



The Corporation of the Town of LaSalle

Date	March 6, 2018	Report No:	PW-09-18
Directed To:	Mayor and Members of Council	Attachments:	-Typical Cross Section from 2009 Malden EA
Department:	Public Works	Policy References:	
Prepared By:	Peter Marra, P.Eng. – Director of Public Works Jonathan Osborne, P.Eng. – Manager of Engineering		
Subject:	Malden Rd. – Additional Turning Lanes		

RECOMMENDATION:

1. To NOT proceed with the construction of additional turning lanes along the Malden Rd corridor from the Cahill Drain to Laurier Pkwy as part of the mill and pave work.
2. To update the 2009 Malden Road Class Environmental Assessment (EA) commencing in 2019 with a 2019 budget approval.

REPORT:

Additional Turning Lanes:

This report has been prepared in response to a question from Council to the possibility of installing additional turning lanes on Malden Rd as part of the 2018 mill and pave work that is to be undertaken by the Town and the County of Essex.

In this area there are numerous dwellings, driveways and intersections. The resulting turning patterns lead way to having a dedicated left turn lane that services north and southbound for the entire length. This dedicated left turn lane is identified in the 2009 Malden Road EA. Adding periodic left turn lanes at isolated locations would not completely alleviate the problem of traffic backing up and improper passing on the path, due to the number of access points.

From a construction standpoint, to add isolated turn lanes, the road would have to be widened on the west side, to avoid pathway reconstruction on the east side. This would involve curb and shoulder removal, catchbasin relocation, road base and asphalt construction, and curb replacement. The scope of this work is outside of a typical mill and pave project done when partnering with the County. An approximate cost to do this work would be \$850,000.

In our opinion, proceeding with this work, or a variation of, would not be an effective strategy to improve Malden Rd for the following reasons:

1. It would contradict the recommendations set out in the 2009 EA.
2. The cost is prohibitive and not part of the 2018 approved budget.
3. Any works completed would need to be reconstructed if and when the Town does follow through with the recommendations in the EA.
4. Infrastructure work including storm sewer replacement, watermain replacement will need to be completed within the next 5 to 10 years.

Background on the 2009 Malden Rd Environmental Assessment:

Malden Rd is an arterial road that has a current average daily use of 20,000 vehicles. There is 2.4m asphalt path on the east side of the road from Cahill Drain to Laurier, and mountable concrete curbs on both sides of the road from Cahill Drain to Reaume Rd. South of Reaume there are no curbs. The asphalt condition is poor, and in need of a surface mill and pave which is planned for 2018.

In addition to the asphalt condition, the storm sewer and watermain are nearing the end of their respective useful lives, but are expected to continue to function adequately in the short term of 5 to 10 years.

There is a bridge at the Cahill Drian, which is in good structural condition. However it does not have the necessary width for additional lanes with its current configuration.

In 2009, an Environmental Assessment was completed on the Malden Corridor from Todd Lane to Megan Drive. The purpose of this EA was to address future upgrades needed for vehicle traffic, pedestrian traffic, and infrastructure replacement. The EA split the road into three sections:

- | | |
|--|--------------------------------|
| 1. LaSalle Town Centre, Todd Ln to Cahill | -actual cost of \$12,000,000 |
| 2. Transitional Area – Cahill to Reaume | -estimated cost of \$5,000,000 |
| 3. Residential/Vollmer Complex – Reaume to Megan | -estimated cost of \$6,000,000 |
- (all costs as per 2009 prices)

In the 2009 EA, the typical cross section (attached) for sections 2 and 3 of the road are single north and southbound driving lanes with shared bike lanes, a centre turning lane, localized right turn lanes at specified intersections, a mulit-use path on the east side, and a sidewalk on the west side.

In 2010, the Town completed the LaSalle Town Centre work as per the recommendations in the EA. Also in 2010, improvements were made at the Laurier and Malden intersection as part of the construction of Laurier Pkwy. Since that time, no other work has taken place along that corridor.

Updating the Malden Road Environmental Assessment:

There are some recommendations in the 2009 EA that over the past 9 years, have become out of date:

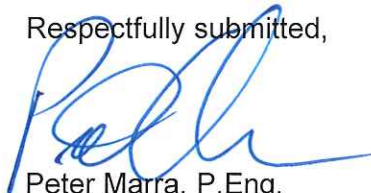
1. The realignment of Bouffard Rd to connect at Malden. Due to the current configuration of the residential and secondary structures in that intersection area, the realignment of the east leg of Bouffard as shown in the EA is not realistic. A realignment of the west leg would be more feasible, and the EA should reflect this.
2. The intersection at Reaume does include right and left turning lanes, however it does not include traffic signals. We need to investigate the need for signals and/or a roundabout and how that may tie in with future development to the west, both from a configuration and timing standpoint.
3. The use of shared bike lanes is no longer common practice. In an updated EA we would like to review alternative configurations that will be consistent with other Town and County studies that deal with active transportation.
4. The existing bridge at Cahill Drain does not show a proposed widening to the structure. This should be reviewed to help address the bottle-neck issues north of the bridge.
5. There is a need to update the 2009 cost estimates to more closely represent today's construction costs.

To address these items and possible other items not contained within, our recommendation would be to update the existing EA to become more current, starting the study in 2019. To delay the EA to 2019 will allow the Town to budget for it, as well as give appropriate time for the current studies to be completed that will affect the EA amendment. These current studies are:

1. The County of Essex Road Rationalization
2. Town of LaSalle Official Plan Update
3. Town of LaSalle Active Transportation and Transportation Master Plan.

Upon completion of these reports, and then the subsequent completion of the Malden Rd EA amendment, the Town will be in a position to incorporate financing and budgeting plans to carry out potential work in future years.

Respectfully submitted,

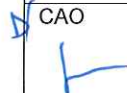


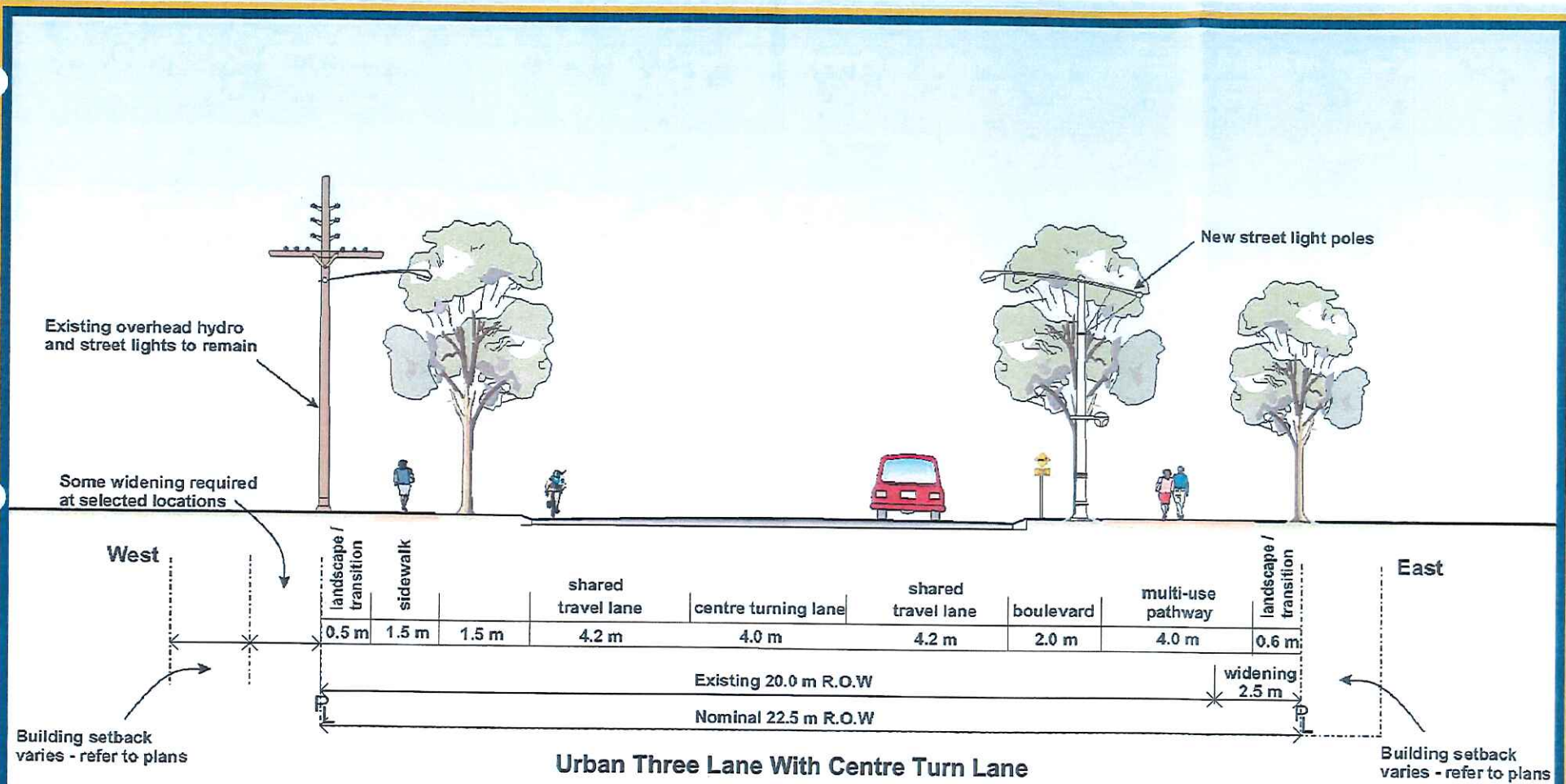
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Reviewed by:

CAO	Treasury	Clerks	Public Works	Planning	Cult. & Rec.	Building	Fire
							



	<p>Malden Road Transportation, Public Safety & Urban Design Improvements Project Class Environmental Assessment</p>
	<p>Figure 8.0 3-Lane Road with Centre Turn Lane</p>