

# 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

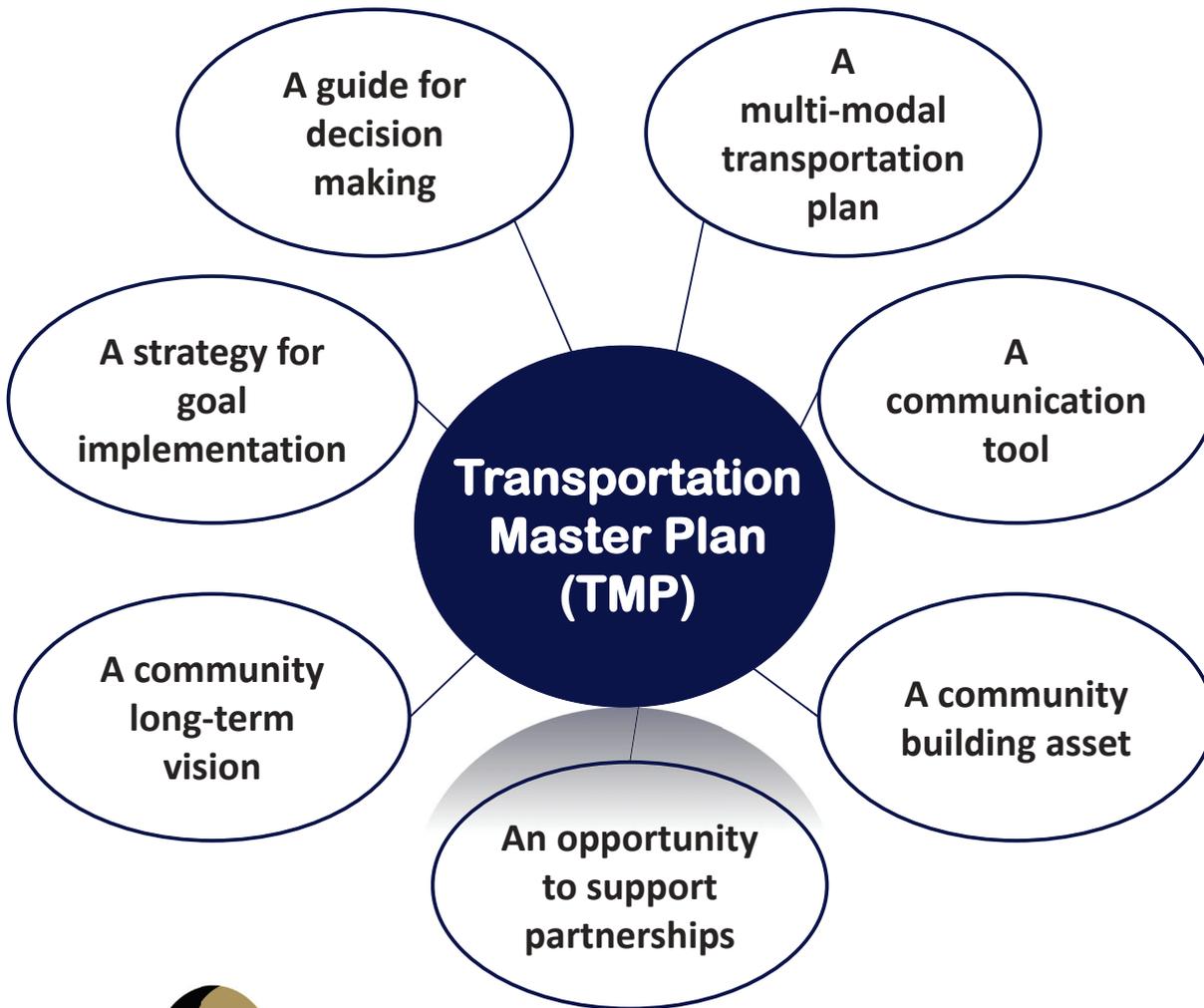
# 1

# 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

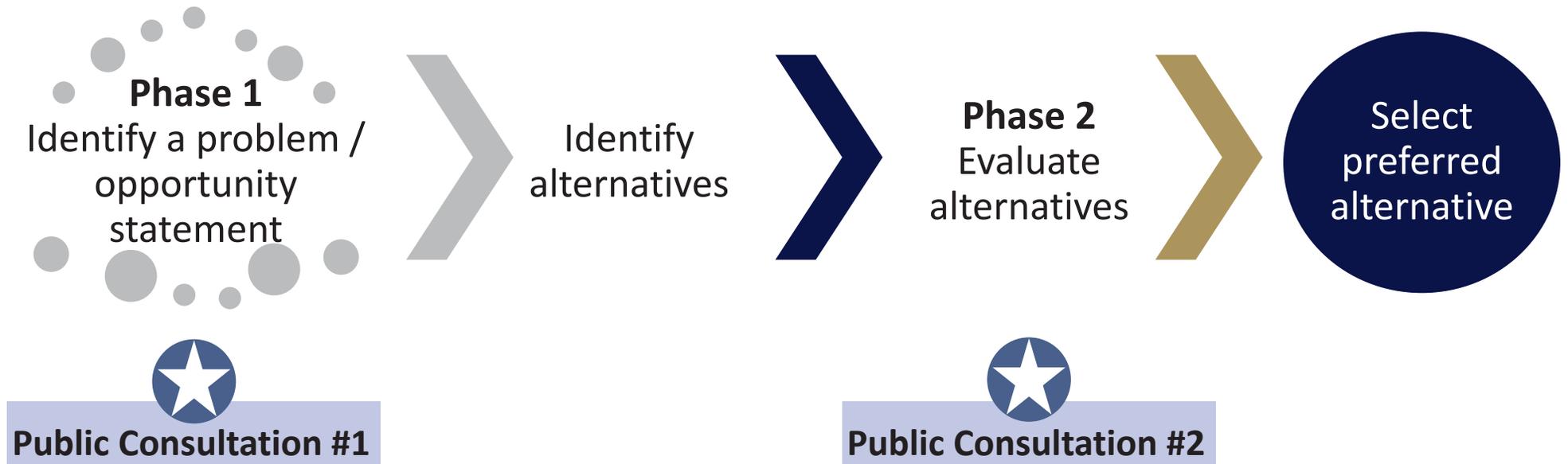




# The Environmental Assessment Process (E.A.)

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:



# 2

## 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

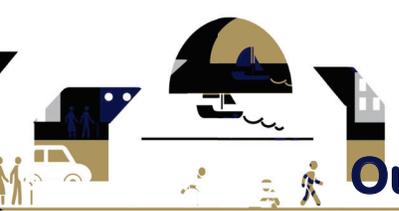
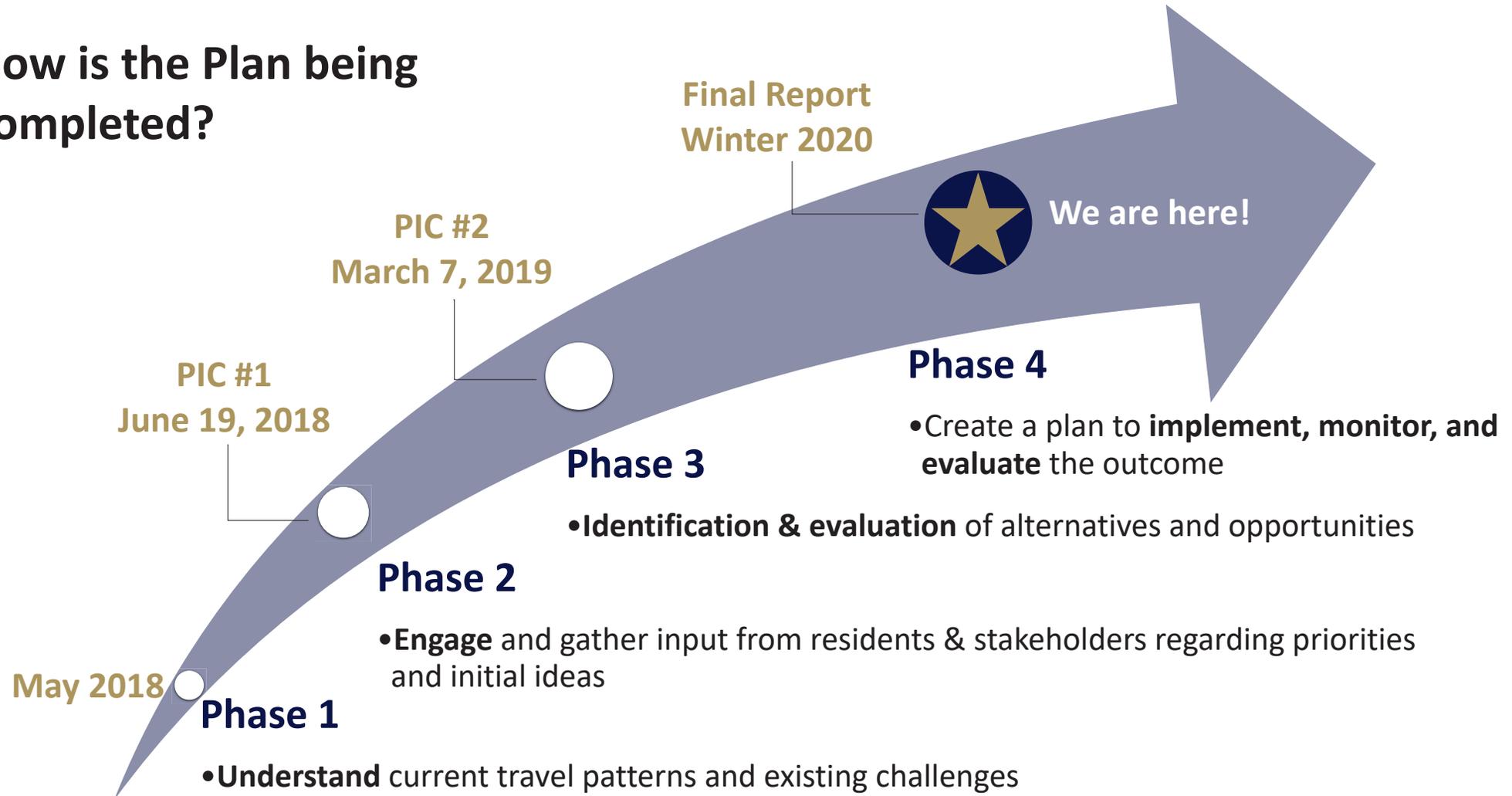


**Maintain and enhance the quality of life** through a well-integrated transportation system



# Project Timeline

## How is the Plan being completed?



# 3

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		Yes
Active and Safe Routes to School		Yes
Bike to Work Day		Yes
Online Hub		Yes
Open Streets Events		Yes Yes - Fahrrad nur - No motor vehicles
Other: Please comment		

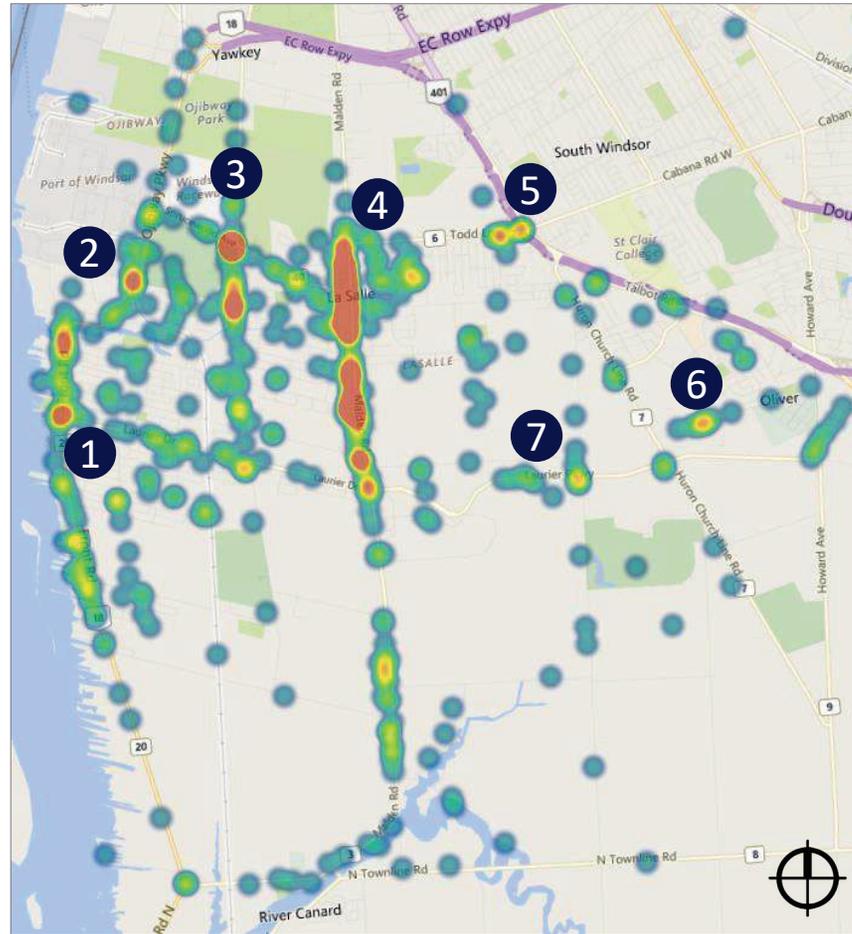




# Community and Stakeholder Feedback

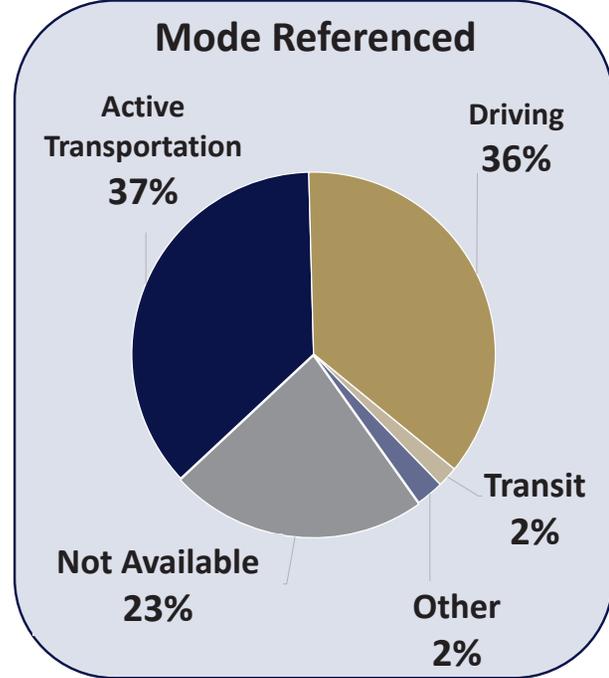
## Geo-location of Stakeholder Feedback – Opportunities and Challenges

- 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



1 # of mapped comments 6<

- 6 6<sup>th</sup> 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



# 4

## Draft recommendations





# Existing Active Transportation Network



### Legend

Existing Facility Types		
Local <sup>1</sup>	County	
	N/A	Off-Road Trail
		In-Boulevard Pathway
N/A		Two Way Cycle Path
	N/A	Bike Lane
N/A		Paved Shoulder
		Signed Route

### Other AT Features

	CWATS Route
	Regional and Provincial Trail Network <sup>2</sup>

### Road Network

	Provincial Highway
	County Road
	Town Road
	Proposed Road

### Points of Interest

	School
	Municipal Building
	Shopping Centre
	Municipal Parking

### Land Use Features

	Water
	Park
	Urban Growth Area
	Parcel Property

Notes:  
 1. Includes routes that form part of the County Wide Active Transportation System (CWATS) network, that are located on Town-owned roads and County Connecting Links. Routes that are owned, operated and maintained by the Ministry of Transportation Ontario (MTO) are also illustrated using this line-type.  
 2. Regional trail systems include the Waterfront Trail and The Great Trail / Herb Gray Parkway Trail.  
 3. GIS data retrieved from the Town of LaSalle, the County of Essex and Land Information Ontario.



# Preferred Future Draft A.T. Network

- Connections to Surrounding Municipalities**
- 1 Existing off-road multi-use trail along abandoned railway in Windsor
  - 2 Proposed ERCA off-road trail along Sprucewood Avenue
  - 3 Proposed on-road route along Matchette Road (identified in the Windsor ATMP, 2019)
  - 4 Existing Great Trail along Malden Road
  - 5 Existing Great Trail / Herb Gray Parkway Trail
  - 6 Proposed ERCA off-road trail along Highway 3
  - 7 Proposed on-road route along Cabana Road West (identified in the Windsor ATMP, 2019)
  - 8 Proposed on-road route along Cousineau Road (identified in the Windsor ATMP, 2019)
  - 9 Proposed on-road route along Howard Avenue (identified in the Windsor ATMP, 2019)
  - 10 Existing Great Trail / Herb Gray Parkway Trail
  - 11 Existing Great Trail / Herb Gray Parkway Trail
  - 12 Proposed signed route along North Townline Road (identified in the 2012 CWATS)
  - 13 Proposed signed route along Concession Road 3 (identified in the 2012 CWATS)
  - 14 Proposed signed route along South Riverview Drive (identified in the 2012 CWATS)
  - 15 Proposed context sensitive solution along Front Road / County Road 20 (identified in the 2012 CWATS)



## Legend

- Existing AT Facility Types**
- | Local | County | Facility Type        |
|-------|--------|----------------------|
|       | N/A    | Off-Road Trail       |
|       |        | In-Boulevard Pathway |
| N/A   |        | Two Way Cycle Path   |
|       | N/A    | Bike Lane            |
| N/A   |        | Paved Shoulder       |
|       |        | Signed Route         |
- Proposed AT Facility Types**
- | Local <sup>1</sup> | County <sup>2</sup> | Facility Type              |
|--------------------|---------------------|----------------------------|
|                    | N/A                 | Off-Road Trail             |
|                    |                     | In-Boulevard Pathway       |
| N/A                |                     | Buffered Paved Shoulder    |
|                    |                     | Buffered Bike Lane         |
|                    |                     | Paved Shoulder             |
|                    | N/A                 | Bike Lane                  |
|                    | N/A                 | Signed Route with Edgeline |
|                    |                     | Signed Route               |
- Other AT Features**
- Connection to Surrounding Municipality
  - CWATS Route
- Road Network**
- Provincial Highway
  - County Road
  - Town Road
  - Proposed Road
- Points of Interest**
- School
  - Municipal Building
  - Shopping Centre
  - Municipal Parking
- Land Use Features**
- Water
  - Park
  - Urban Growth Area
  - Parcel Property

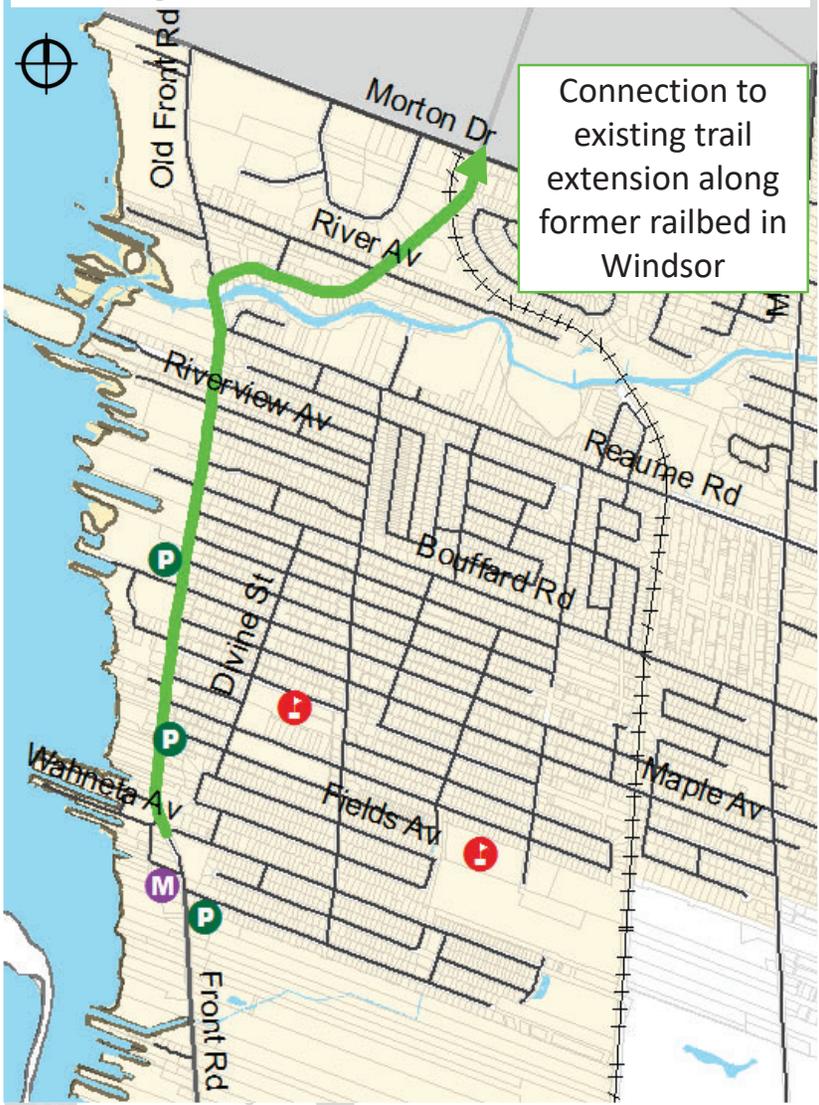
**Notes:**  
 1. Includes routes that form part of the County Wide Active Transportation System (CWATS) network, that are located on Town-owned roads and County Connecting Links. Routes that are owned, operated and maintained by ERCA and the Ministry of Transportation Ontario (MTO) are also illustrated using this line-type.  
 2. Includes routes that were previously proposed in the 2012 CWATS Master Plan.  
 3. GIS data retrieved from the Town of LaSalle, the County of Essex and Land Information Ontario.





# 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**

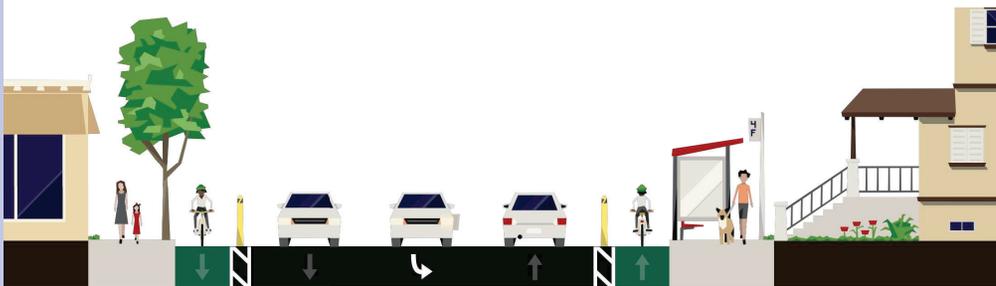


# Front Road Vision – Pilot Project

Concept

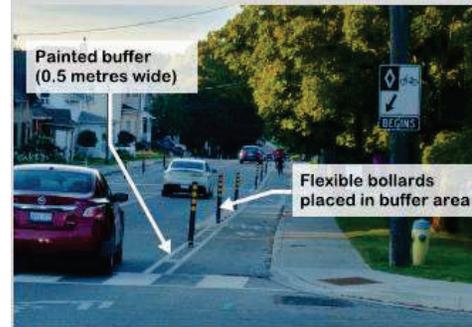


Cross-Section

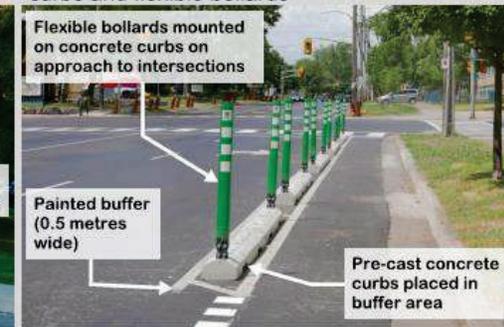


## What could separated bike lanes look like?

Buffered bike lane with flexible bollards



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



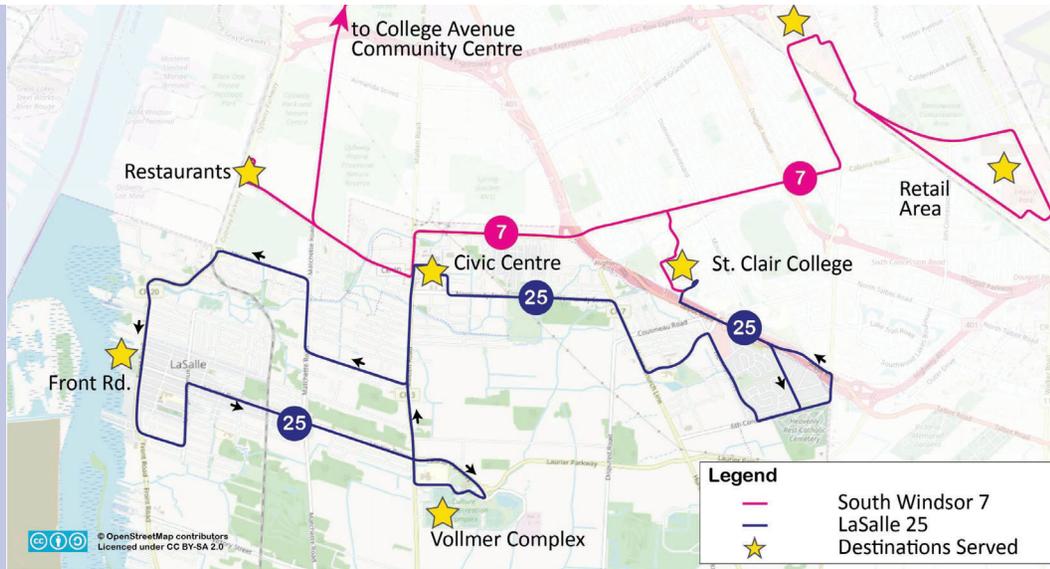
## Evaluating the Pilot Project: What happens next?

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.



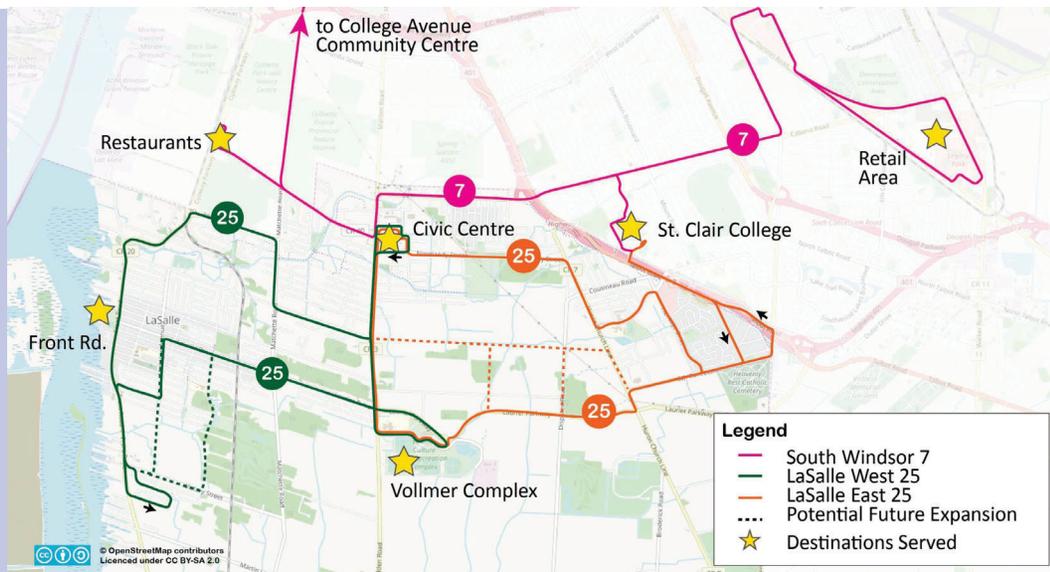
# Future Transit Network

## 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

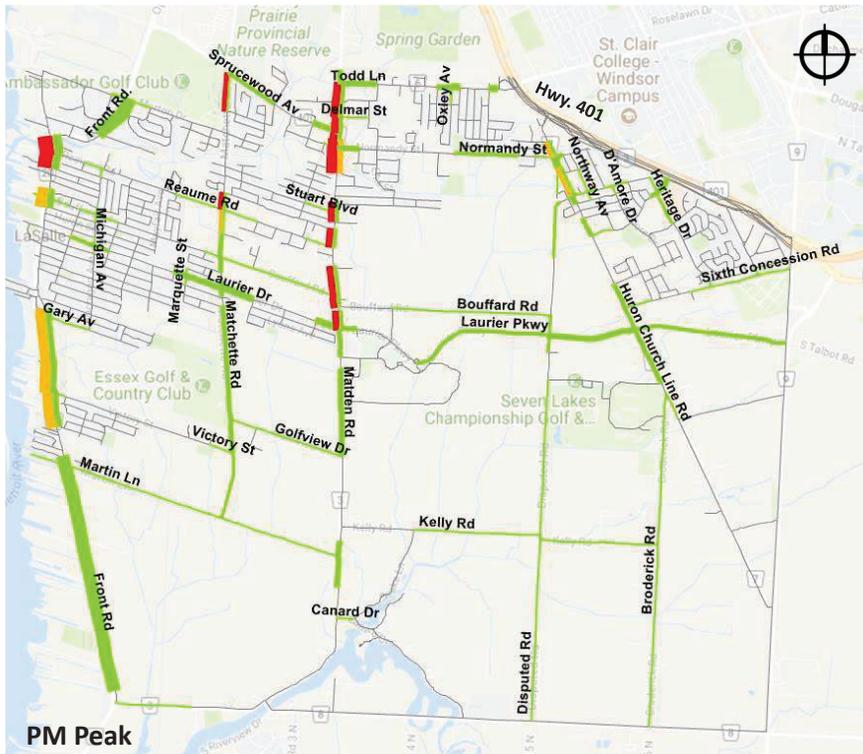


- Split current transit route
- Keep current 45-min frequencies but have bidirectional service (2 new buses)
- Connections to routes 5, 6 and 7 are maintained for the east route. Only route 7 connects with the west route.
- Transfers would be needed to get to St. Clair College from the west route, which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

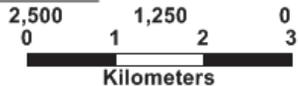


## 2031 Road Network Preferred Alternative



- 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



0 0.25 0.5 1 1.5 2 Kilometers



# 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.



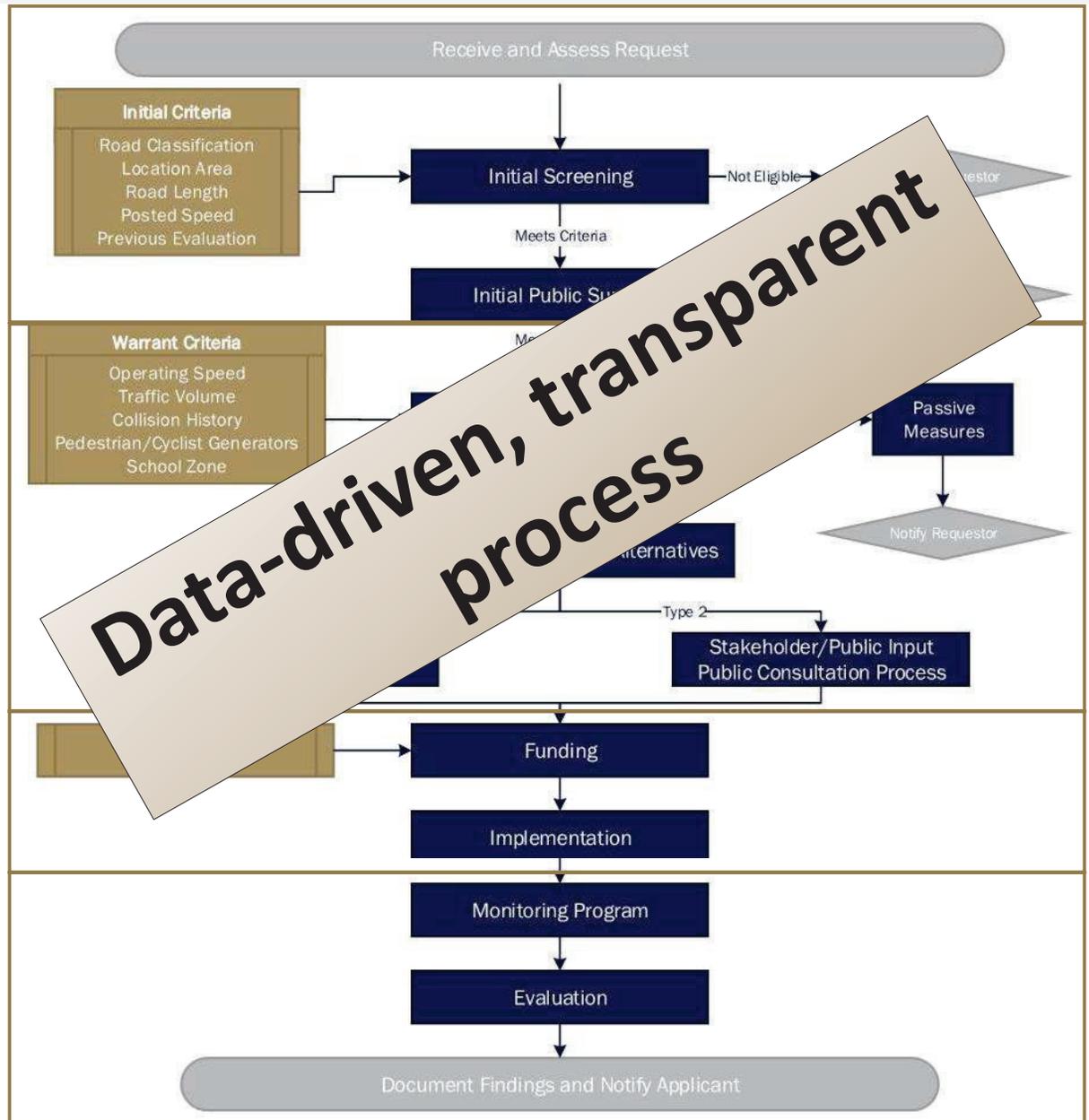
Speed Radar Signage



Enforcement



# Traffic Calming Process



**Data-driven, transparent process**

# Initial Screening Requirements

Criterion	Initial Screening Requirements
Road Classification	Only <b>local</b> and <b>collector</b> roads are eligible
Location Area	Primarily residential area
Road Length	Street segment length <b>must exceed 200 metres</b> (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 <b>50km/h</b>
Previous Evaluation	Roadway has not been considered within the last <b>12 months</b>



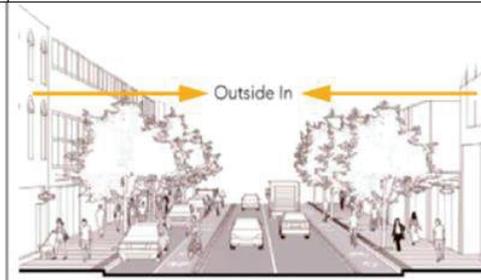
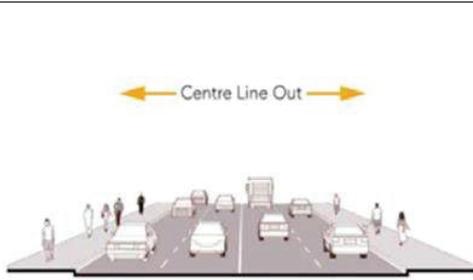


# Supporting Policies

## Complete Streets

20<sup>th</sup> Century Street Design Priorities

21<sup>st</sup> Century Street Design Priorities



Auto-Mobility Centric  
Automobile Safety

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.

# 5

## 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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