |
| o Overhead utilities/wiring | 10 | 11 | 1 |
| o Mail delivery | 10 | 11 | 1 |
| o Garbage collection | 15 | 7 | 1 |

ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

| | Agree | Neutral | Disagree |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------|----------|
| o Establishing a network of on-road facilities that provide road space specifically for cycling | 12 | 5 | 3 |
| o Improve and expand the existing network of off-road trails in parks and open spaces | 22 | 0 | 0 |
| o A public awareness program encouraging motorists to respect bicyclists on regional courses that describe how to cycle comfortably in traffic | 12 | 9 | 1 |
| o Additional, visible, educational courses that describe how to cycle comfortably in traffic | 8 | 13 | 1 |

DETRIMENTS TO CYCLING

What problems discourage cycling in the corridor?

| | Agree | Neutral | Disagree |
|---------------------------------------------------------|-------|---------|----------|
| o Lack of user friendly/safe cycling facilities | 20 | 2 | 0 |
| o Lack of widely distributed bicycle parking facilities | 11 | 9 | 1 |
| o Inconsistent motorists, heavy traffic | 18 | 3 | 1 |
| o Rough pavement and sewer grates | 10 | 11 | 1 |
| o Lack of changing room or showers at destination | 1 | 8 | 12 |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

| | Important | Neutral | Not Important |
|-------------------------------------------------------------------------------------|-----------|---------|---------------|
| o Ensure that there are wide sidewalks on both sides of the street on major streets | 16 | 5 | 0 |
| o Ensure there is at least a sidewalk on one side of all minor streets | 21 | 1 | 0 |
| o Improve pedestrian crossings along Malden Road | 22 | 0 | 0 |

ADDITIONAL COMMENTS

1. Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

General Comments included, but not limited to:

- o Improve accessibility and/or traffic movements - 6
- o Improve pedestrian flow patterns - 6
- o Improve cycling facilities and/or movements - 3

2. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

General Comments included, but not limited to:

- o Separate cycling and/or pedestrian facilities - 10
- o Improve pedestrian streetscaping features - 3

3. Is there anything else you would like to share with us regarding this study?

General Comments included, but not limited to:

- o Improve Aesthetics / Beautification - 1
- o Improve Safety for all - 3
- o No on-street parking - 2

4. Additional General Comments

General Comments included, but not limited to:

- o Support for trails, pathways, etc - 3
- o Improve pedestrian streetscaping features - 2



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 (2003/7), 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:

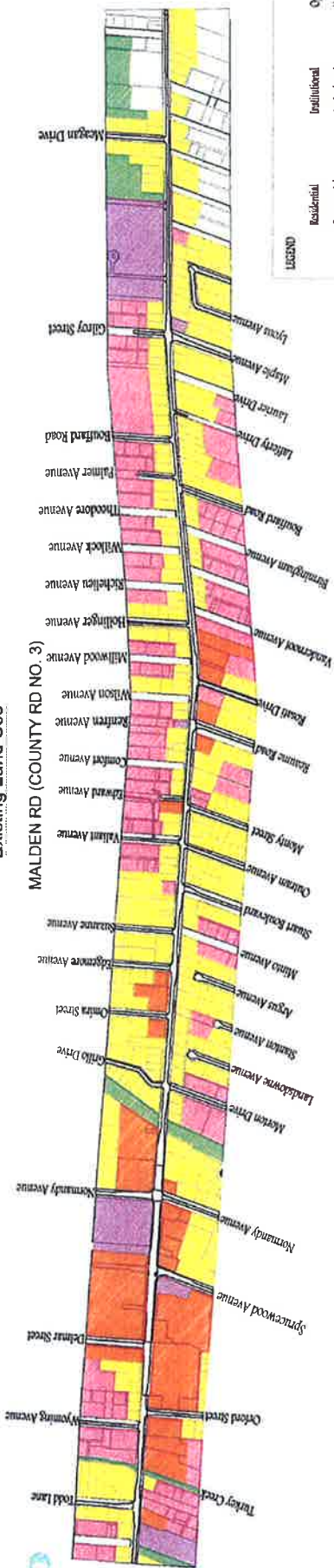
- a) livable, mixed-use neighbourhoods, designed for people, are the building blocks of a healthy, vibrant and caring LaSalle community;
- b) neighbourhoods; town centre and employment districts with a highly interconnected road network and a balanced transportation system that is designed and built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

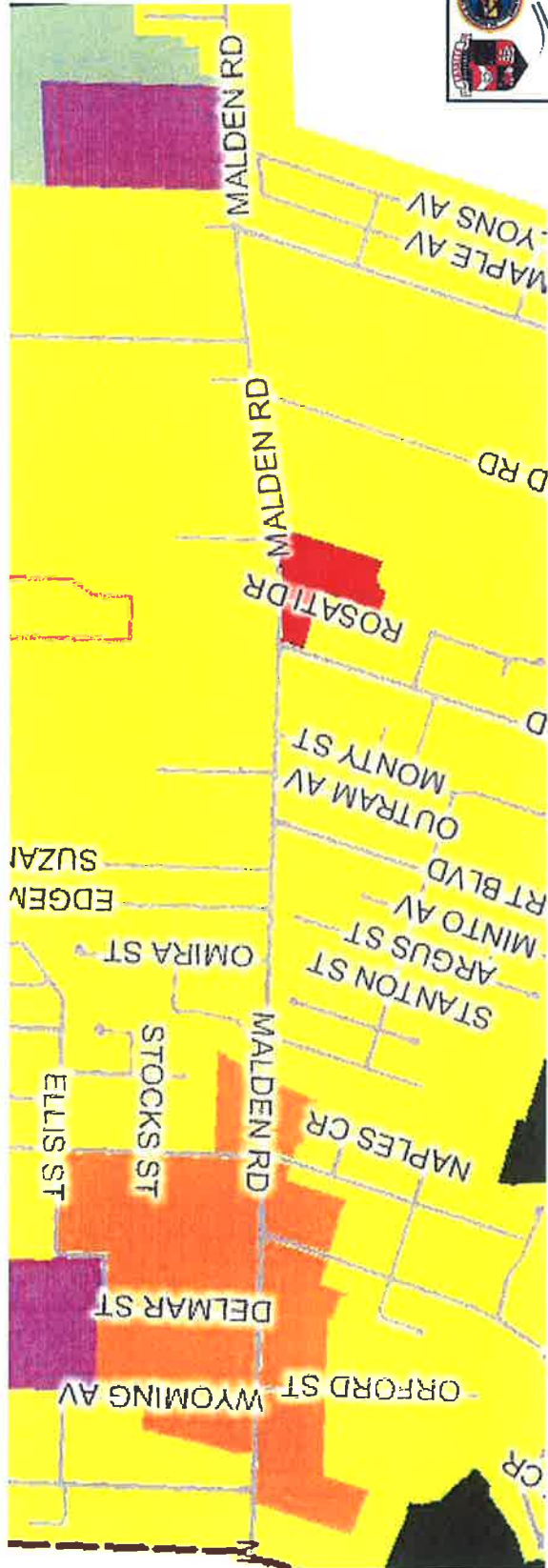
- a comprehensive and effective set of preferred public safety, traffic and public realm improvements that need to be made with this transportation corridor (including the Malden Town Centre) to meet the evolving needs of existing and future LaSalle residents for a twenty-year planning horizon; and
-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



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)

LaSalle
June 2009
Project No. 08-0057-1000



Scale: 1" = 100'

North Arrow

Legend

- ULTIMATE DRAINAGE
- CURRENT DRAINAGE TO BE CONTINUED
- PROPOSED DRAINAGE
- EXISTING DRAINAGE



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



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**



Existing Transportation Conditions

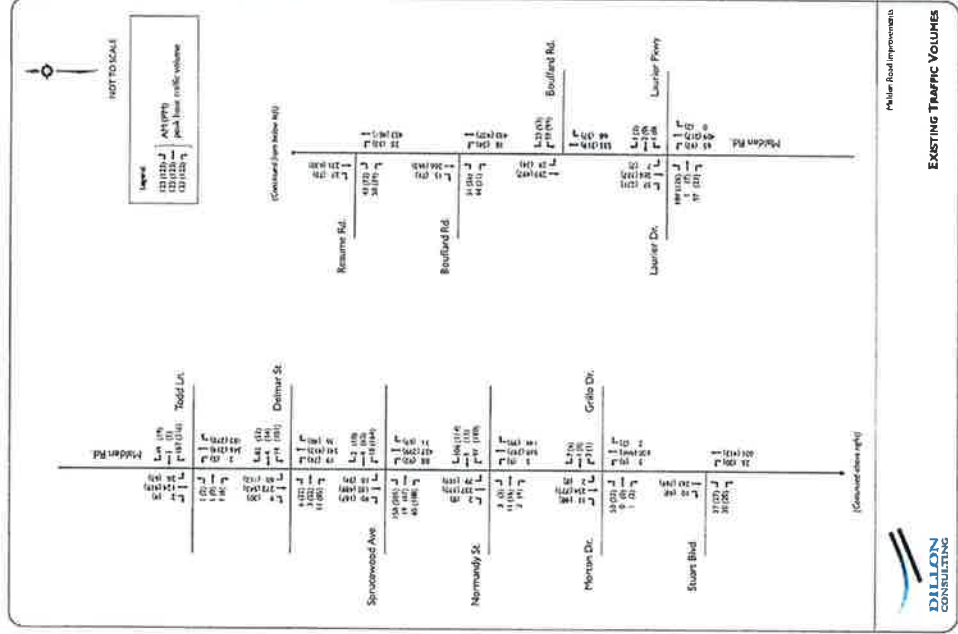
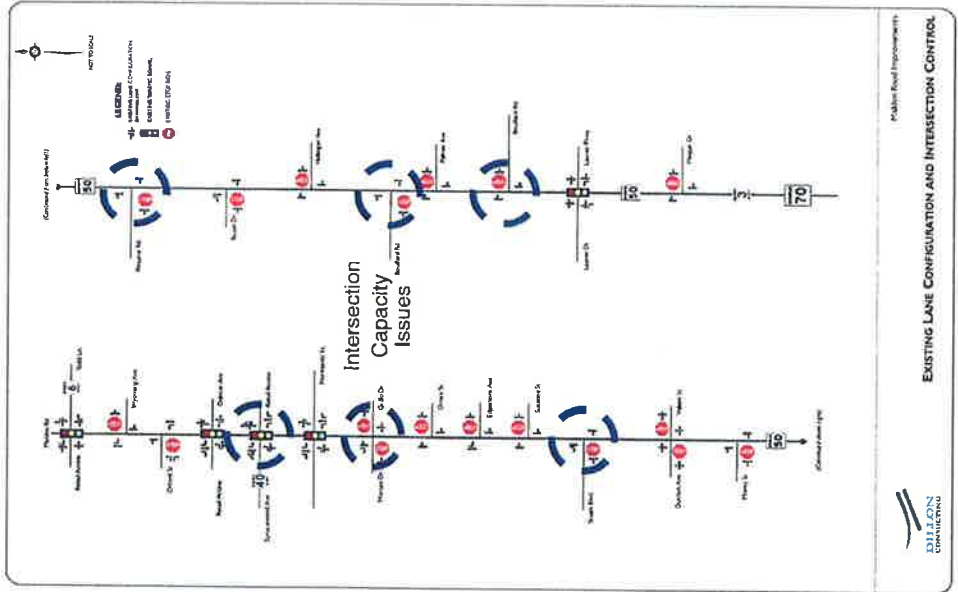
- An average of 43 collisions per year along corridor. Majority of collisions are congestion and turning related.
- Access management issues related to safe turning movements at driveways and entrances.
- Existing signal timing changes have been identified for Malden Road and Sprucewood Ave. to deal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



Malden Road Transportation, Public Safety & Urban Design Improvement Project



Existing Transportation Conditions

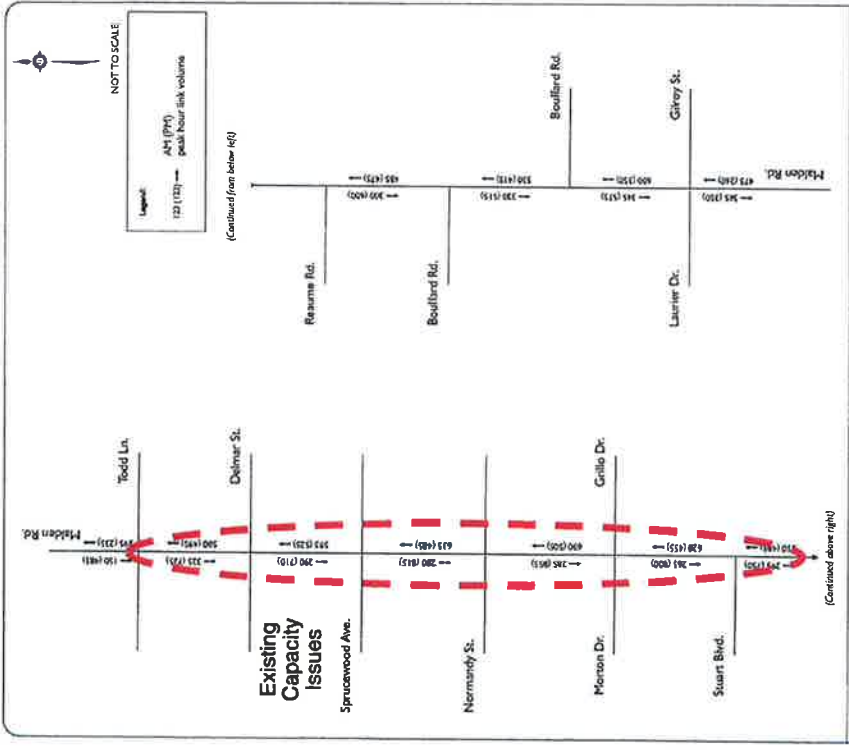




Malden Road Transportation, Public Safety & Urban Design Improvement Project

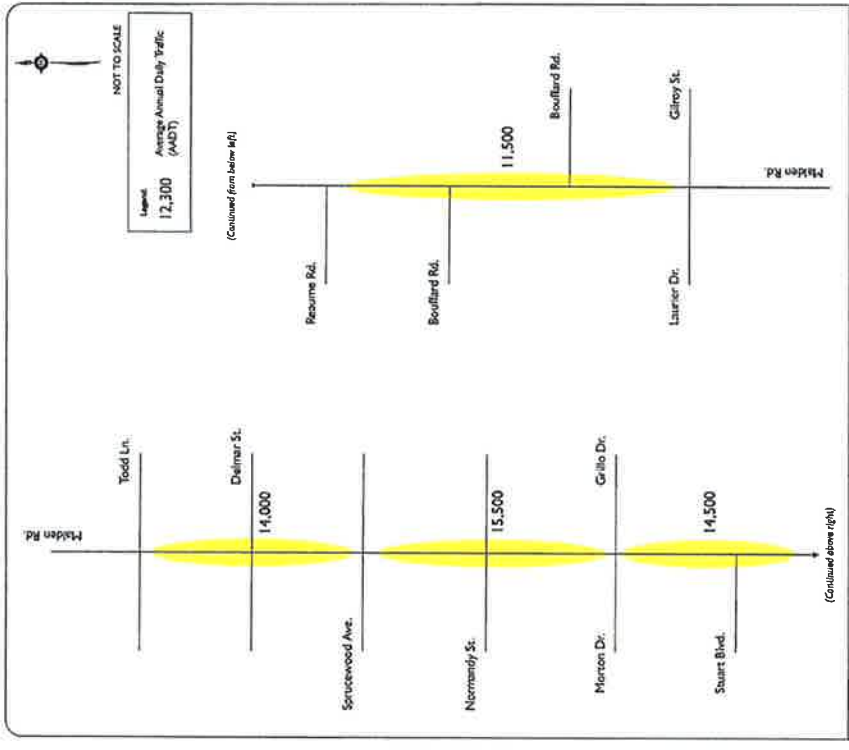


Existing Transportation Conditions



Malden Road Improvements

EXISTING LINK VOLUMES



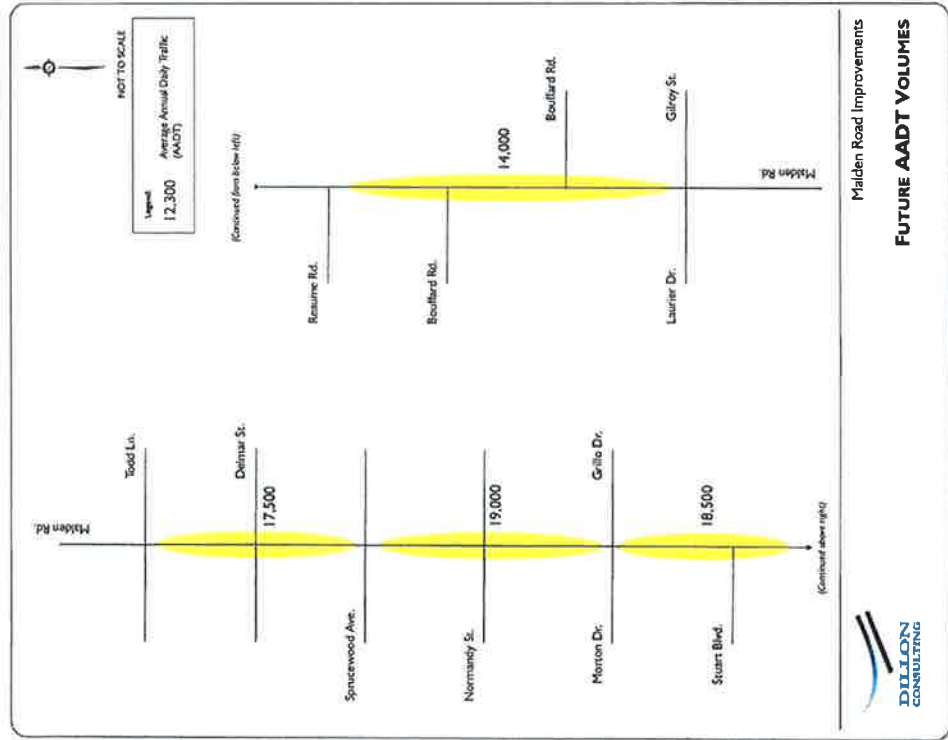
Malden Road Improvements

EXISTING AADT VOLUMES



Future Transportation Conditions

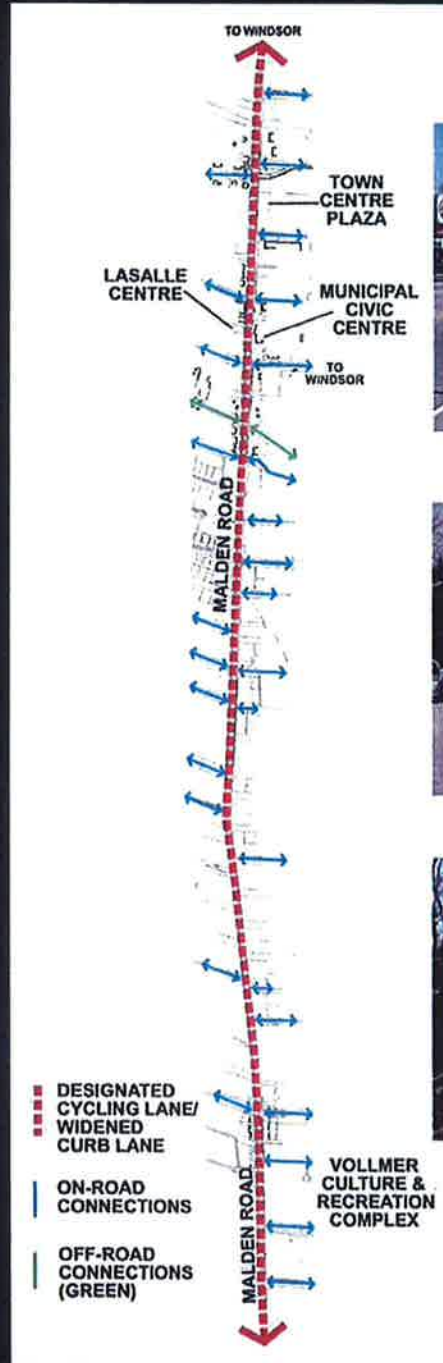
- The section of the corridor between Todd Lane and Reaume Road will experience capacity deficiencies under future conditions (2021).
- The level of service at signalized intersections and along the corridor will exceed acceptable levels for a two lane roadway.
- Transportation improvements will be required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



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



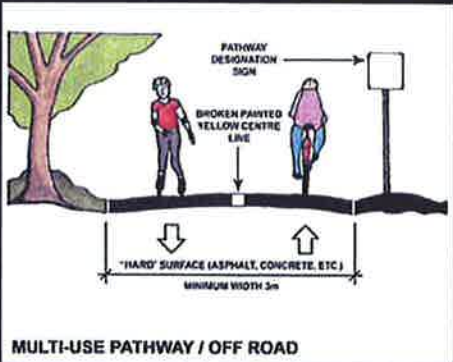
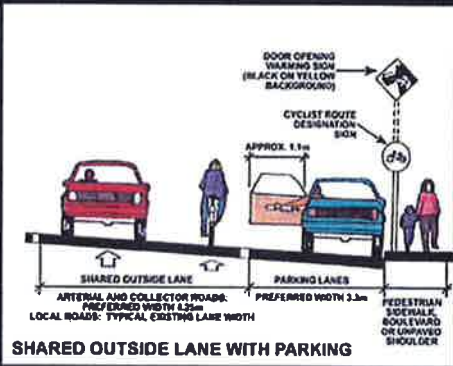
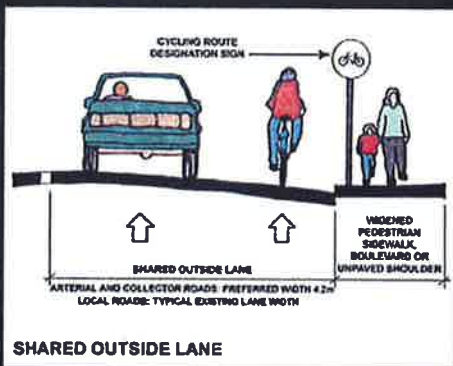
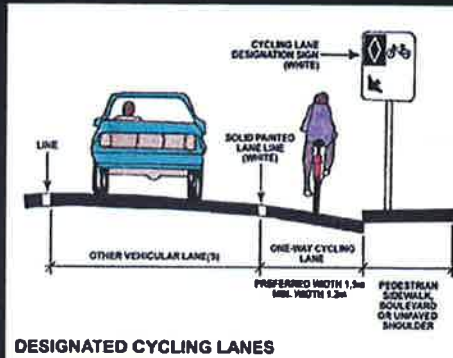
MALDEN ROAD - POSSIBLE SHARED CURB LANE



OFF-ROAD TRAILS



POSSIBLE CYCLING AND PEDESTRIAN FACILITIES



PLEASE PROVIDE YOUR INPUT

- EXISTING CYCLING AND PEDESTRIAN FACILITIES ACROSS THE TOWN CAN BE SIGNIFICANTLY 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?



Dillon Consulting

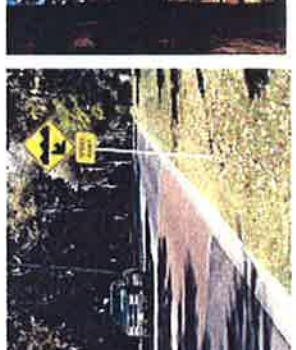
ENVISION

Victor Ford and Associates



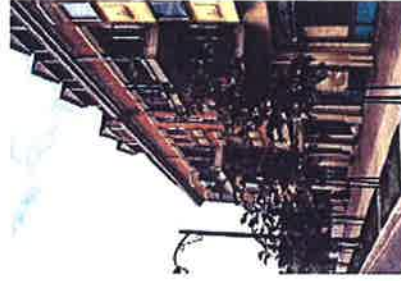
Urban Design Framework

Precedents



Streetscape





Village



Gateway

Urban Design Framework

LaSalle Town Centre

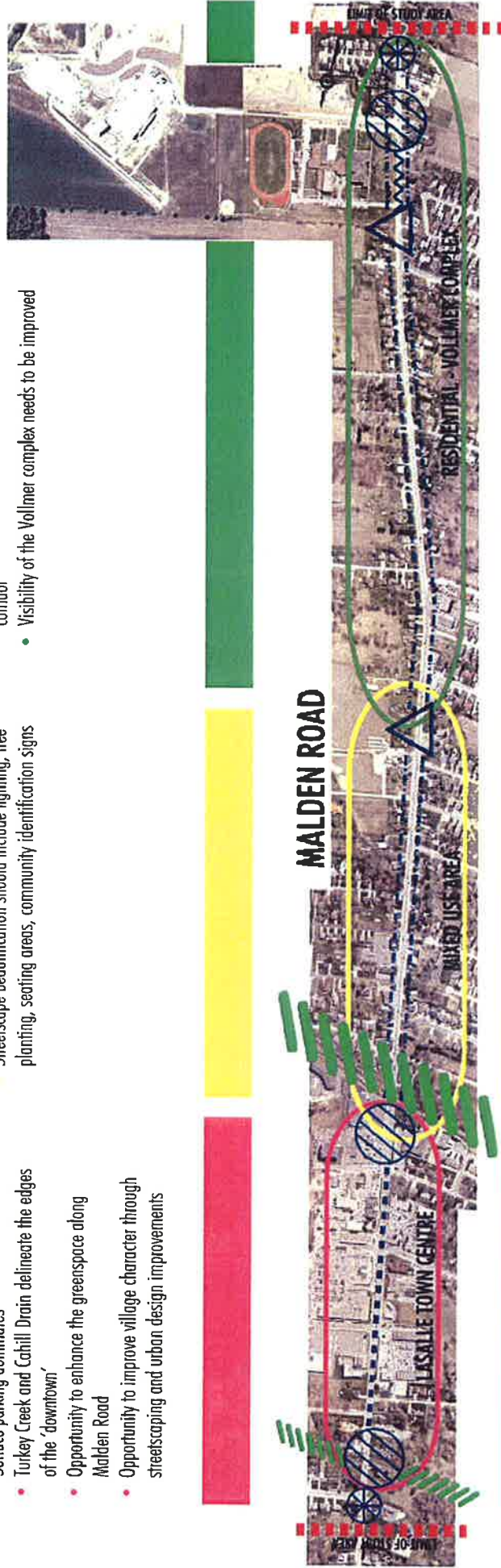
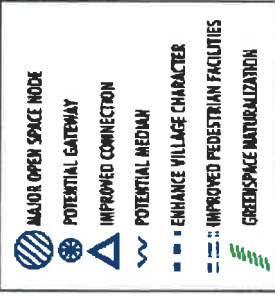
- Predominantly commercial uses
- Variety of frontages and setbacks
- Few trees or shade
- Discontinuous pedestrian zone
- Overhead utility lines and poles are barriers
- Other uses/activities encroachment into the public realm
- Surface parking dominates
- Turkey Creek and Cahill Drain delineate the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

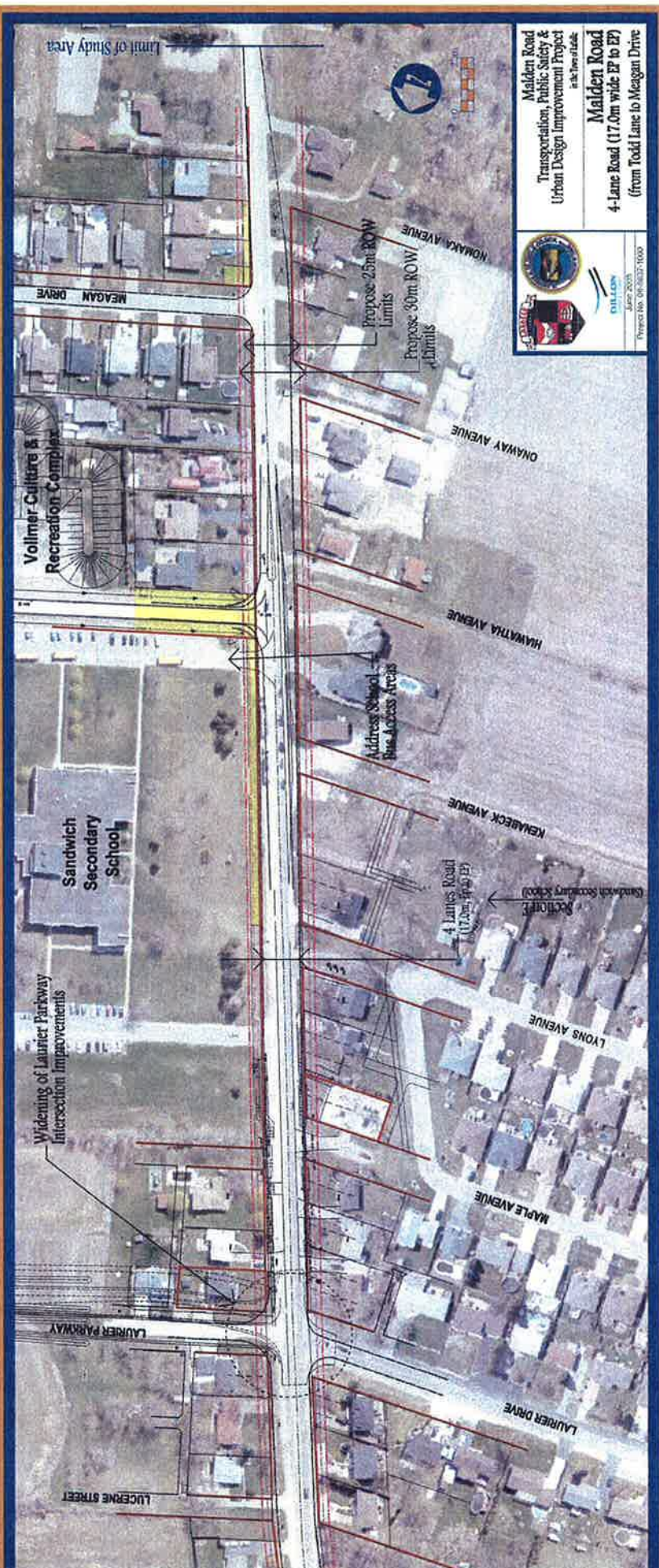
Mixed Use Zone

- 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 planning, 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





Malden Road
 Transportation, Public Safety &
 Urban Design Improvement Project
 in the Town of Malden
Malden Road
 4-Lane Road (17.0m wide EP to EP)
 (from Todd Lane to Meagan Drive)



Widening of Laurier Parkway
Intersection Improvements

Sandwich
Secondary
School

Vollmer Culture &
Recreation Complex

MEAGAN DRIVE

Limit of Study Area

Propose 25m ROW
limits

Propose 30m ROW
limits

NOMAKA AVENUE

ONAWAY AVENUE

HAWATHA AVENUE

KENABECK AVENUE

LYONS AVENUE

MAPLE AVENUE

LAURIER DRIVE

LUCERNE STREET

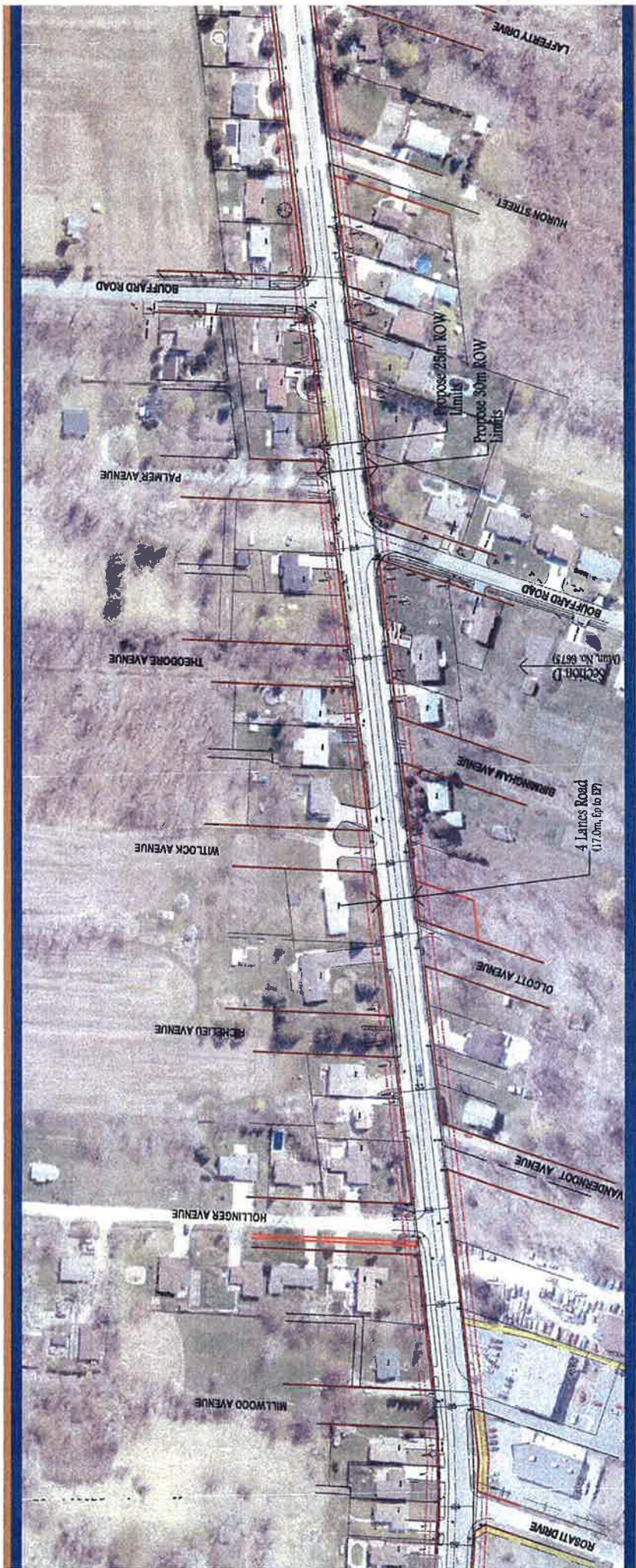
LAURIER PARKWAY

Address School
Bus Access Areas

SECTION 1
4 James Road
(17.0m wide EP to EP)
(Sandwich Secondary School)

MALDEN ROAD









Limit of Study Area

MEAGAN DRIVE

Vollmar Culture & Recreation Complex

Sandwich Secondary School

Widening of Laurier Parkway Intersection Improvements

LAURIER PARKWAY

LUCERNE STREET

Propose 25m ROW Limits

Propose 30m ROW Limits

Address School Bus Access Areas

KENABECK AVENUE

LYONS AVENUE

St. Lanes Road (12.4m wide EB to EF)

MAPLE AVENUE

LAURIER DRIVE

ONAWAY AVENUE

HAWATHA AVENUE

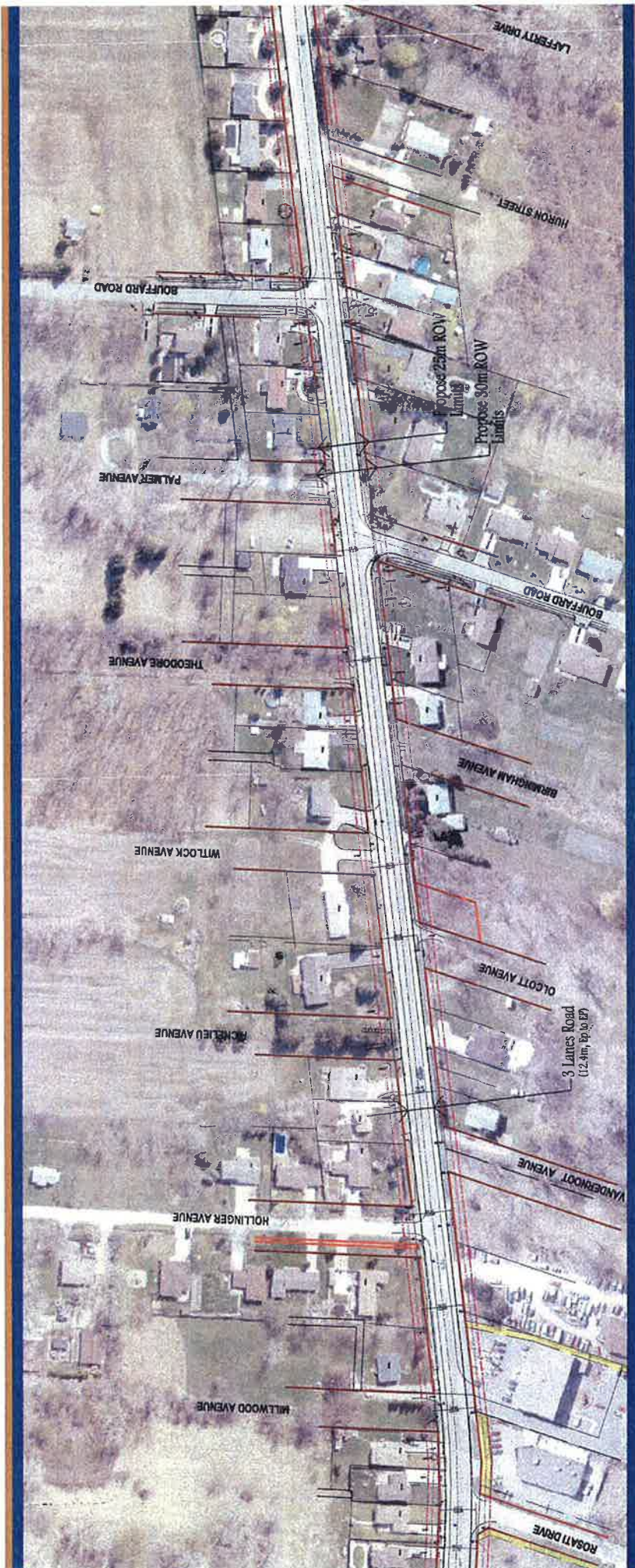
HOMAKI AVENUE

Malden Road
Transportation, Public Safety &
Urban Design Improvement Project
In the Town of Malden
Malden Road
3-Lane Road (12.4m wide EB to EF)
(from Todd Lane to Meagan Drive)



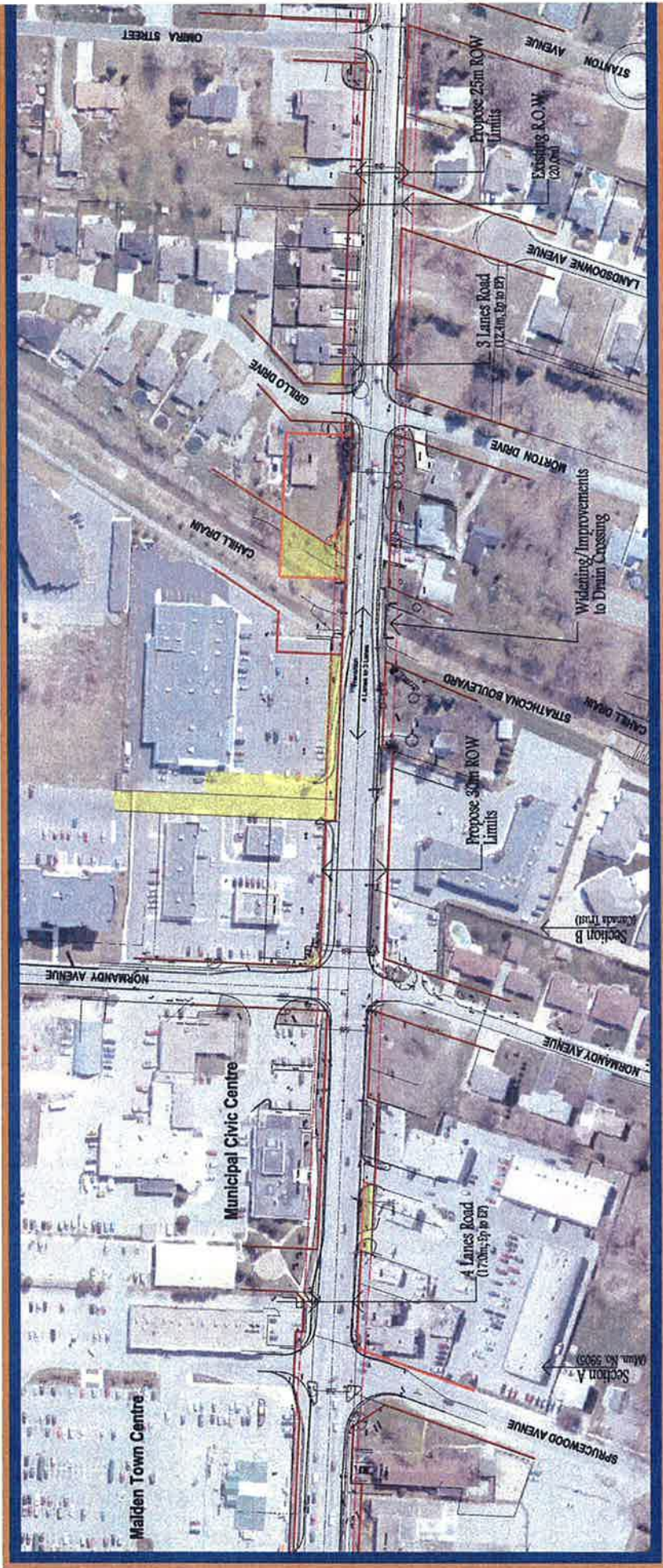
ESHLON
JUNE 2008
Project No. 08-0037-1000

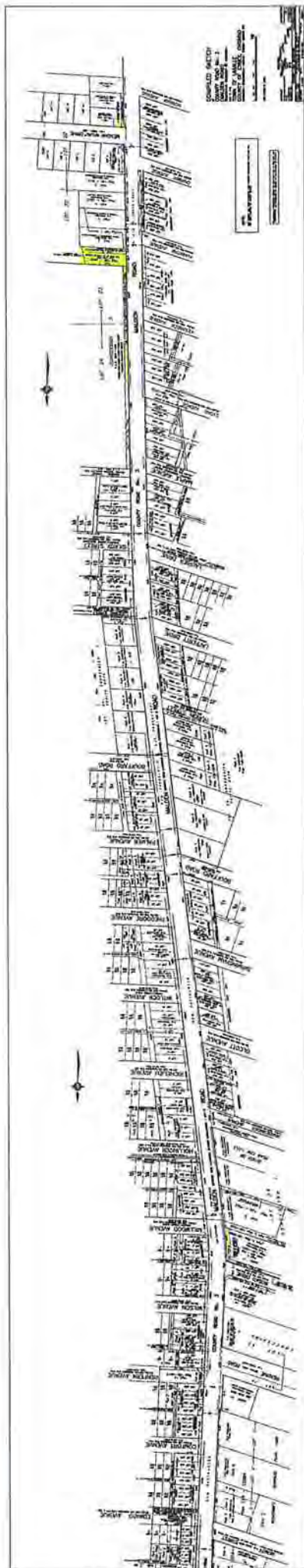




MALDEN ROAD









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)



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



Transportation Alternative Solutions

Planning alternatives evaluation:

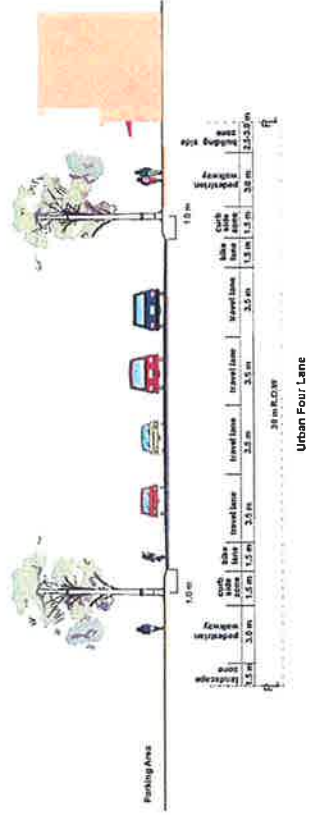
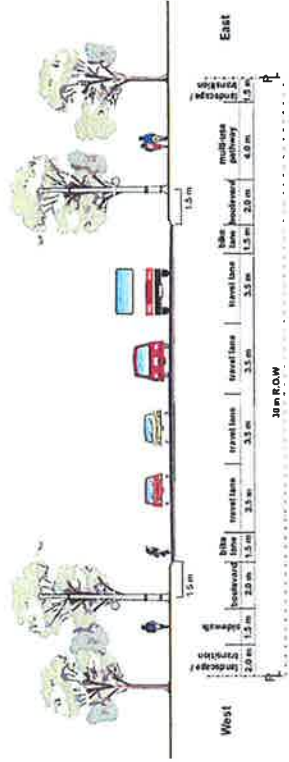
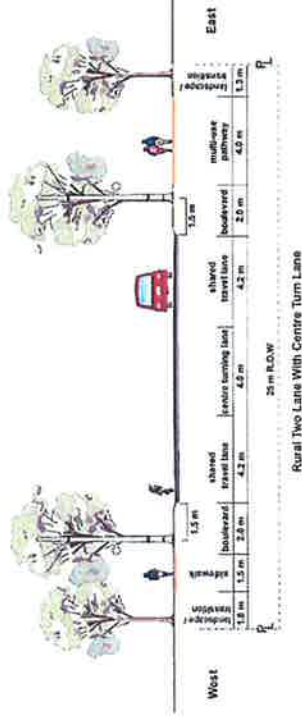
- **Do Nothing – Does not address problem**
- **Improve adjacent parallel roadways– Improvements to Huron Church, Laurier Pkwy, Reaume Rd. taken into consideration**
- **Improve public transit service – incorporated into analysis**
- **Travel demand management (TDM) - does not solve problem on its own, 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.**

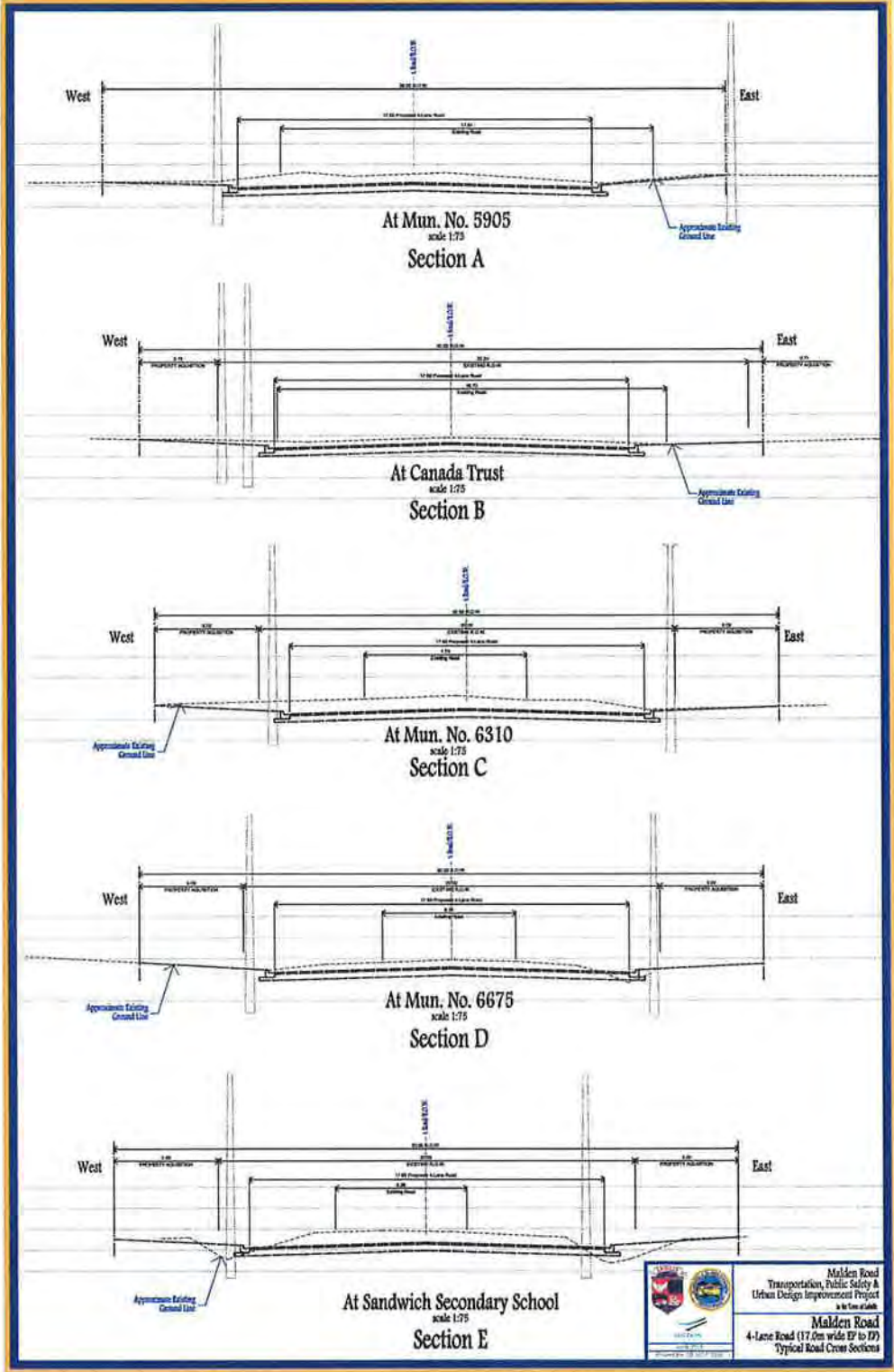


Transportation Strategy Alternatives

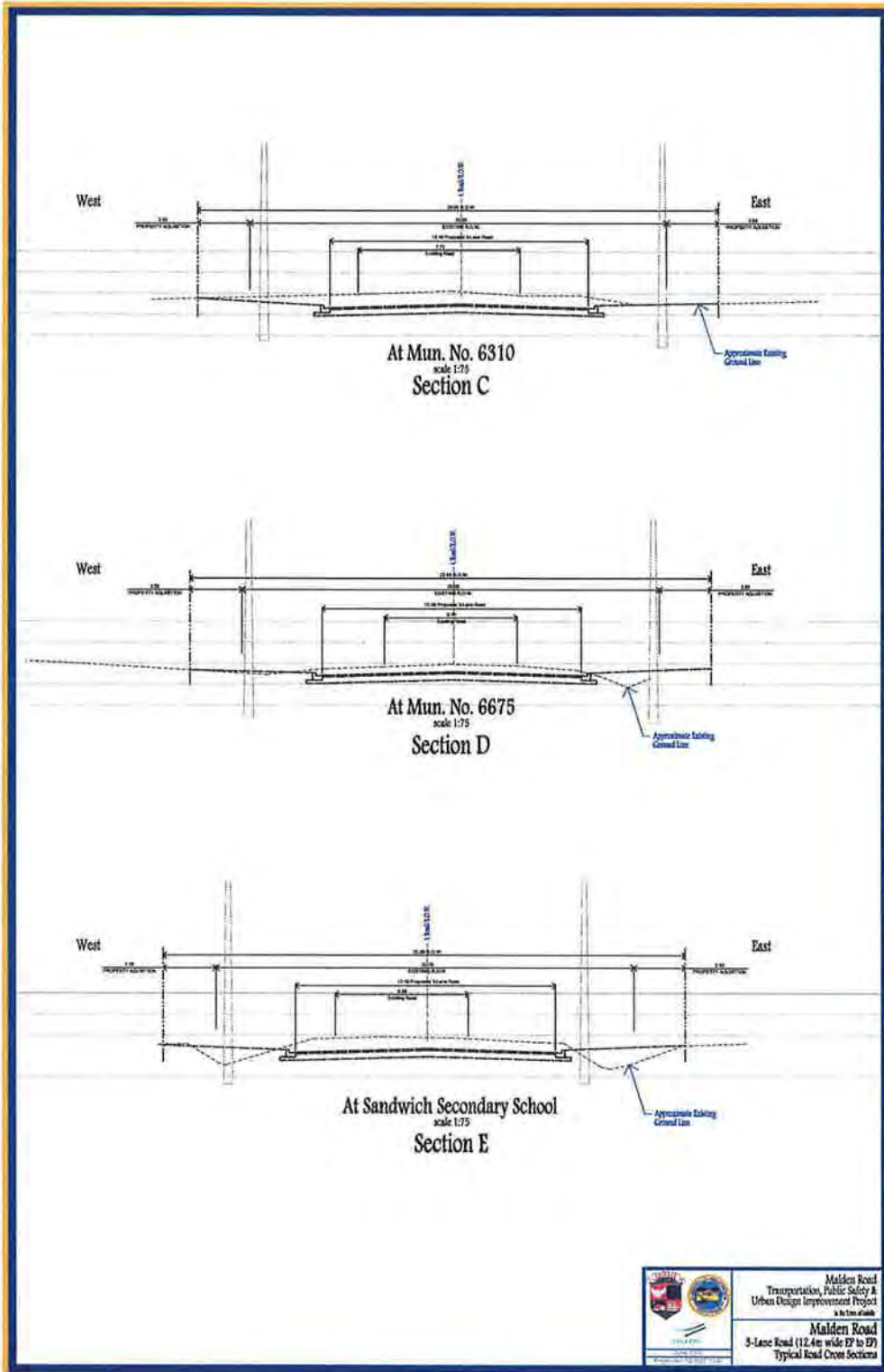
Key Considerations:

- 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






 Malden Road
 Transportation, Public Safety &
 Urban Design Improvement Project
 a 40-ton study
 Malden Road
 4-Lane Road (17.0m wide EP to DP)
 Typical Road Cross Sections
 November 20, 2014



| | |
|--|----------------------------------------------------------------------------------------------------------------------|
| | <p>Malden Road Transportation, Public Safety & Urban Design Improvement Project a.k.a. 3010-0100</p> |
| | <p>Malden Road 3-Lane Road (12.4m wide EP to EP) Typical Road Cross Sections</p> |



Malden Road
Transportation, Public Safety & Urban Design
Improvement Project
in the Town of Malden
Malden Road
Representative Photo Collage



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

| Evaluation Criteria | Alternative A | | Alternative B | | Alternative C | | Alternative D | |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------|----------------|------------|-----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| | 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 | |
| Transportation | Improvements to Vehicular Flow | None | Not adequate in Town Centre area | Acceptable | Acceptable | Acceptable | Acceptable | With separate diversions of traffic to existing easements on new roads (if applicable, remaining) |
| | Improvements to Wheeler St City | None | Slight to temporary access through use of center lane | Acceptable | Acceptable | Acceptable | Acceptable | Slight to temporary access through use of center lane and additional capacity in 4-lane section provides potential for |
| | Traffic Calming | None | Improvements to existing traffic calming | Acceptable | Acceptable | Acceptable | Acceptable | Improvements to existing traffic calming, improved traffic calming, and additional improvements |
| | Public Transit | Possible | Possible | Possible | Possible | Possible | Possible | Possible |
| Physical Environment | | | | | | | | |
| | Impacts on Terrestrial Environment | None | No significant natural terrestrial habitat (woodlots, wetlands) in study area | Low | Low | Low | Low | No significant natural terrestrial habitat (woodlots, wetlands) in study area |
| | Impacts on Aquatic Environment | Mix of open and closed outdoor areas (ditch/ditch lining, watercourse) | No fish habitat in study area | Low | Low | Low | Low | No fish habitat in study area (ditch/ditch lining, watercourse) |
| | Impacts on Drainage Network | Mix of open and closed outdoor areas (ditch/ditch lining, watercourse) | All roadside drains (ditches) along Malden corridor to be enclosed | High | High | High | High | All roadside drains (ditches) along Malden corridor to be enclosed |
| Social Environment | | | | | | | | |
| | Property Acquisition | No property to be acquired | Property acquisition required to accommodate increased right-of-way width | Medium | Medium | Medium | Medium | Property acquisition required to accommodate increased right-of-way width |
| | Impacts to Mail Delivery | No changes to mail delivery | No changes to mail delivery | Low | Low | Low | Low | No changes to mail delivery |
| | Impacts to Land Use | No changes to existing, land uses | Temporary disruption to existing land uses during construction | Medium | Medium | Medium | Medium | Temporary disruption to land uses during construction |
| Economic Environment | | | | | | | | |
| | Disruption to Existing Businesses | No disruption | Temporary disruption to existing businesses | Medium | Medium | Medium | Medium | Temporary disruption to existing businesses |
| Cultural Resources | | | | | | | | |
| | Effect on Cultural Resources | No known cultural resources will be affected | No known cultural resources will be affected | Low | Low | Low | Low | No known cultural resources will be affected |
| Utilities | | | | | | | | |
| | Relocation of Existing Utilities | No relocation of utilities to take place | Some utility pole relocation required | Moderate | High | High | Moderate | Some utility pole relocation required |
| Cost | | | | | | | | |
| | Capital Cost | None | High | High | High | High | High | High |
| | Operational and Maintenance Cost | Existing operating conditions warrant high maintenance costs | Medium | Medium | Medium | Medium | Medium | Medium |
| | Degree to which alternatives address Problem and Opportunity Statement | Does not address problem | Capacity issues in Town Centre | Medium | Medium | Medium | Medium | Requires traffic thorough 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 CYCLING

Improvements to Malden Road
Alternative Solution Evaluation Matrix
CYCLING

| Evaluation Criteria | Alternative E | | Alternative F | | Alternative G | | Alternative H | |
|-------------------------------------------------------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| | Do Nothing | | On-Street Cycling Facilities | | Off-Street Cycling Facilities (Multi-use Trail) | | Off-Right-of-Way Cycling Facilities | |
| Physical Environment | | | | | | | | |
| Location | N/A | Can be located in each side in each direction (N/S) | Can extend from Chill Down to south end of entrance | East side preferred because of location of Voltaire Cycles, High School and existing use is part of corridor | Can extend from Chill Down to south end of entrance | Possible parallel to part of corridor Does not extend full length of corridor Can connect to additional road on side streets Can connect to other recreational facilities New infrastructure to be utilized and designed | | |
| Cycling Connectivity | Does not extend full length of corridor | Can extend full length of corridor | Permitted Reduces conflicts between cyclists, pedestrians and vehicles Less safe for inexperienced cyclists | Can extend from Chill Down to south end of entrance | Can extend from Chill Down to south end of entrance | Can extend from Chill Down to south end of entrance | | |
| Improvements to Cycling Safety | Least safe | Permitted Less safe for inexperienced cyclists | Reduces conflicts between cyclists, pedestrians and vehicles Less safe for inexperienced cyclists | Permitted Less safe for inexperienced cyclists | Permitted Less safe for inexperienced cyclists | Permitted Less safe for inexperienced cyclists | | |
| Impact on Physical Environment | None | None | None | None | None | None | | |
| Social Environment | | | | | | | | |
| Property Acquisition | None | Some property may be needed (water tower) | Some property may be needed (water tower) | Some property may be needed (water tower) | Some property may be needed (water tower) | Some property may be needed (water tower) | Property required | |
| Impacts to Land Use | None | Impacts to landscaping and driveways Aesthetic Improvements | Impacts to landscaping and driveways Aesthetic Improvements | Impacts to landscaping and driveways Aesthetic Improvements | Impacts to landscaping and driveways Aesthetic Improvements | Impacts to landscaping and driveways Aesthetic Improvements | Landscaping and driveways will be impacted Additional Recreation asset will be provided, similar to those found west of Malvern Road | |
| Economic Environment | | | | | | | | |
| Disruption to Existing Businesses | None | Disruption during construction | Disruption during construction | Disruption during construction | Disruption during construction | Disruption during construction | Probably less disruption depending on location of corridor | |
| Utilities | | | | | | | | |
| Relocation of Existing Utilities | None | Yes | Yes | Yes | Yes | Yes | Probably | |
| Cost | | | | | | | | |
| Capital Cost | No costs | Higher | Higher | Higher | Higher | Higher | Probably higher | |
| Impact on Operational and Maintenance Cost | No Impact | Moderate | Moderate | Moderate | Moderate | Moderate | Moderate to higher | |
| Degree to Which Alternative Addresses Problem and Opportunity Statement | Does not address problem | Addresses problem Encourages and accommodates cycling activities, facilitates commuter cycling, improves safety | Addresses problem Encourages and accommodates cycling and pedestrian activities, facilitates recreational cycling, facilitates commuter cycling if sufficient width is provided, improves safety | Addresses problem Encourages and accommodates cycling and pedestrian activities, facilitates recreational cycling, facilitates commuter cycling if sufficient width is provided, improves safety | Addresses problem Encourages and accommodates cycling and pedestrian activities, facilitates recreational cycling, facilitates commuter cycling if sufficient width is provided, improves safety | Addresses problem Encourages and accommodates cycling and pedestrian activities, facilitates recreational cycling, facilitates commuter cycling if sufficient width is provided, improves safety | Addresses problem Encourages and accommodates cycling and pedestrian activities, facilitates recreational cycling, facilitates commuter cycling if sufficient width is provided, improves safety | |
| RECOMMENDED SOLUTION | Not recommended | On-street cycling facilities recommended for both sides of Malden Road throughout the entire corridor | On-street cycling facilities recommended for both sides of Malden Road throughout the entire corridor | On-street cycling facilities are recommended for the east side of Malden Road from Chill Down southerly | On-street cycling facilities are recommended for the east side of Malden Road from Chill Down southerly | On-street cycling facilities are recommended for the east side of Malden Road from Chill Down southerly | Not recommended as a stand-alone solution but could supplement and enhance the solution | |



Improvements to Malden Road Alternative Solution Evaluation Matrix PEDESTRIAN FACILITIES


| Improvements to Malden Road Alternative Solution Evaluation Matrix PEDESTRIAN FACILITIES | | Alternative J | Alternative K |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------|
| Evaluation Criteria | Description | Alternative J | Alternative K |
| Physical Environment | | | |
| Location | Do Nothing | Sidewalks | Multi-use Trail |
| Location | Sidewalks in urban area, multi-use trail for part of corridor | Continues | Can install on both sides of right-of-way |
| Neighborhood Compatibility | Not continuous | Continues | Continues |
| Improvements to Pedestrian Safety | Less safe | Subst | Moderately safe - potential conflicts with cyclists |
| Impact on Physical Environment | No change | Upstream of landscape area and driveway | Disruption of landscape area and driveway |
| Social Environment | | | |
| Property Acquisition | None | None | None |
| Impact on Land Use | None | Some | Some |
| Economic Environment | | | |
| Disruption to Existing Businesses | None | Disruption during construction | Disruption during construction |
| Retention of Existing Utilities | None | Some utility pole relocations required | Some utility pole relocations required |
| Utilities | | | |
| Cost | None | Moderate | Moderate |
| Capital Cost | None | Moderate | Moderate |
| Operational and Maintenance Cost | Moderate | Moderate | Moderate |
| Degree to 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 | | | | |
|---------------------------------------------------------------------------------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| | Alternative L | Alternative M | Alternative N | Alternative O |
| Description | Do Nothing | Town Centre | Transition | Residential |
| Evaluation Criteria | | | | |
| 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 20m 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



DILLON
CONSULTING



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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CONSULTING

