

Malden Road Transportation, Public Safety and Urban Design Improvements

Class Environmental Assessment Addendum

COUNCIL MEETING
SEPTEMBER 28, 2021

Purpose of the Malden Road EA Update

Review of 2009 Class EA Study Recommendations

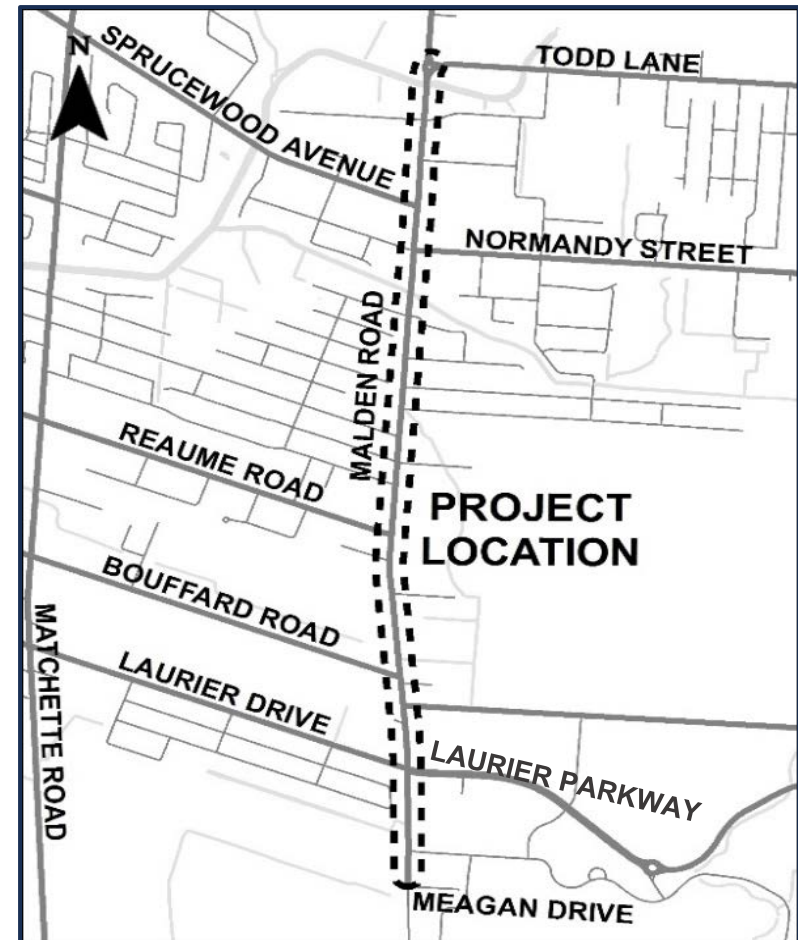
Municipal Class Environmental Assessment and Addendum Requirements

2009-2020: What Has Changed?

Traffic Analysis and Safety Review

Recommended Corridor Design

PIC Follow-up and Next Steps

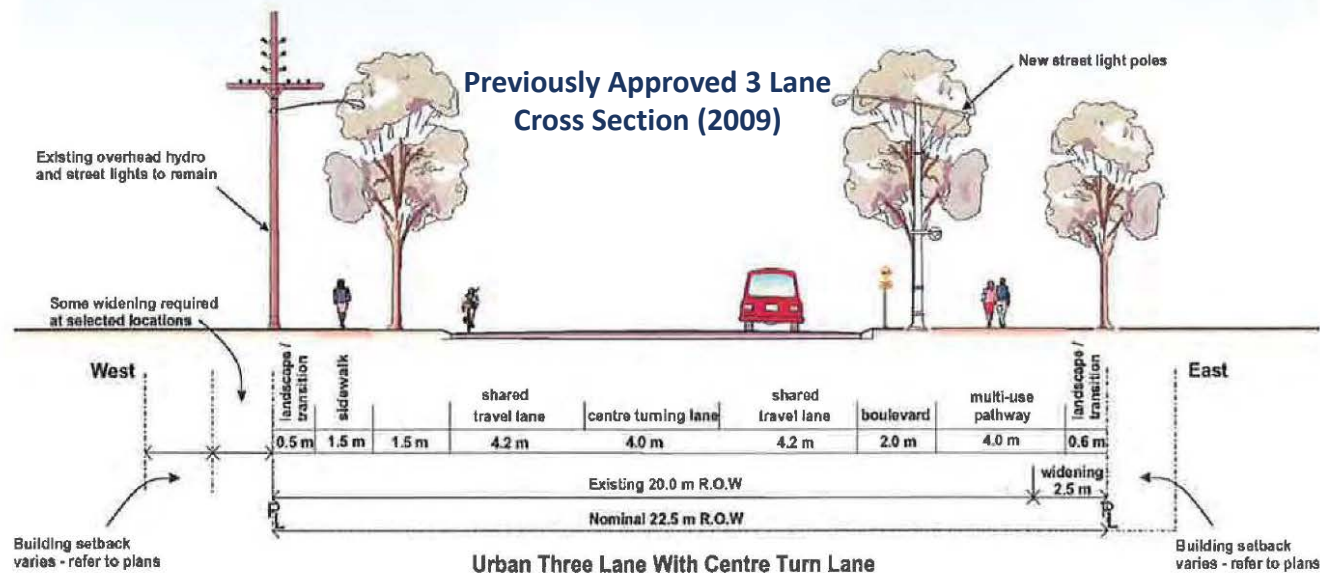


2009 Class EA - Background

The 2009 Schedule C Municipal Class EA was completed by the Town of LaSalle and Essex County for the Malden Road/County Road 3 study area. The preferred design summarized in the Environmental Study Report included:

- Widen Malden Road from 2 lanes to 5 lanes from just north of the intersection of Todd Lane/Malden Road to Normandy Street
- Widen Malden Road to 3 lanes from south of Normandy Street to south of Meagan Drive
- Lane configuration improvements at intersections in the study area
- Optimize signal timings at all signalized intersections in the study area

To date, the 5-lane widening of Malden Road, north of Normandy Street, has been completed. Other improvements recommended by the 2009 Class EA have not been implemented.



Addendum Requirements

As a result of the length of time passed between the preparation of EA in 2009 and implementation of recommended improvements, the Town of LaSalle retained Stantec Consulting Ltd. to complete a 10-year review of the Environmental Study Report to determine if the recommendations are still relevant, based on a review of information relating to:

- Existing environmental conditions for the study area
- Changes in traffic patterns and land use/development
- Updated municipal and provincial planning policies

Any significant modifications to a project or change in the environmental setting for a project, requires that an Addendum to the Environmental Study Report be written. The Addendum describes the reasons for change(s) to the project, resulting environmental impacts and mitigation requirements.

If an Addendum is required, a *Notice of Filing of Addendum* is published to allow for review and response by affected parties for a period of 30 days. Only the items in the Addendum are open for review during the 30-day public review period.

2009-2020: What has Changed?

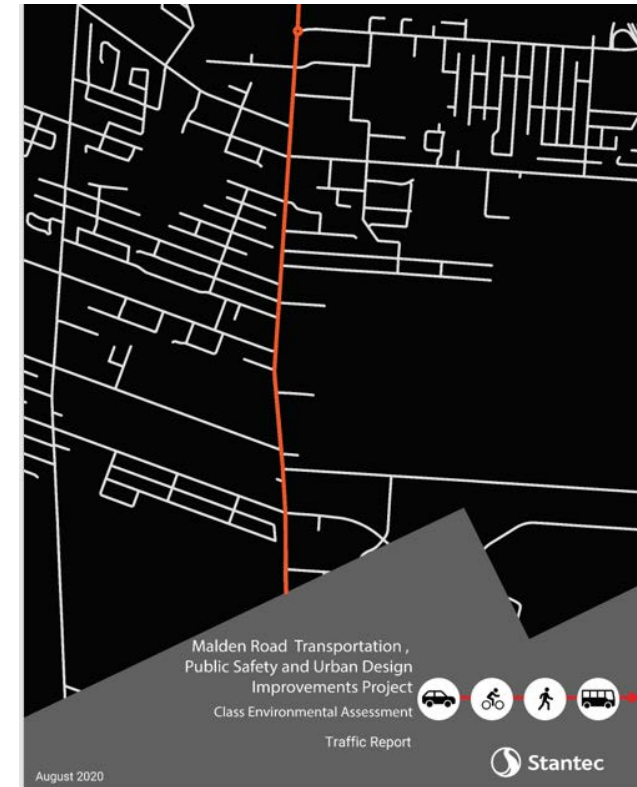
- ❖ Roundabout at Malden Road and Todd Lane Intersection was constructed
- ❖ Roadway/Streetscape Improvements between Normandy Street and Todd Lane were constructed
- ❖ Updated Town Official Plan – Malden Road identified as a “Mixed Use Corridor” and revised land use/development policies
- ❖ Updated traffic information (including the Transportation/ Active Transportation Master Plan, and County-Wide Active Transportation Master Plan)

Transportation

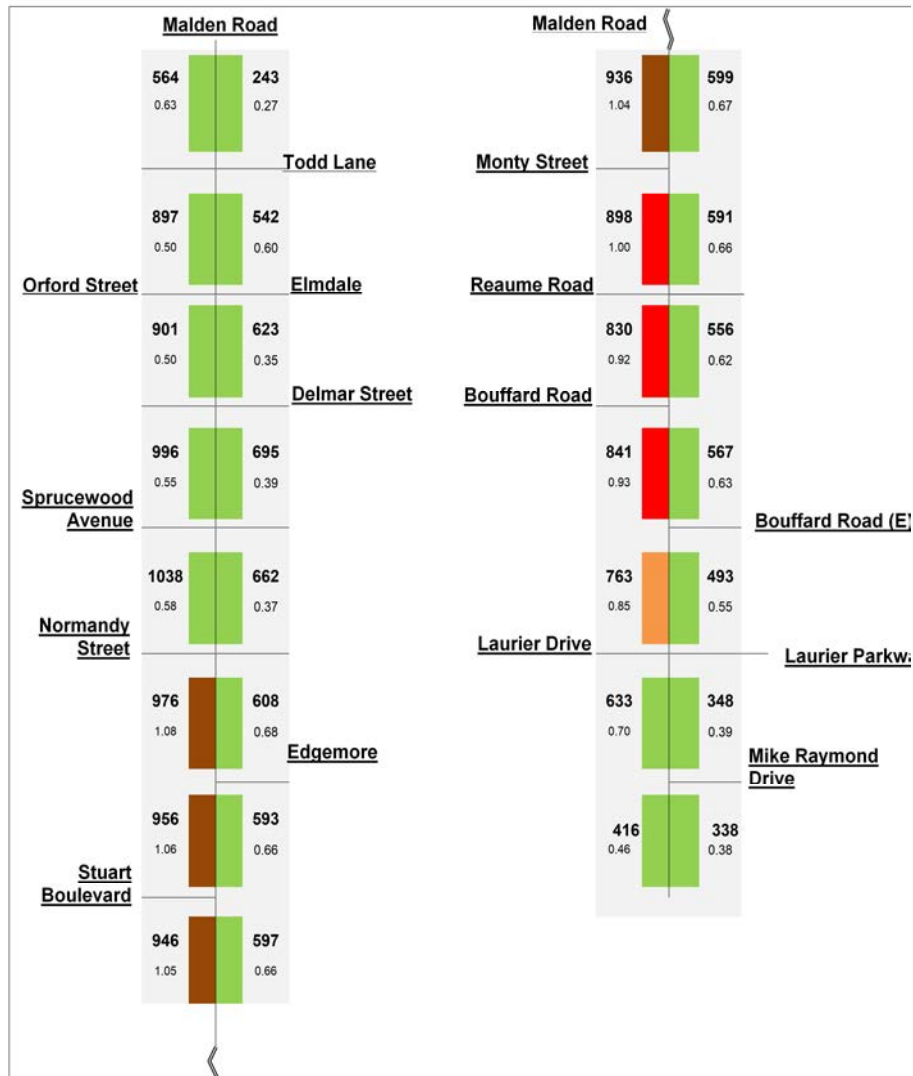
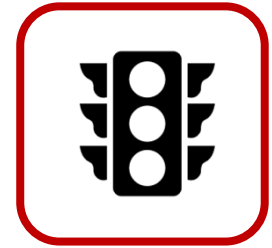


A Traffic Report was completed for the study area, and included the following analysis:

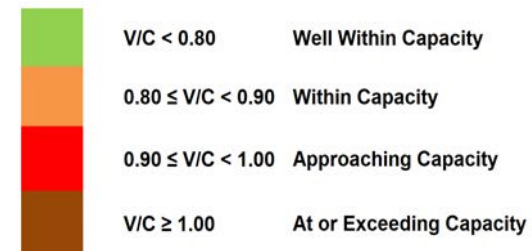
- Existing multi-modal transportation network facilities
- Existing (2019) traffic volumes for weekday AM and PM peak hours
- Intersection capacity operations for the existing (2019) weekday peak hour conditions
- Collision history and safety analysis for intersections and mid-block links
- Geometric review of intersections within the study area
- Projected future (2041) roadway traffic conditions
- Roadway alternative recommendations, including the Previously Approved Cross Section (2009)
- Active Transportation



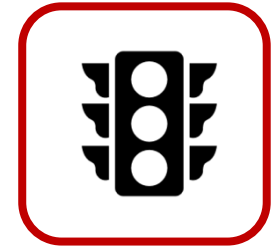
Existing Conditions - Traffic



- Malden Road has available capacity along the entire study corridor during the morning peak hour.
- The southbound lane of Malden Road is approaching capacity south of Normandy Street during the afternoon peak hour.



Alternative Solutions



Several alternative solutions were analyzed to address future traffic conditions in the study area, including:

- **Do Nothing Alternative** - Assumes no improvements to the corridor or the surrounding road network.
- **Network Extensions** - Assumes the planned extension of Reaume Road east to Huron Church Road and the extension of Ellis Street south to Diotte Street.
- **Previously Planned Improvements Alternative** - Assumes the Network Extensions with the Previously Recommended Improvements (2009 Malden Road EA).
- **Improved Alternative with Three-Lane Cross-Section** - Previously Recommended Improvements (2009 Malden Road EA), plus the planned extensions of Reaume Road and Diotte Street.
- **Improved Alternative with Four-Lane Cross-Section** – assumes two lanes in each direction between Normandy Street and the southern extent of the study area with intersection improvements, plus the planned extensions of Reaume Road and Diotte Street.

RECOMMENDED
ALTERNATIVE

Recommended Solution

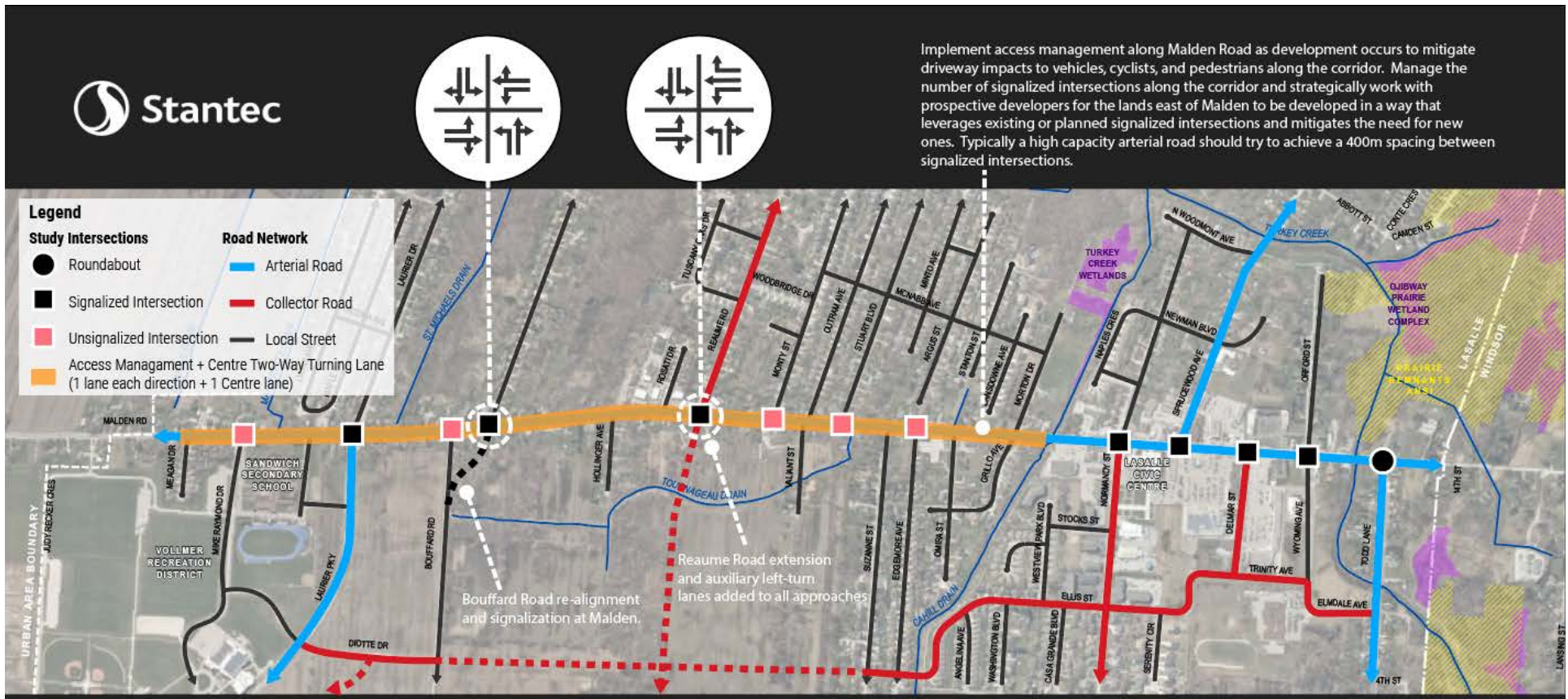


The recommended Alternative Solutions from 2009 are generally still applicable today, and include:

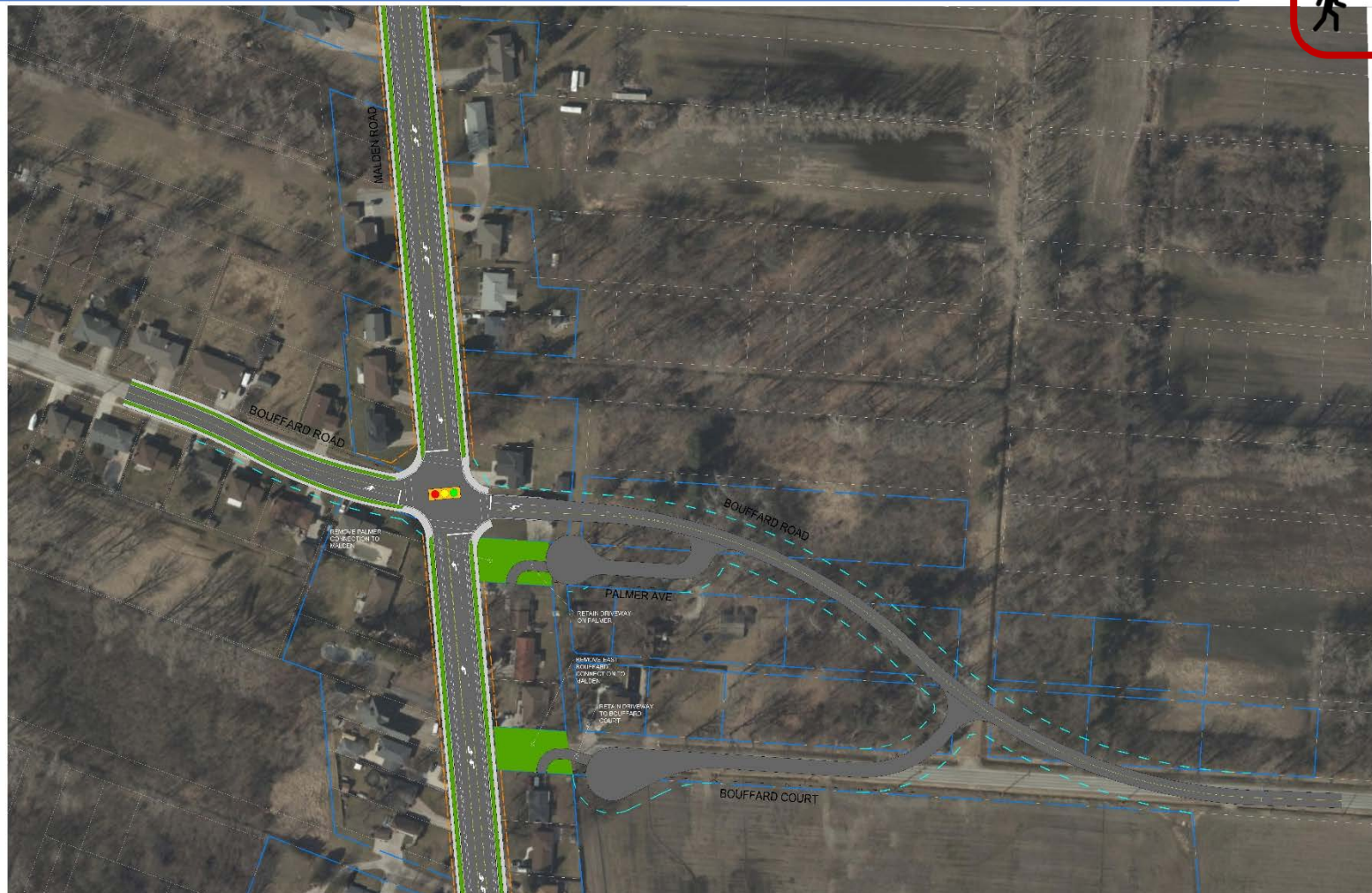
- Widen Malden Road between Cahill Drain and Meagan Drive to three lanes. This would include one general purpose lane in each direction and a two-way left turn lane.
- Signalize the Reaume Road Intersection and protect for a future road extension to the east of Malden Road.
- Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road **
- Implement pedestrian crosswalk and multi-use trails near the Cahill Drain to improve east-west connection and provide a safe alternate route for cyclists to loop around the commercial section of Malden Road between Normandy Street and Todd Lane.

Alternative Solutions will be refined during Detailed Design.

Recommended Solution



Recommended Solution



Recommended Solution



Ongoing discussions are occurring with one resident related to the preferred treatment at the Bouffard Road intersection. A comparison was completed between the 2009 EA traffic analysis and the 2020/2021 traffic analysis. Findings included:

- 2009 EA completed traffic counts in March 2008 and projected to 2021
2021 EA Addendum completed traffic count July 2019 and projected to 2041

- A total of 22 collisions occurred at the Bouffard Road East intersection in the 5-year period from 2014 to 2019. No specific collision history was identified in the 2009 EA at this intersection

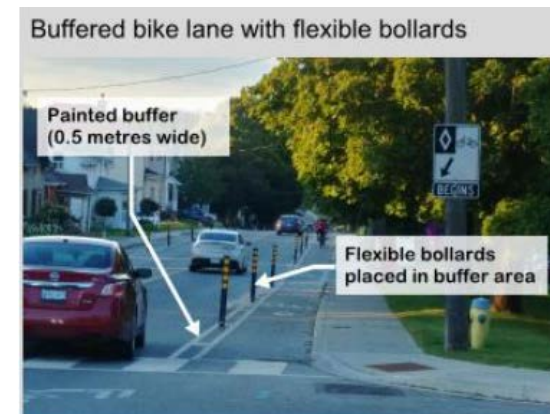
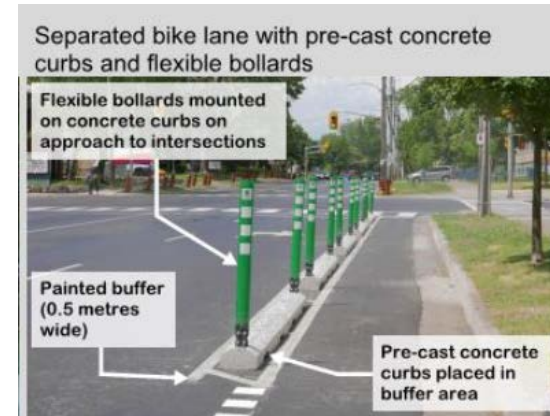
- 2009 EA anticipated LOS F at Bouffard Road West and Bouffard Road East by 2021.
Current traffic analysis shows Bouffard Road West operates at LOS D and Bouffard Road East at LOS B

- A “Do Nothing” approach with other network extensions indicates LOS F for Bouffard Road West and LOS C for Bouffard Road East. Implementing the recommended alternative improves the intersection to LOS A

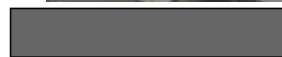
Recommended Cycling Facility



On-road buffered bike lanes with separated sidewalks on Malden Road from the Cahill Drain to the southern study limits.



Source: Town of LaSalle TMP presentation



PROPOSED ROADWAY PLATFORM



PROPOSED SIDEWALK



PROPOSED BOULEVARD/GREEN SPACE



PROPOSED MALDEN ROW LIMIT



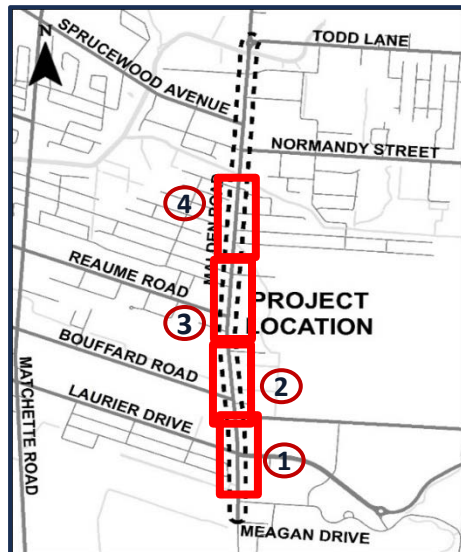
PROPOSED NEW ROW LIMIT (SIDE ROADS)



EXISTING PARCELS FORMING ROW LIMIT

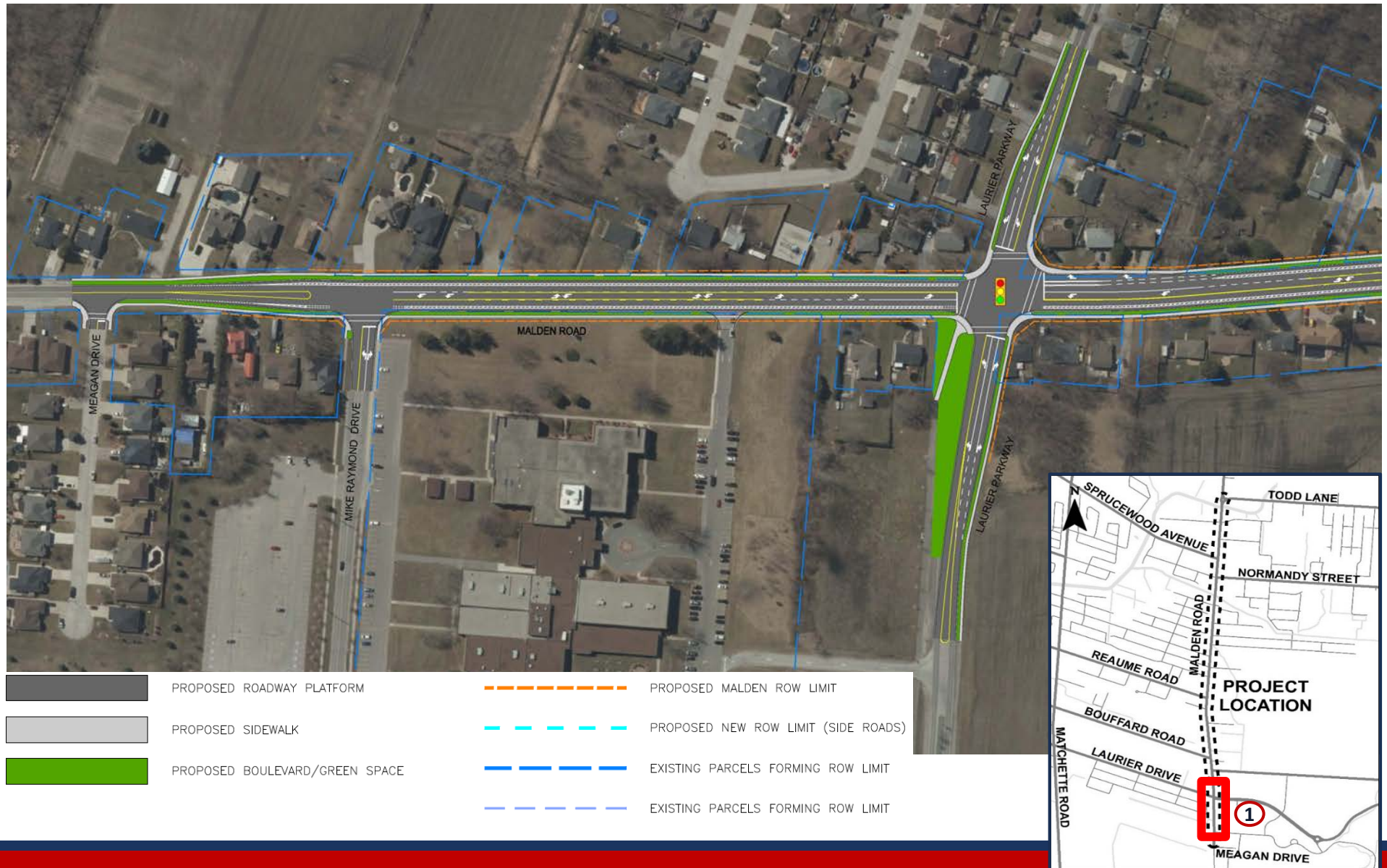


EXISTING PARCELS FORMING ROW LIMIT

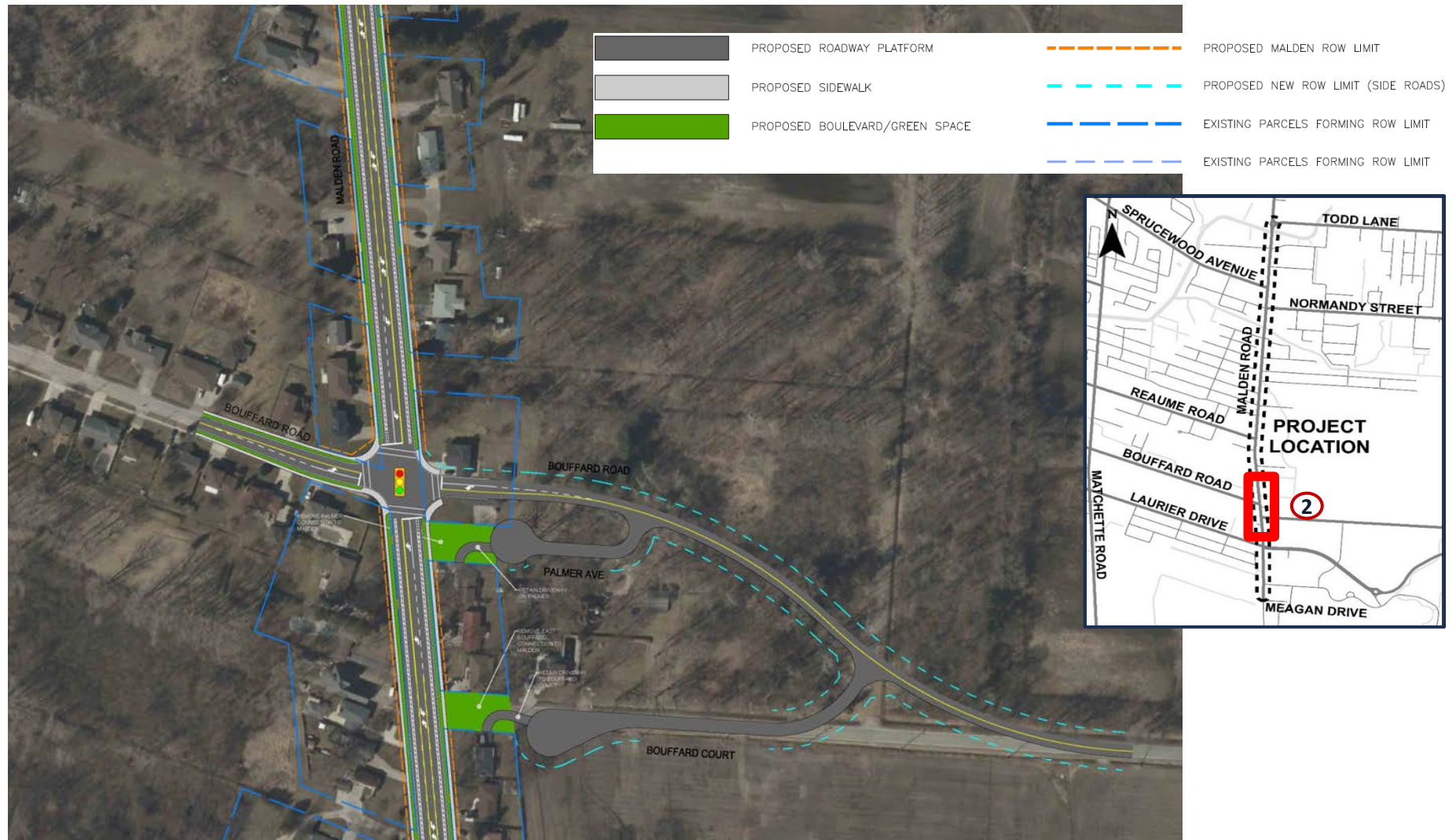


RECOMMENDED PRELIMINARY DESIGN DRAWINGS

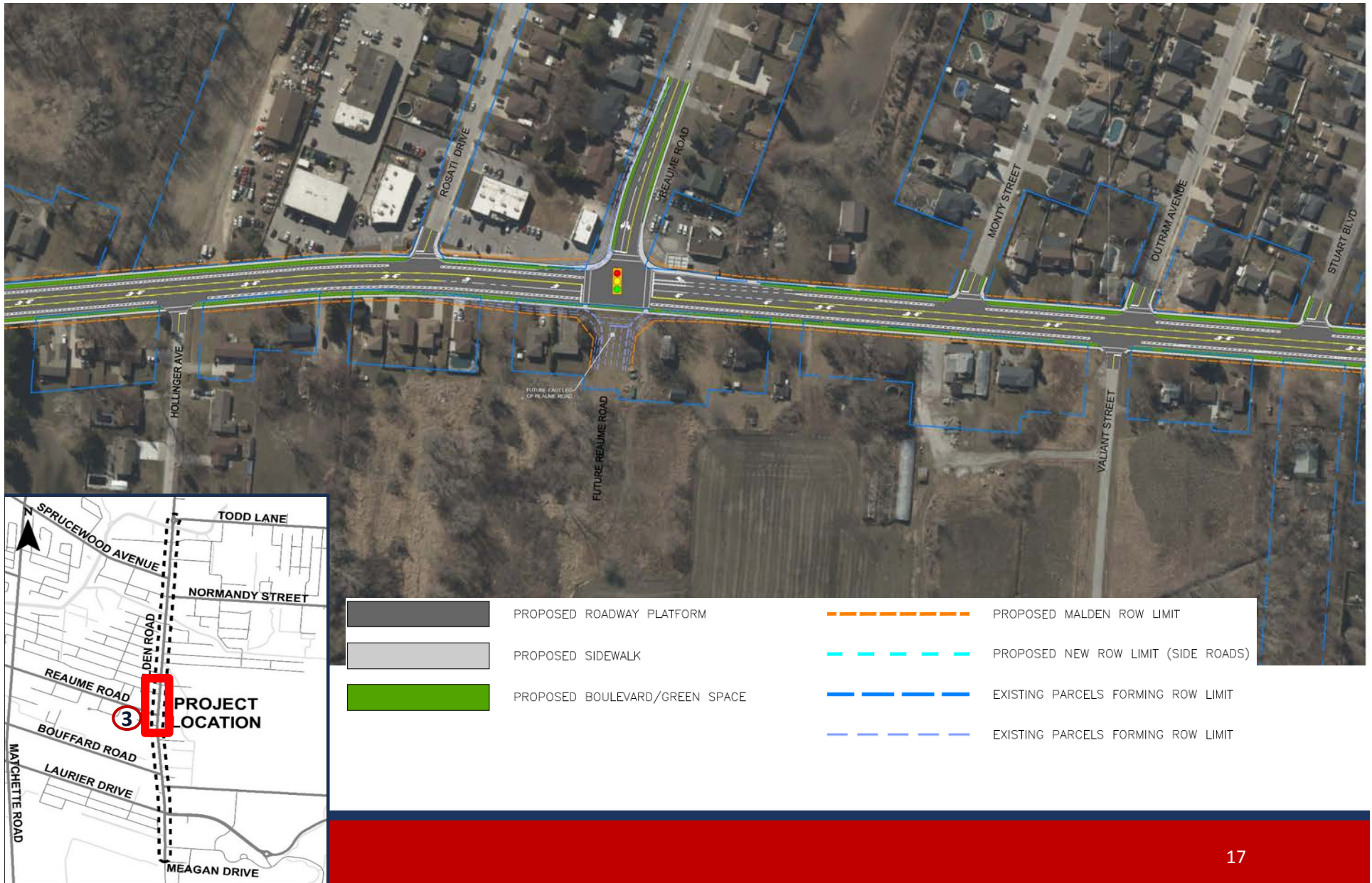
Malden Road South Limit



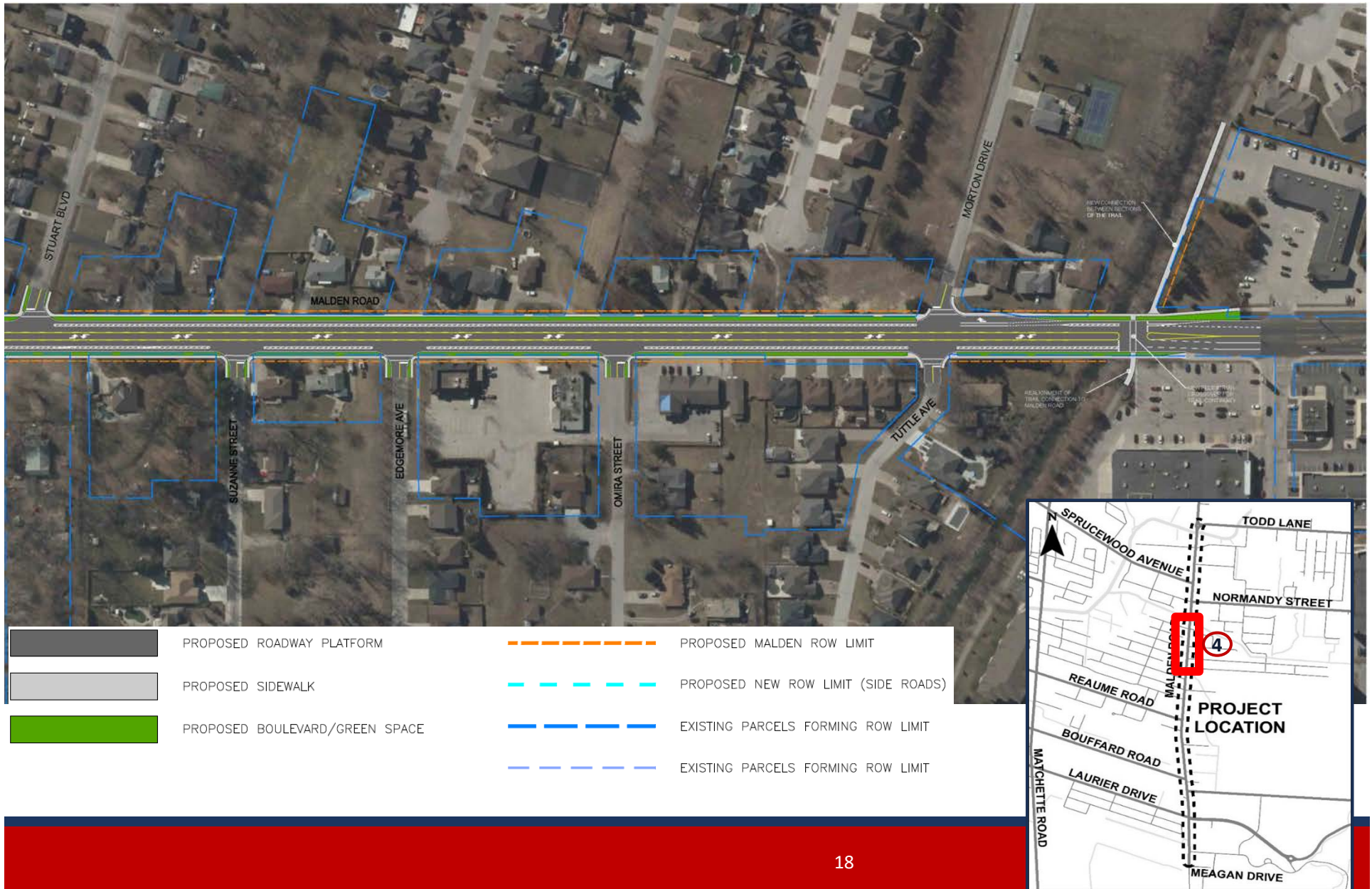
Malden Road at Bouffard Extension



Malden Road at Hollinger-Reaume-Stuart



Malden Road at Cahill Drain



Comments Received Post-PIC

A total of 89 comments were received following the PIC between December 21, 2020 and February 5, 2021, through email, telephone, and the PlaceSpeak discussion board.

A summary of the comments included the following:

- Consider the implementation of crosswalks, separated active transportation, and safe intersections. Also consider traffic calming measures
- Improvements to active transportation are needed along Malden Road. Provide designated active transportation facilities (bike lanes, buffered bike lanes, multi-use path) along the corridor, connecting to local trails.
- Impacts to traffic flow as a result of intersection improvements – consider roundabouts over traffic lights where feasible.
- Protection of the existing natural environment of the area including species at risk, wooded areas.
- Consider bus shelters, street trees, and garbage cans.

The recommended improvements along Malden Road address the comments brought forward.

Next Steps

- ❖ Obtain council resolution to approve issuance of the Notice of Study Completion and start the 30-day public review period
- ❖ Property acquisition
- ❖ Detailed Design of corridor improvements
- ❖ Construction phase, subject to funding and approvals