

Our Next Move

Town of LaSalle Transportation Master Plan



Council Presentation

January 14, 2020



Presentation Overview

- 1 Introduction
- 2 Project overview and timeline
- 3 Who have we engaged and what have we heard?
- 4 Draft recommendations
- 5 Next steps



Our Next Move



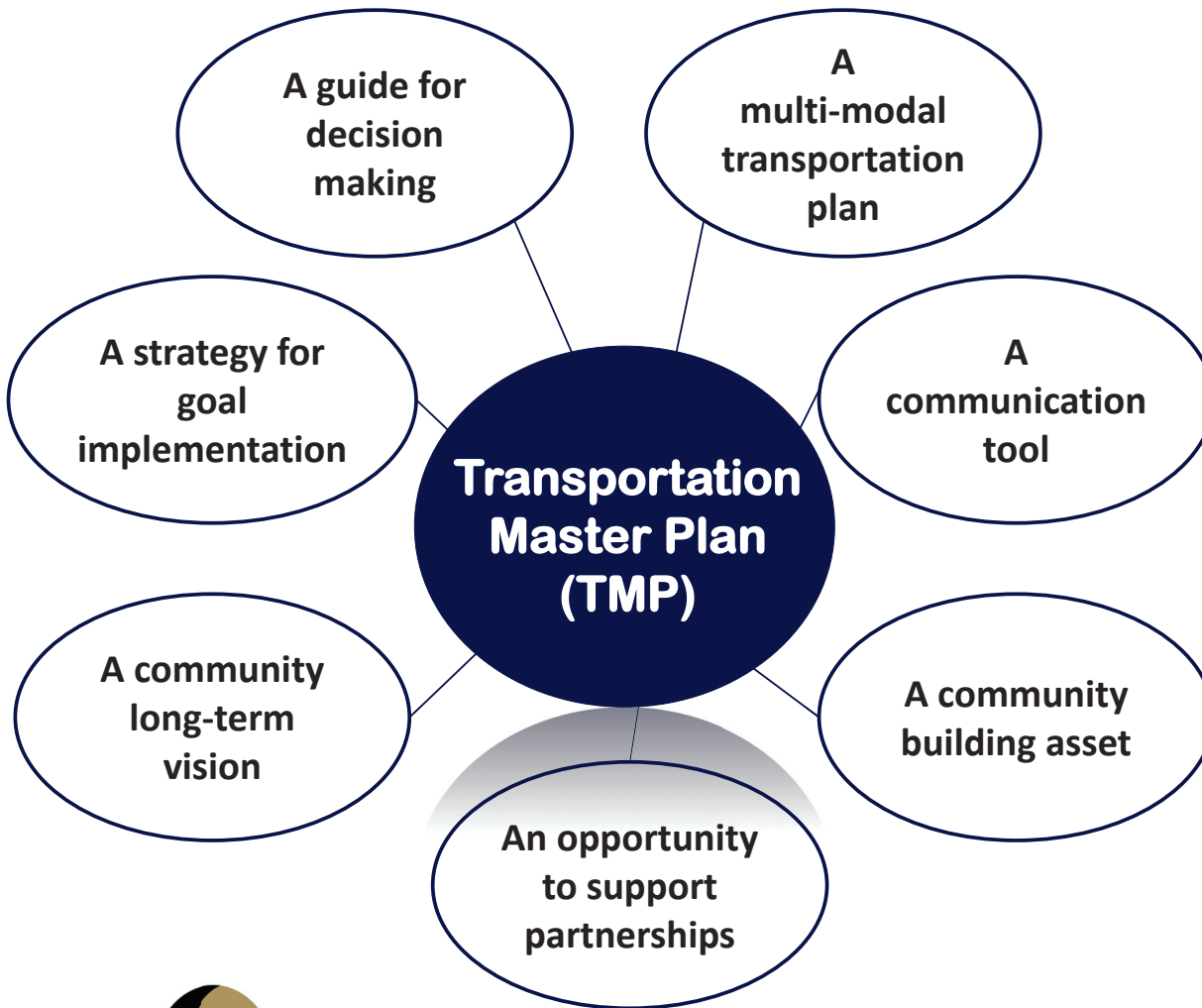
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Introduction





What is a Transportation Master Plan (TMP)?



Why develop a TMP?



Proactively plan for all modes



Provide options for how people travel



Support goals for a **vibrant and connected community**



Enhance the quality of life for people who live, work and play in the Town



Accommodate future generation needs

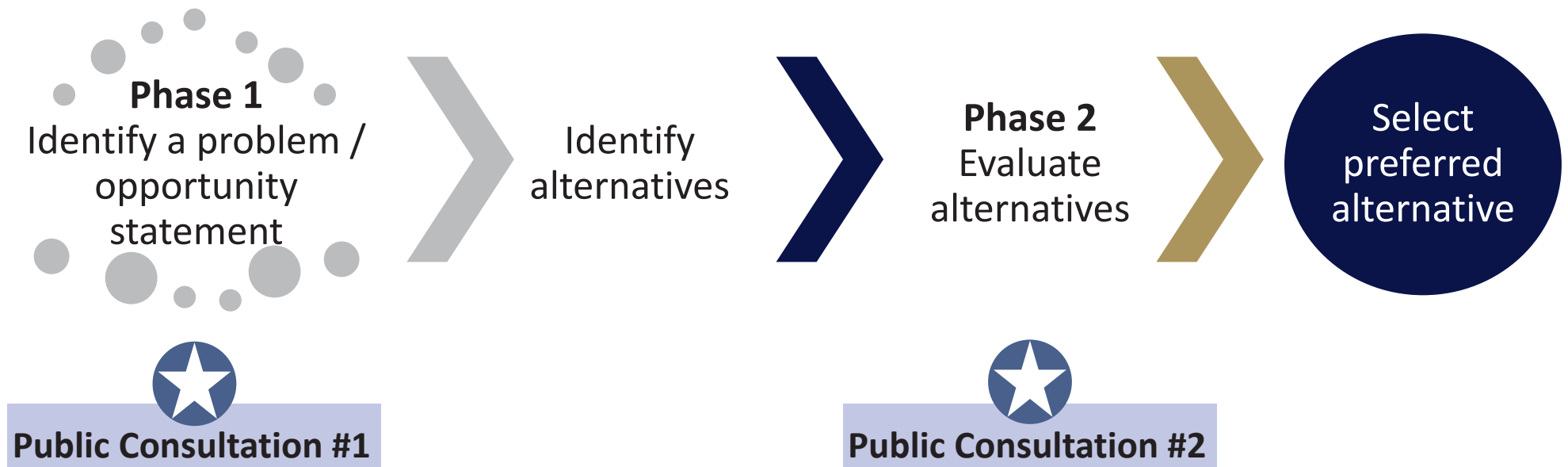




The Environmental Assessment Process (E.A.)

The **Municipal Class Environmental Assessment (E.A.)** provides a process in accordance with the E.A. Act for municipal **infrastructure projects**.

The TMP is **required to complete Phases 1 and 2** of the five phases of the process:



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Project overview and timeline





Study Objectives

LaSalle Age-Friendly Active Transportation Plan

Improve and enhance the safety, convenience and comprehensiveness of both pedestrian and cycling networks, so that residents of all ages and abilities can travel to/from places for utilitarian and recreational purposes Town-wide.



Specific Objectives

- Identify:
 - Existing conditions
 - Gaps in the local network
 - Network connection opportunities with neighbouring municipalities
 - Facility types and design guidelines
 - Financial costs and funding sources
- Develop:
 - An asset management and maintenance strategy
 - A prioritized implementation strategy





Study Objectives

LaSalle Multimodal Transportation Assessment

Protect the natural assets and support the local economy with well integrated streets and facilities that promote multimodal travel and seamless transfers across all transportation modes.



Specific Objectives

- Identify
 - Existing conditions
 - Gaps in the network
 - Assess Town's future road needs
 - Assess Town's transit needs
- Develop
 - Roads and trails design standards
 - Policy recommendations to address future impacts of autonomous vehicles
 - Cost effective implementation strategy (priority actions)





Working Vision

*“The Town of LaSalle envisions an **accessible, well-connected, age-friendly** transportation network that supports **sustainable** and **multimodal travel** for pedestrians, cyclists, transit users and motorists. Planning, designing, constructing and maintaining the network acknowledges the **mobility needs** of numerous users of **all ages and abilities**, meeting the needs of today and tomorrow”*

The vision for LaSalle’s transportation future integrates 4 key principles:



Promote active lifestyles by providing safe and comfortable facilities for walking and cycling



Provide accessible streets for all ages and abilities in established and new neighbourhoods



Encourage seamless multi-modal travel and transfers across different transportation modes

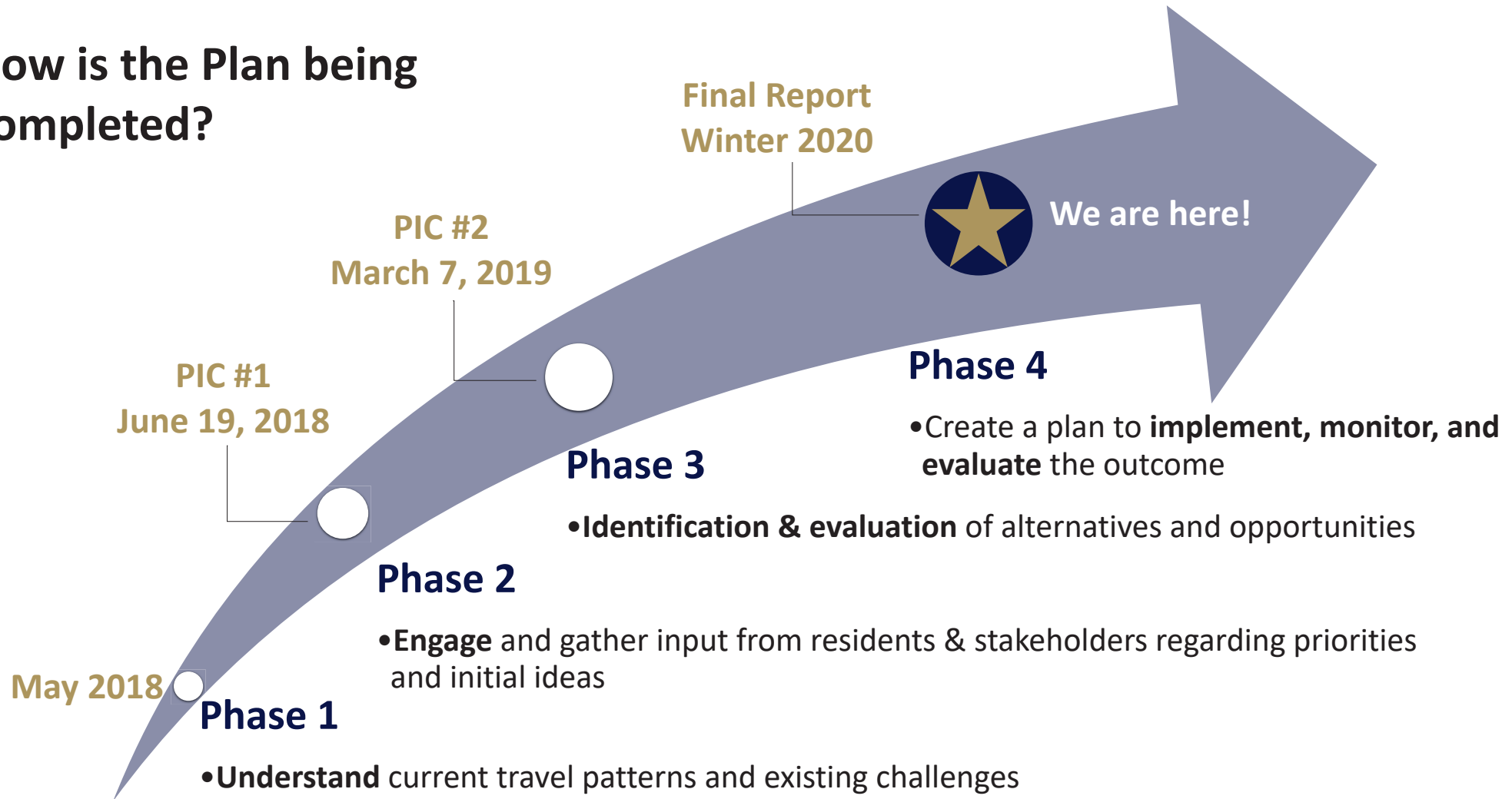


Maintain and enhance the quality of life through a well-integrated transportation system



Project Timeline

How is the Plan being completed?



Our Next Move • Town of LaSalle Transportation Master Plan



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Who have we
engaged and what
have we heard?



Stakeholders Engaged

LaSalle Transportation Master Plan



Council Members



Community

- Residents
- Visitors
- Commuters



Steering Committee

- Engineering
- Planning



Technical Agencies

- LaSalle Police Service
- Windsor-Essex County Health Unit
- Transit Windsor
- County of Essex
- City of Windsor
- Town of Amherstburg
- Ministry of Transportation

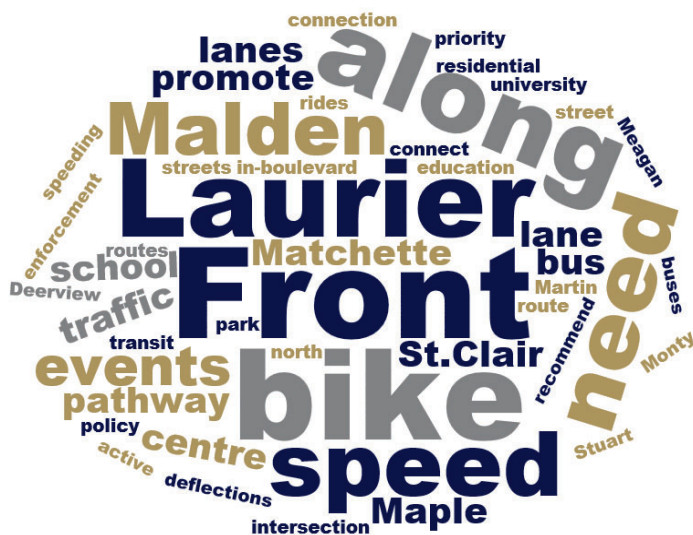
Which initiatives are most important to you? Choose to each picture!

Group Rides		<input checked="" type="radio"/> Yes
Active and Safe Routes to School		<input checked="" type="radio"/> Yes
Bike to Work Day		<input checked="" type="radio"/> Yes
Online Hub		<input checked="" type="radio"/> Yes
Open Streets Events		<input checked="" type="radio"/> Yes Yes - Take them down - No motorized vehicles
Other: Please comment		





Public Consultation #1



Project Type	Average Number of Comments
Cycling Facilities	3.52
Traffic Calming	3.43
Pedestrian Facilities	3.08
Road Maintenance	3.07
Road Improvements	3.00
Transit Improvements	2.85
Road Safety Education	2.57
Parking	2.03

Community and Stakeholder Feedback

Geo-location of Stakeholder Feedback – Opportunities and Challenges

1 Front Rd.

Opportunity to develop waterfront area and add safer AT facilities

2 Ojibway Pkwy / Morton Dr.

Congestion and speeding, safety concerns for AT

3 Matchette Rd.

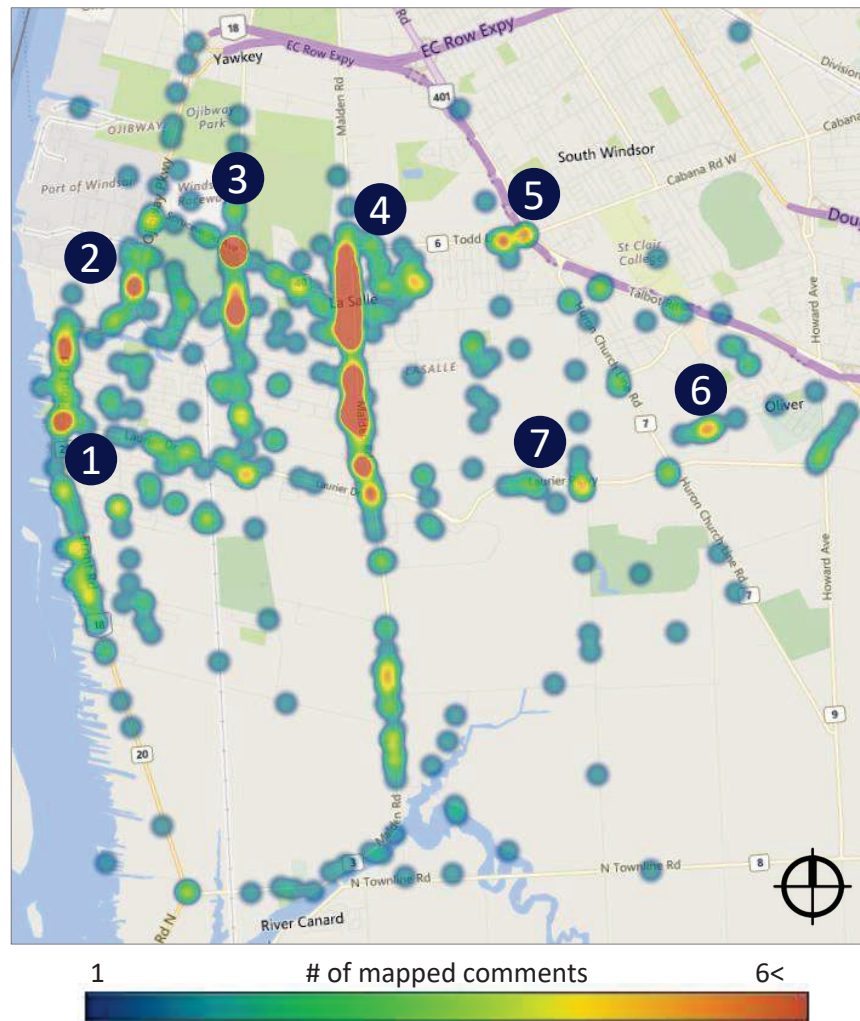
Integrate cycling facilities to Windsor and review intersection operations

4 Malden Rd.

Review traffic intersection operations, evaluate need for greater separation for cycling

5 Todd Ln.

Enhance connections to Windsor and Herb Gray Parkway Trail



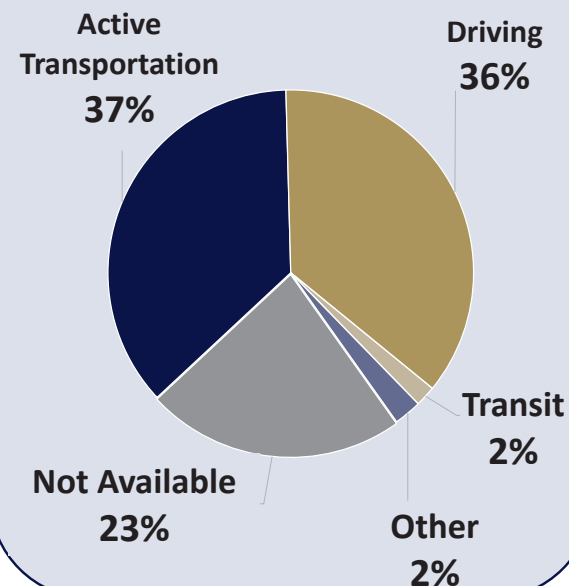
6 6th Concession Rd.

Safety concerns due to speeding; opportunity to enhance connections

7 Laurier Pkwy.

Relieve pressure from Malden Rd. and activate corridor with enhanced streetscape

Mode Referenced



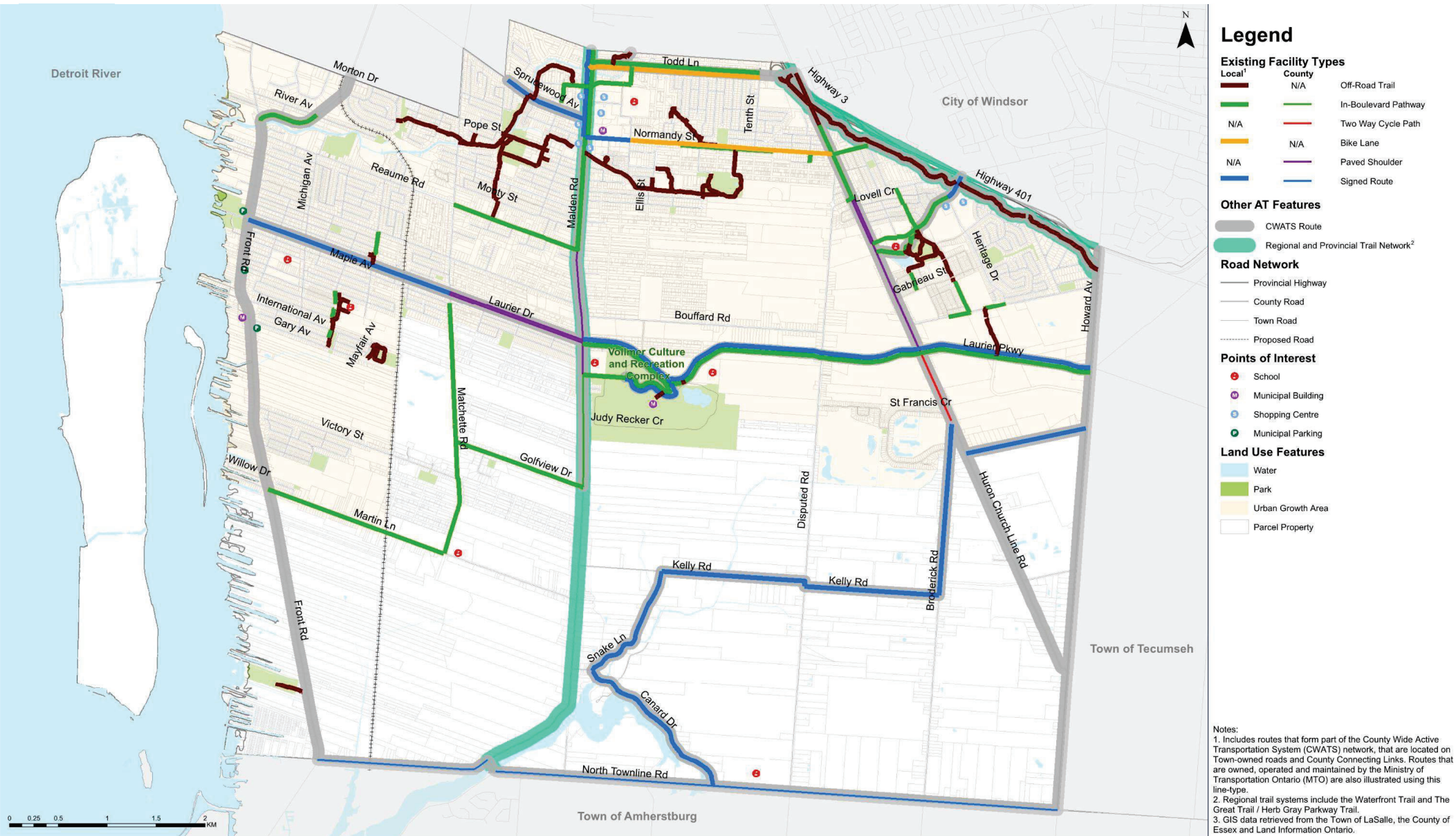
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Draft recommendations



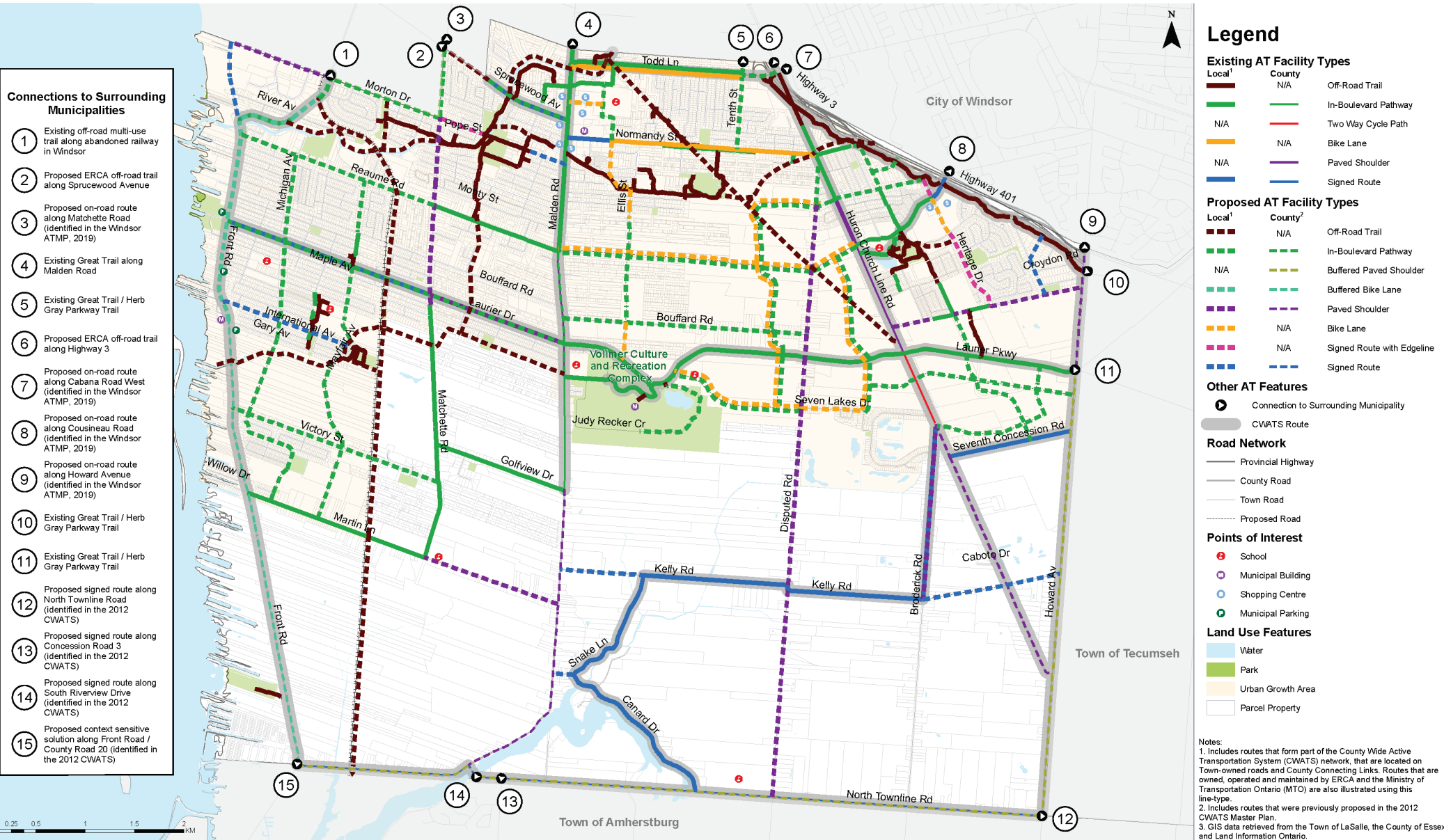


Existing Active Transportation Network





Preferred Future Draft A.T. Network





Front Road Vision - Pilot Project

Road Segment: Morton Dr to International Ave



Objective: Test a **context-sensitive solution** (as identified in the County-Wide Active Transportation Plan) to improve local and regional **A.T. connectivity** and **enhance Front Road** as a main commercial corridor, a ‘Complete Street’ and an attractive destination for the community.



1. **Reduce lanes** from four to three lanes with a continuous centre left-turn lane



2. Promote **off-street municipal parking** lots adjacent to Front Road



3. Implement **separated bike lanes** and sidewalks on both sides of the road



4. Encourage through / commuter vehicle traffic to use **alternate routes**

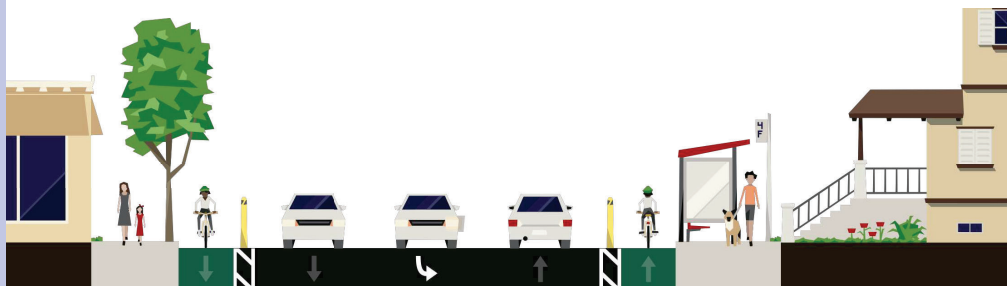


Front Road Vision – Pilot Project

Concept

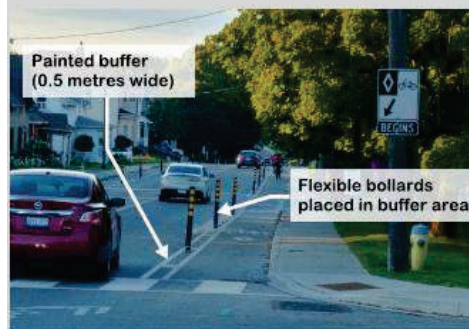


Cross-Section

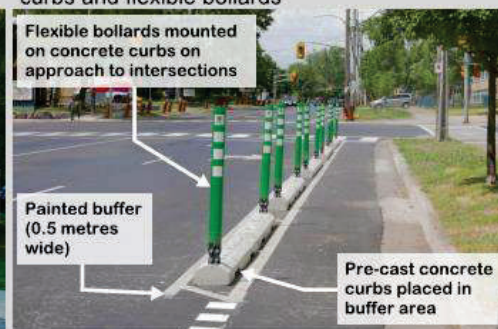


What could separated bike lanes look like?

Buffered bike lane with flexible bollards



Separated bike lane with pre-cast concrete curbs and flexible bollards



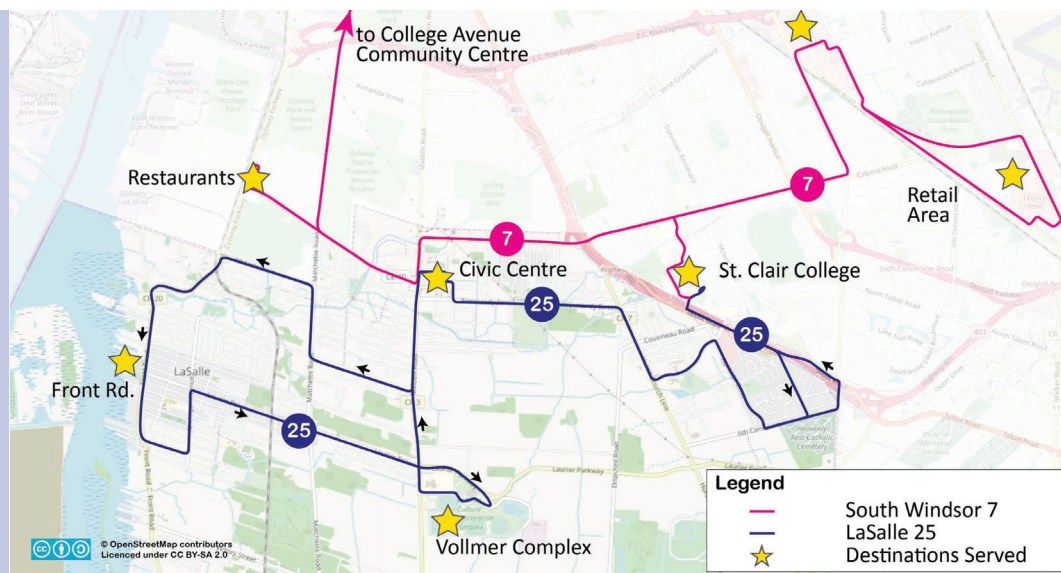
Evaluating the Pilot Project: What happens next?

1. Seek Council approval to **undertake a pilot project** on Front Road for **1-2 years**. If approved, implement the measures.
2. During the pilot:
 - Undertake **data collection** for Front Road and parallel corridors
 - Work with **local businesses** to understand concerns and potential improvements
 - Undertake **public opinion surveys** to understand public perception
3. **Report findings to Council** and recommend whether to make the pilot project permanent or not. If results do not meet expectations, then revert Front Road to prior roadway configuration.



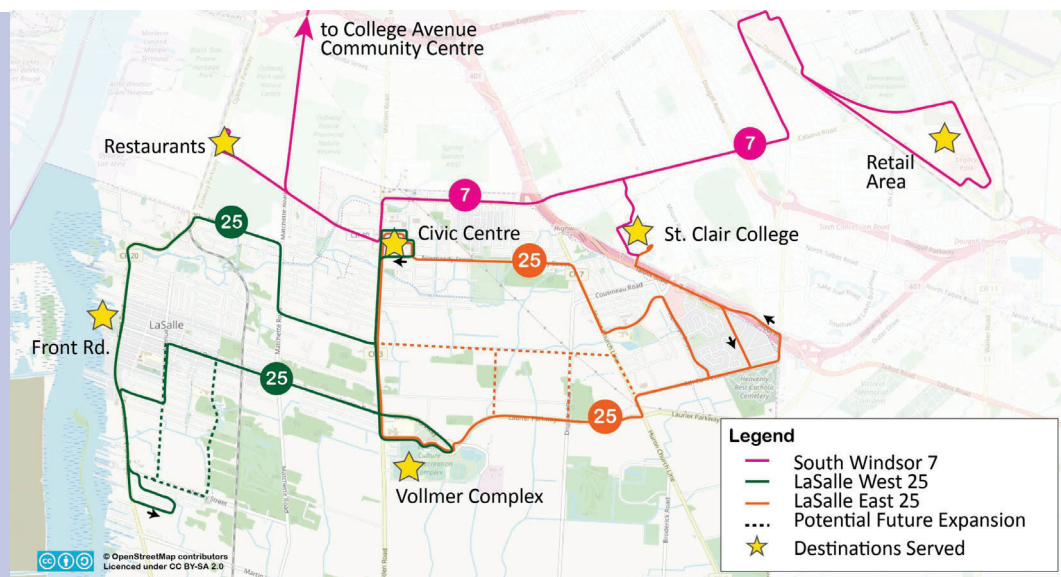
Future Transit Network

Continue or Upgrade Existing Transit



- Keep current transit route
- Upgrade to 30 minutes frequencies or have bidirectional service added (1-2 new buses)
- Connections to routes 5, 6 and 7 are maintained
- Currently serves all major destinations
- Does not serve new developing areas

Preferred Option: Split Line 25 into East & West routes

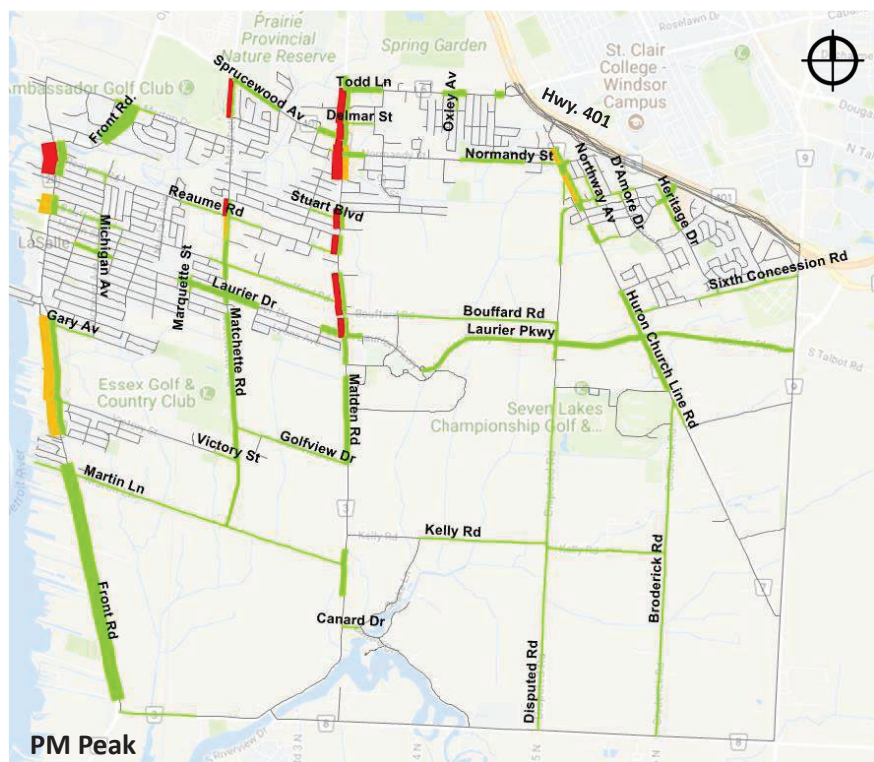


- Split current transit route
- Keep current 45-min frequencies but have bidirectional service (2 new buses)
- Connections to routes 5, 6 and 7 are maintained for the east route. Only route 7 connects with the west route.
- Transfers would be needed to get to St. Clair College from the west route, which may increase travel time for those users
- Provides new connections and serves new development areas



Future Road Network Assessment

2031 Road Network Do Nothing Alternative



2031 Road Network Preferred Alternative



- Good Level of Service
No/Low Congestion
- Fair Level of Service
Medium Congestion
- Poor Level of Service
High Congestion

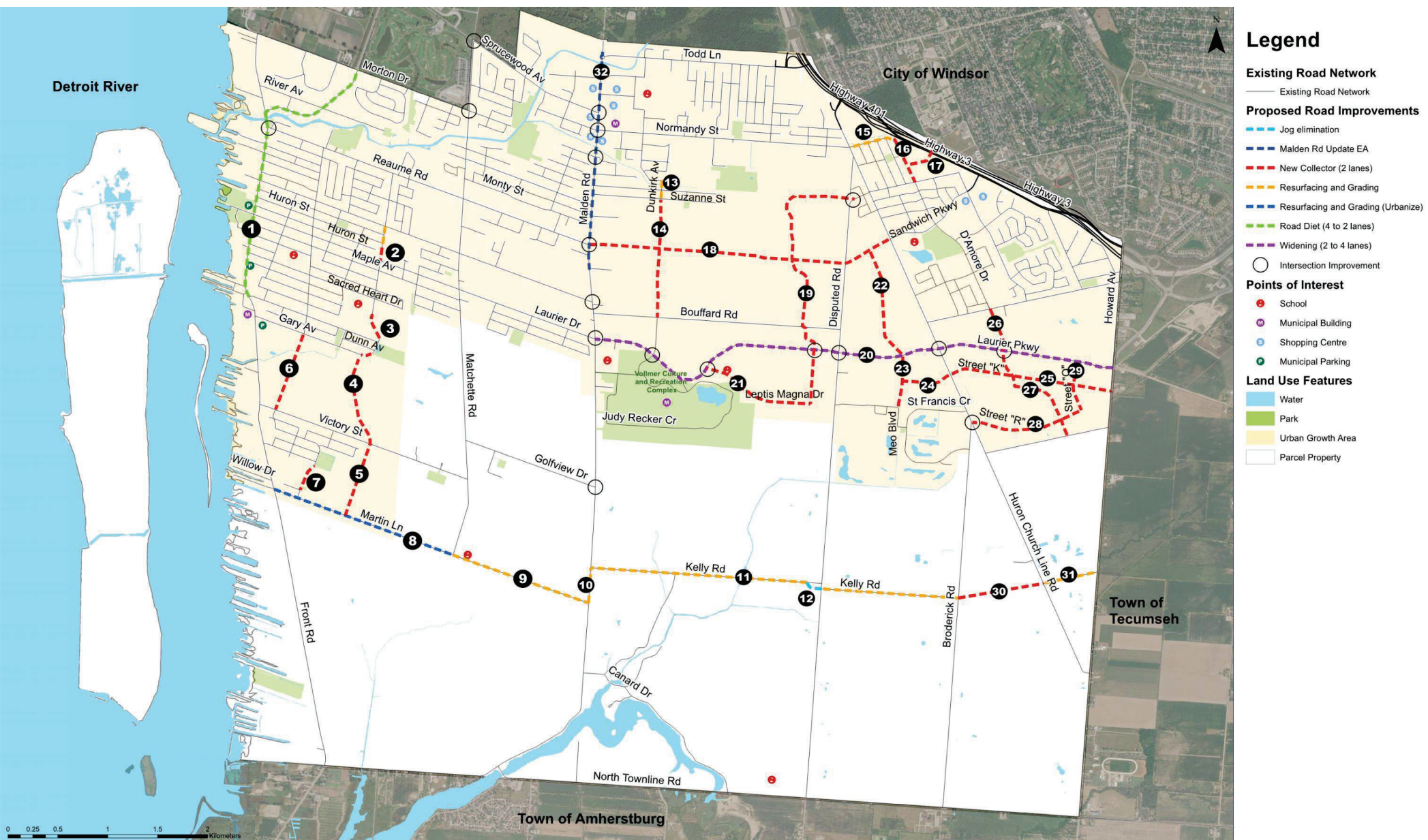
Volume (vehicle trips)



The **preferred road network alternative** is able to accommodate the future forecasted vehicular volume and improve service levels on key corridors. A comprehensive communication and transportation demand management plan will be adopted to encourage residents and commuters to use **Highway 401** and **Laurier Parkway** as the main travel corridors.



Preferred Future Draft Road Network





Traffic Calming Measures

Traffic Calming provides a framework for analyzing, reviewing, implementing, and monitoring initiatives **to help reduce speeding and enhance safety** for all transportation users in local and collector residential neighbourhood streets.

Vertical Deflections

Measures that cause a vertical upward movement of the vehicle. These measures typically result in lower vehicle speeds.

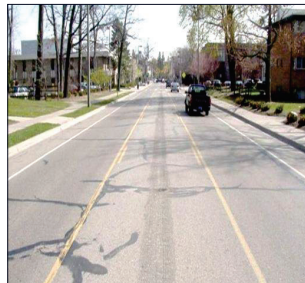


Speed Bumps

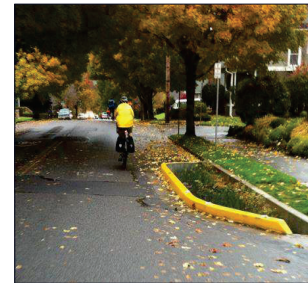
Raised Crosswalk

Horizontal Deflections

Measures that cause a lateral shift in the travel pattern of vehicles. These measures discourage short-cutting and through traffic.



Narrower Lanes



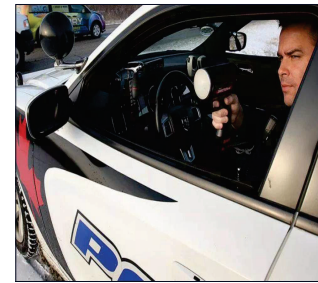
Chicanes

Other Measures

Alternative measures used to educate and control drivers and hopefully discourage reckless driving behavior.



Speed Radar Signage



Enforcement





Traffic Calming Process



1

Initiation



2

Development and Approval



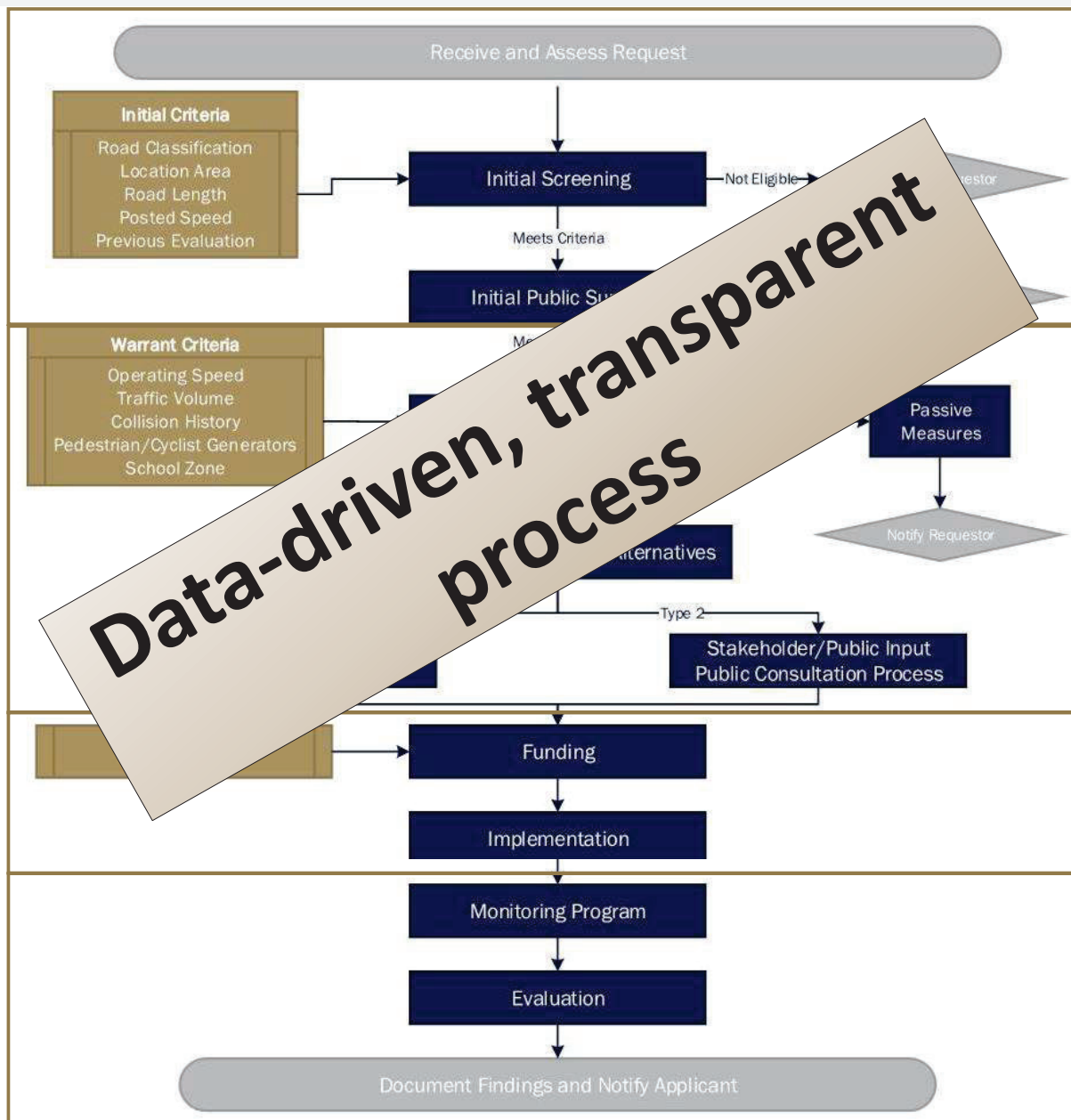
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Implementation



4

Evaluation



Initial Screening Requirements

Criterion	Initial Screening Requirements
Road Classification	Only local and collector roads are eligible
Location Area	Primarily residential area
Road Length	Street segment length must exceed 200 metres (street segment is not interrupted by a stop sign, traffic signal or sharp curve)
Posted Speed	Posted speed limit must be less than or equal to 50km/h
Previous Evaluation	Roadway has not been considered within the last 12 months

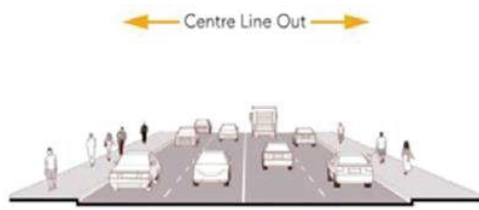




Supporting Policies

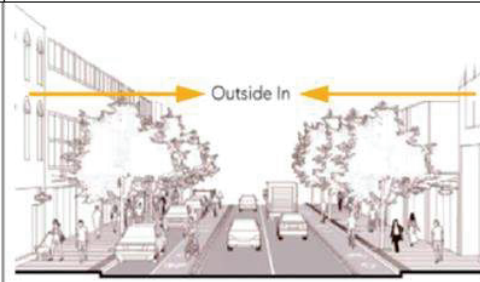
Complete Streets

20th Century Street Design Priorities



Auto-Mobility Centric
Automobile Safety

21st Century Street Design Priorities

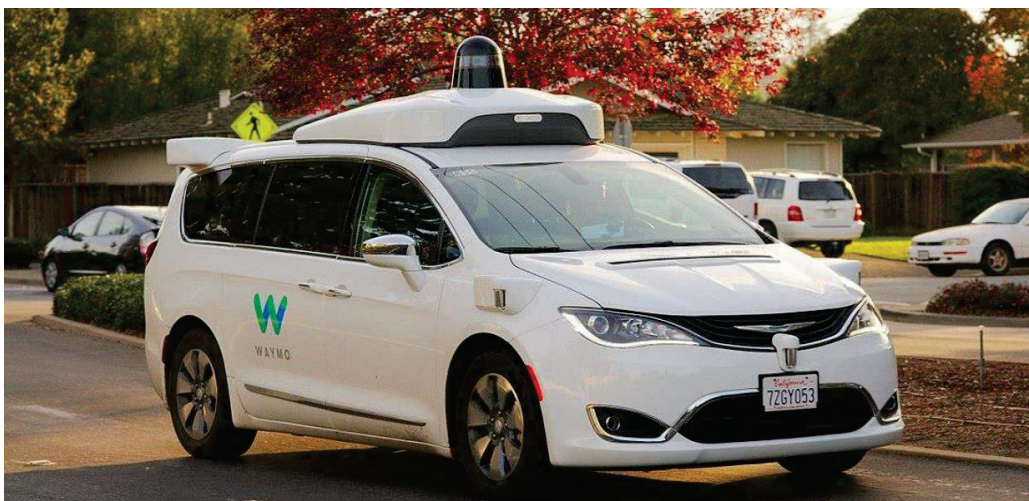


Multi-Modal Mobility + Access
Public health/ Safety
Economic Development
Environmental Quality
Livability / Quality of Life

Adopt a Complete Streets policy that requires streets to be planned, designed, built and maintained **for all users and abilities**. Some benefits associated include:

- Increased **health benefits** by promoting active transportation.
- Enhanced **safety** for all users by acting as complementary **traffic calming measures**.
- Increased **livability** by promoting attractive streetscapes.
- Improve **environmental quality** by reducing congestion and pollution.

Emerging Technologies



Prepare for emerging mobility technologies to facilitate the integration and operation of **ride-sharing, electric vehicles and driverless vehicles**. Associated benefits include:

- Increased **efficiency** and transfers of multi-modal operations.
- Improved **environmental conditions** by reducing pollution and congestion.
- Reduce need for parking facilities.

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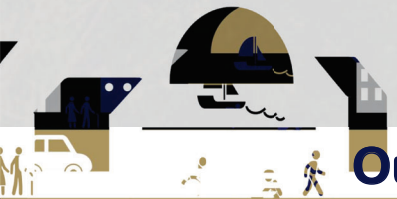
Next steps



Next Steps

What is next for LaSalle's TMP?

- 1 Incorporate Council comments
- 2 Issue for Council approval in February 2020
- 3 Issue Notice of Study Completion
- 4 Begin implementation after 30-day review period



THANK YOU!



Our Next Move

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