



The Corporation of the Town of LaSalle

Date	July 16, 2018	Report No:	PW-36-18
Directed To:	Mayor and Members of Council	Attachments:	PW-09-18
Department:	Public Works	Policy References:	
Prepared By:	Peter Marra, P.Eng. – Director of Public Works		
Subject:	Malden Road improvement Update		

RECOMMENDATION:

That Council refer the updating/amending of the Malden Road Environmental Assessment to the 2019 budget and that the EA amendment be carried out in 2019 if approved at budget deliberations.

REPORT:

This report is prepared in response to a Council question arising from the June 26, 2018 Council meeting regarding the next phases of Malden Road improvements, particularly the intersection of Malden and Reaume.

Administration has received one formal concern regarding additional turning lanes on Malden Road and a report was presented to Council back at the March 13, 2018 council meeting (PW-09-18, copy enclosed).

Administration has also received a number of informal concerns with respect to the intersection of Reaume and Malden through the LaSalle Police and from the public regarding pedestrian safety, waiting time, congestion, etc.

In the 2018, mill and paving of Malden Road from the Cahill Drain to Laurier Pkwy will be completed.

Back in 2009, an Environmental Assessment (EA) was completed for Malden Road from the Town limits southerly to Mike Raymond Drive. A portion of the recommendation of the EA has been completed through the Malden Town Center from the Town Limits southerly to the Cahill Drain in 2010. No further work has been completed on Malden Road since 2010.

The existing EA for Malden Road is now about 10 years old, there has been a number of changes that have occurred, relative to new developments and a new official plan.


Given the extents of the changes that occurred since the 2009 EA was prepared it is recommended that the EA be reviewed and amended to reflect these changes. This is recommended to be brought to the 2019 budget deliberation so that the EA amendment will be completed in 2019.

The amended EA will review the type of cross section that should be constructed and will look at all the intersections along the route and make recommendations on how each intersection should be treated. The EA will also provide approximate construction estimates to be used to allow the Town to budget for construction in future years.

During the EA amendment, the Town will request that the intersection of Reaume and Malden be reviewed to determine the best way to improve the intersection while keeping with the proposed ultimate recommendations and determine the best timing to carry out these improvements in the future.

The Town will also need to advise the County of Essex of our intention to update the EA so that the County can budget for their share of the EA in 2019. The County is the road authority for Malden Road from Reaume Road southerly.

Respectfully submitted,



Peter Marra, P.Eng.
Director of Public Works

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



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:

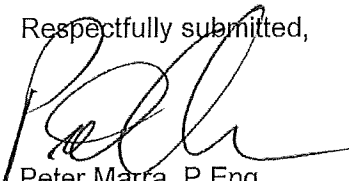
1. The realignment of Bouffard Rd to connect at Malden. Due to the current configuration of the residential and secondary structures in that intersection area, the realignment of the east leg of Bouffard as shown in the EA is not realistic. A realignment of the west leg would be more feasible, and the 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.

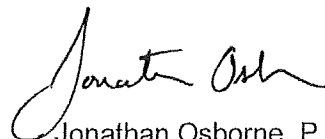
To address these items and possible other items not contained within, our recommendation would be to update the existing EA to become more current, starting the study in 2019. To delay the EA to 2019 will allow the Town to budget for it, as well as give appropriate time for the current studies to be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


Peter Marra, P.Eng.
Director of Public Works


Jonathan Osborne, P.Eng.
Manager of Engineering

Reviewed by:							
CAO H	Treasury	Clerks	Public Works	Planning	Cult. & Rec.	Building	Fire

