

Our Next Move

Town of LaSalle Transportation Master Plan



Public Information Centre #2

March 7, 2019



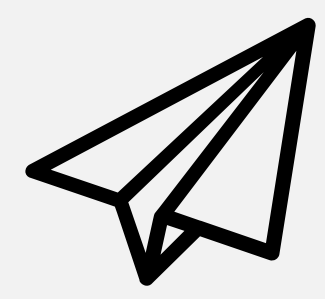
Presentation Overview

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



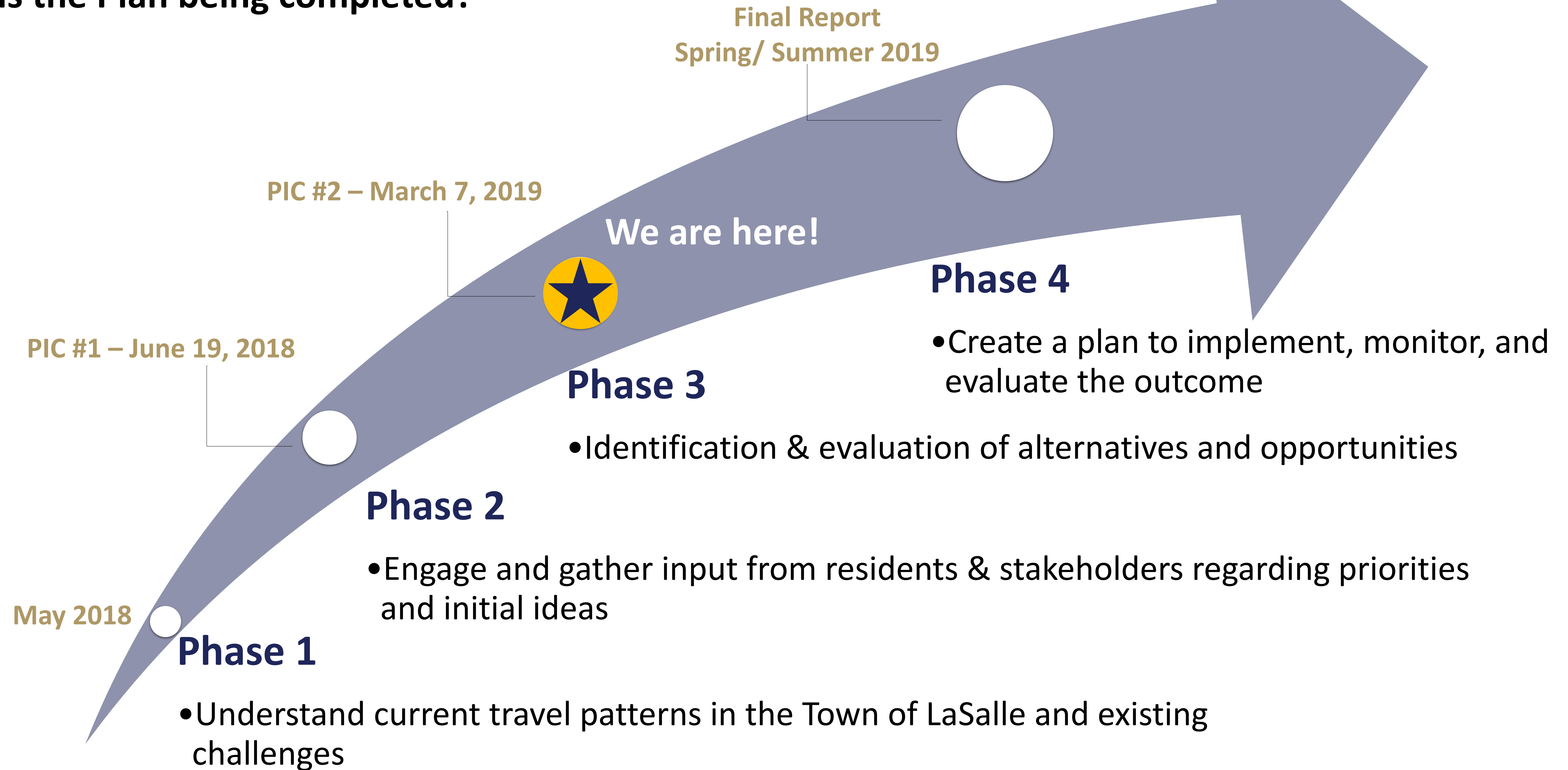
Our Next Move





Project Timeline

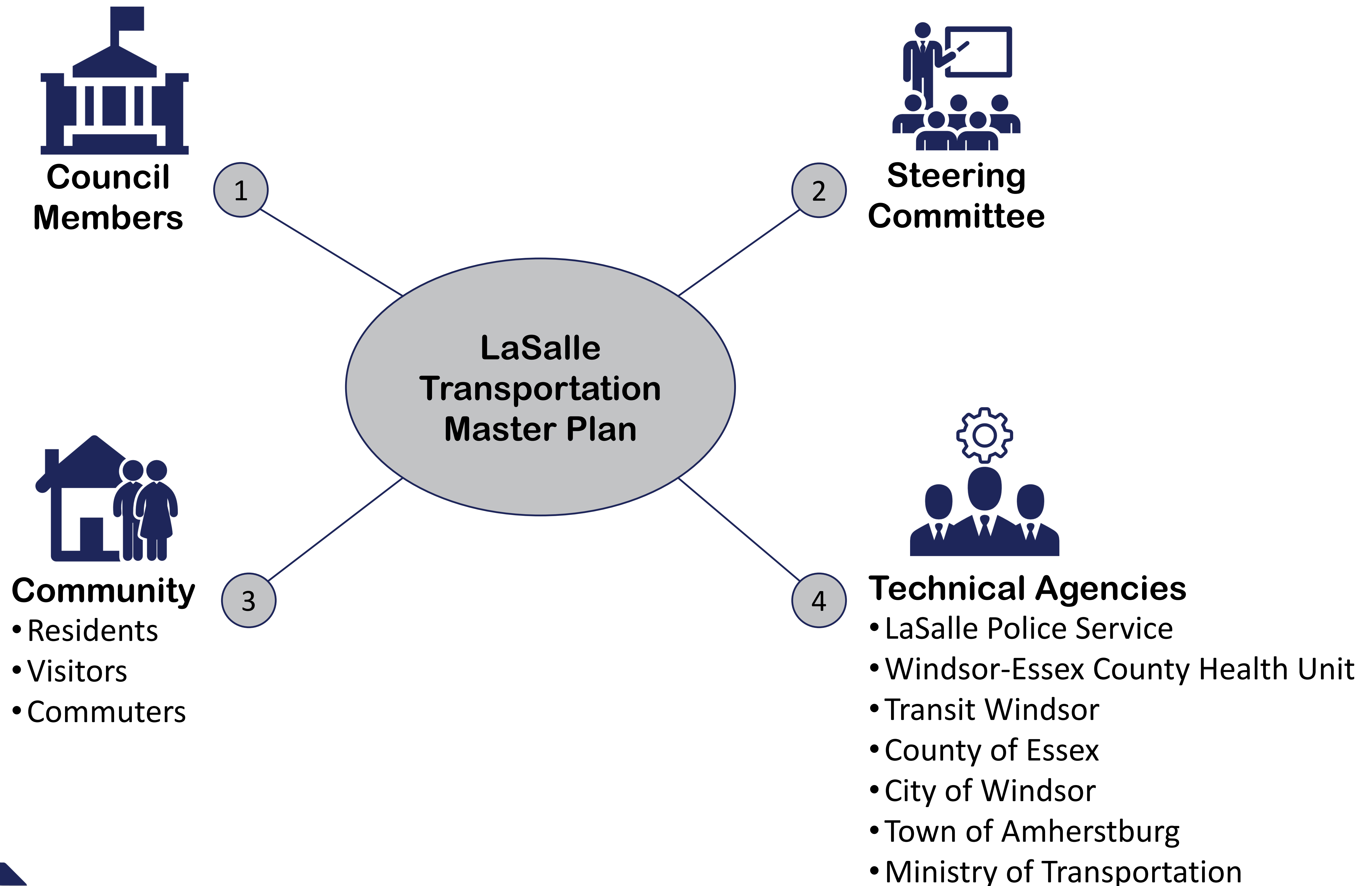
How is the Plan being completed?

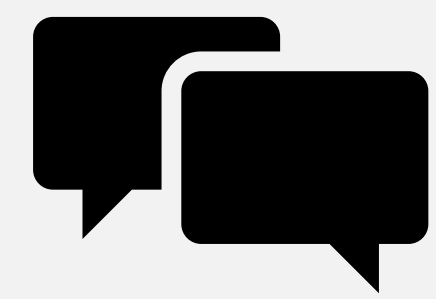


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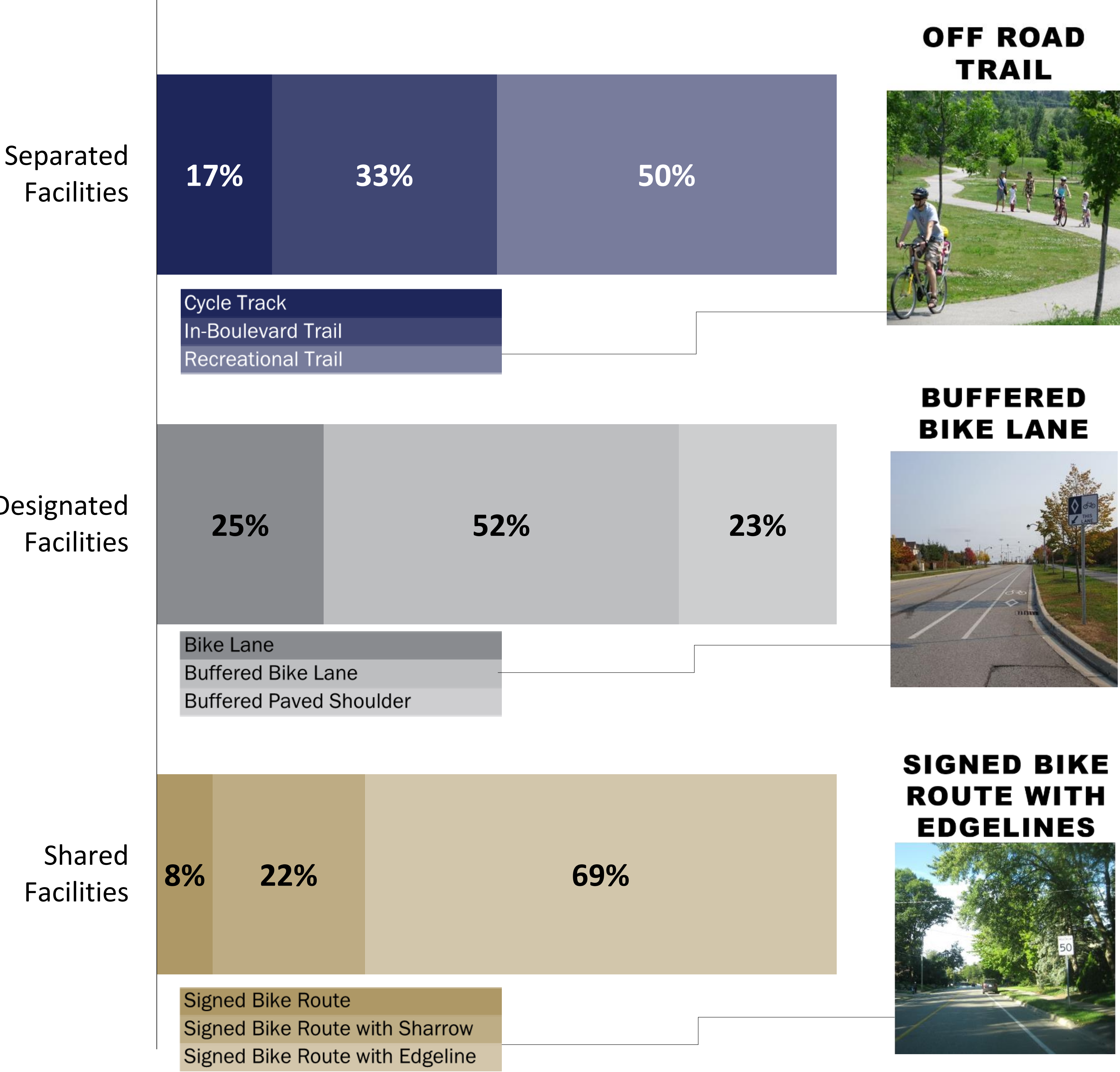
Stakeholders Engaged



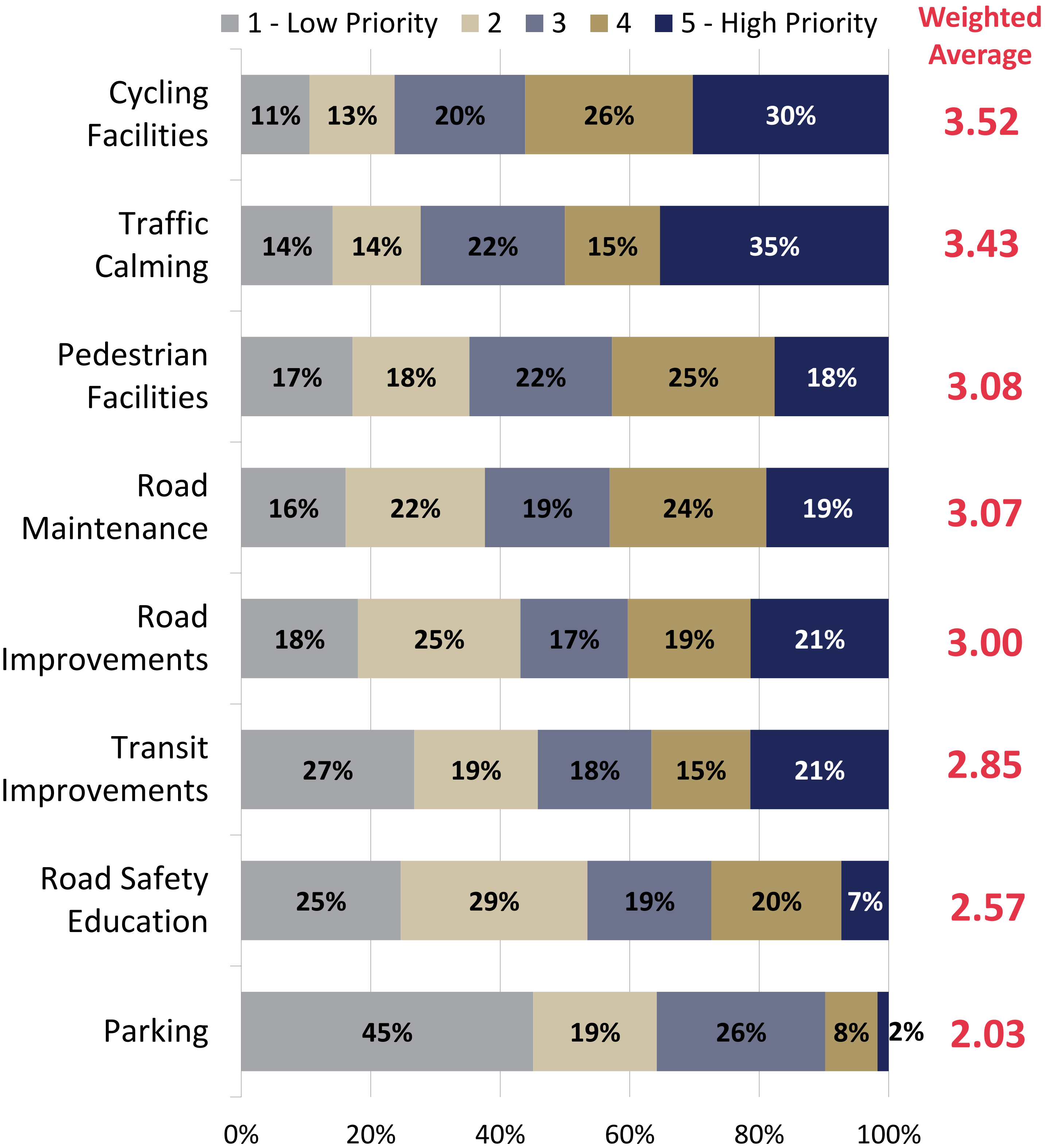


Community and Stakeholder Feedback

Cycling Facility Preferences (n=667)



Ranking Investment Priorities

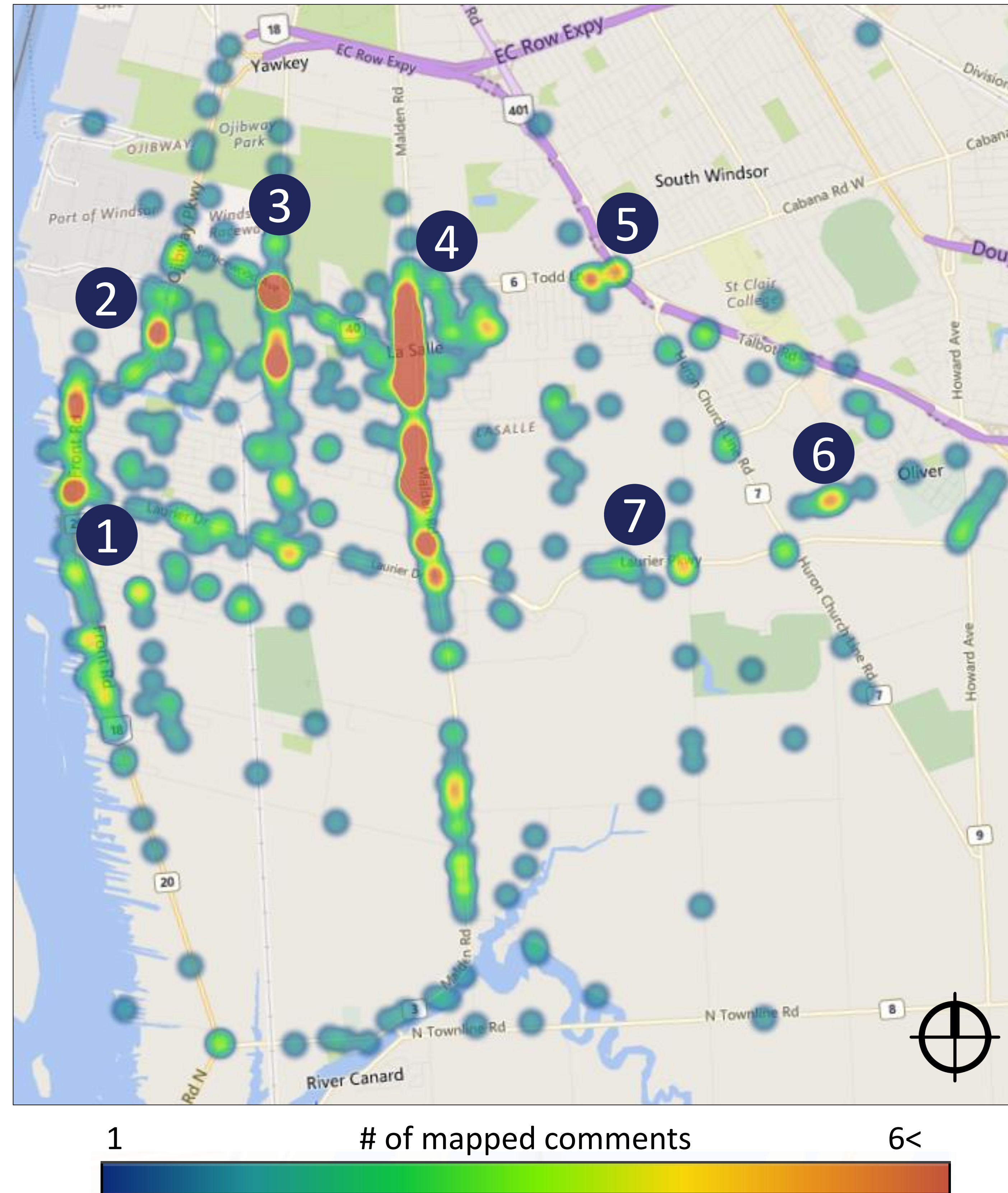


Community and Stakeholder Feedback

Geo-location of Stakeholder Feedback

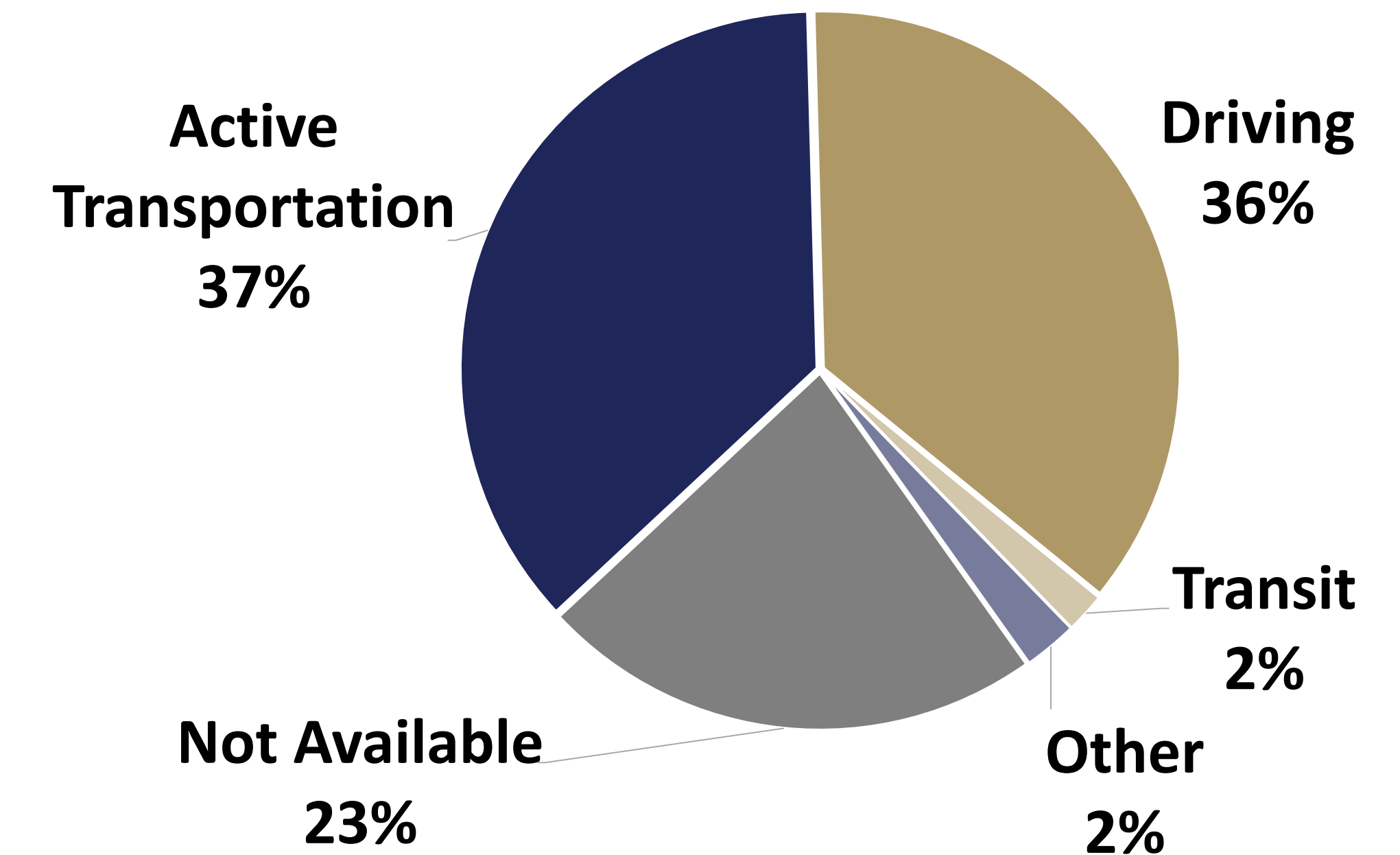
Challenges & Opportunities

- 1 Front Rd.**
Opportunity to develop waterfront area and add safer AT facilities.
- 2 Ojibway Pkwy/Morton Dr.**
Acute congestion and speeding pose safety concerns to pedestrians/cyclists.
- 3 Matchette Rd.**
Opportunity to integrate cycling facilities to Windsor and review intersection operations with Morton Dr. and Sprucewood Ave.
- 4 Malden Rd.**
Review traffic and intersection operations, evaluate need for greater separation for cycling facilities.
- 5 Todd Ln.**
Opportunity to connect AT gap and enhance connections to Windsor and Herb Gray Parkway Trail.
- 6 6th Concession Rd.**
Safety AT concerns due to speeding; opportunity to enhance connections.
- 7 Laurier Pkwy.**
Opportunity to relieve pressure from Malden Rd. and activate corridor with enhanced streetscape.

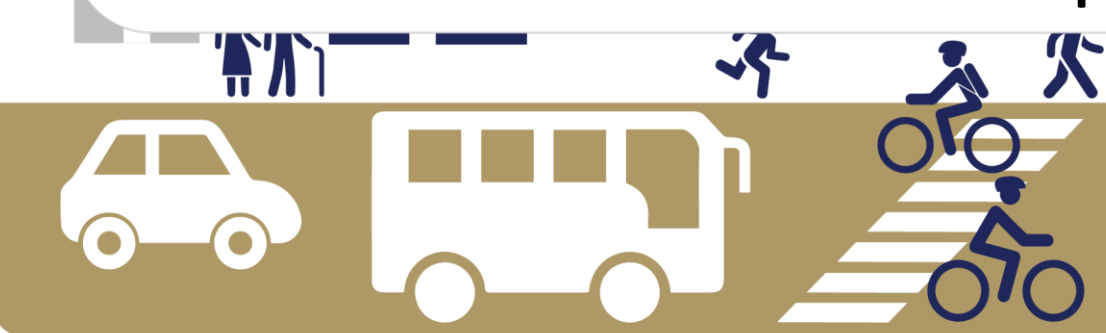
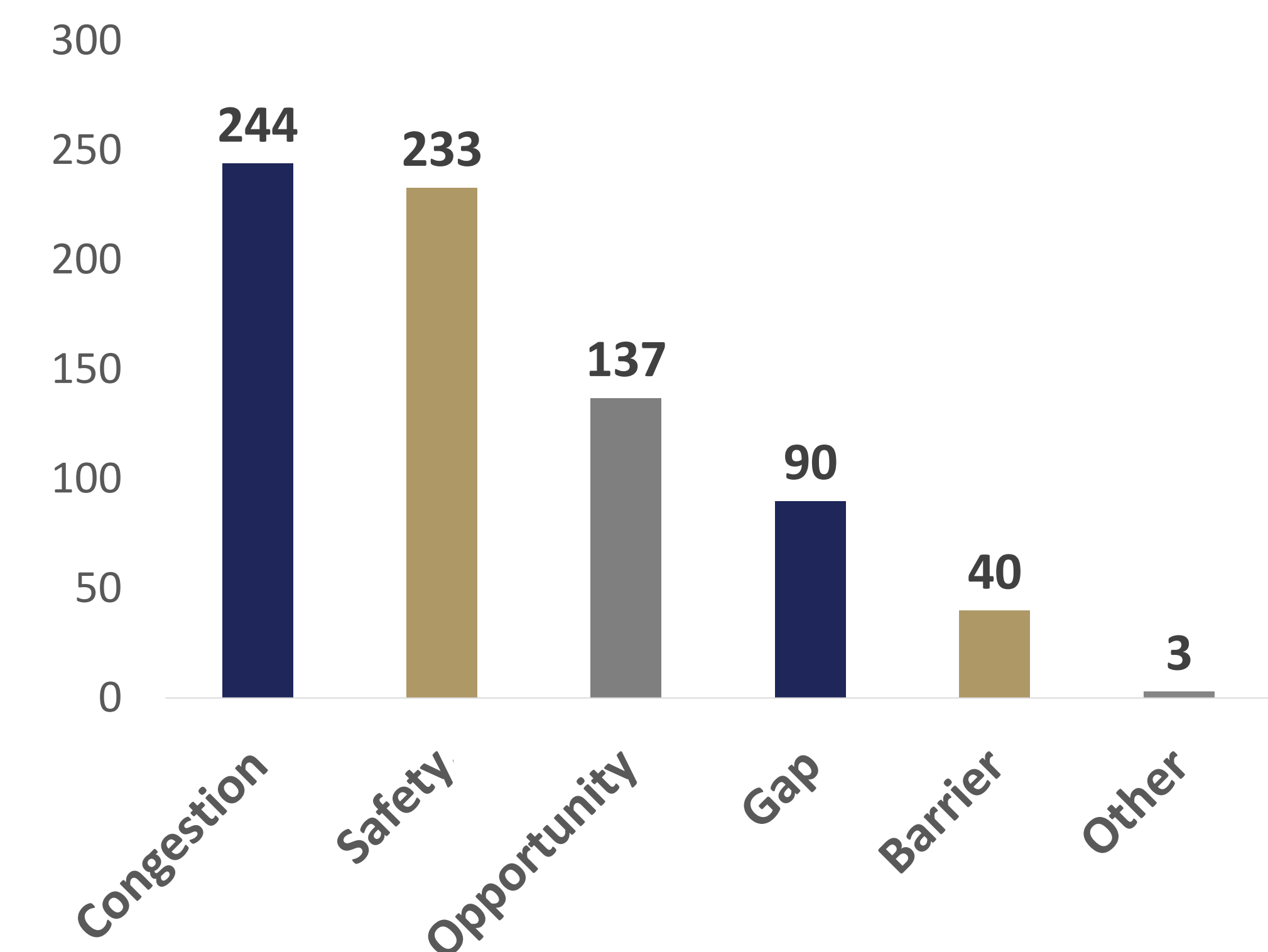


Mode Referenced in Comment

■ Active Transportation ■ Driving ■ Transit ■ Other ■ Not Available

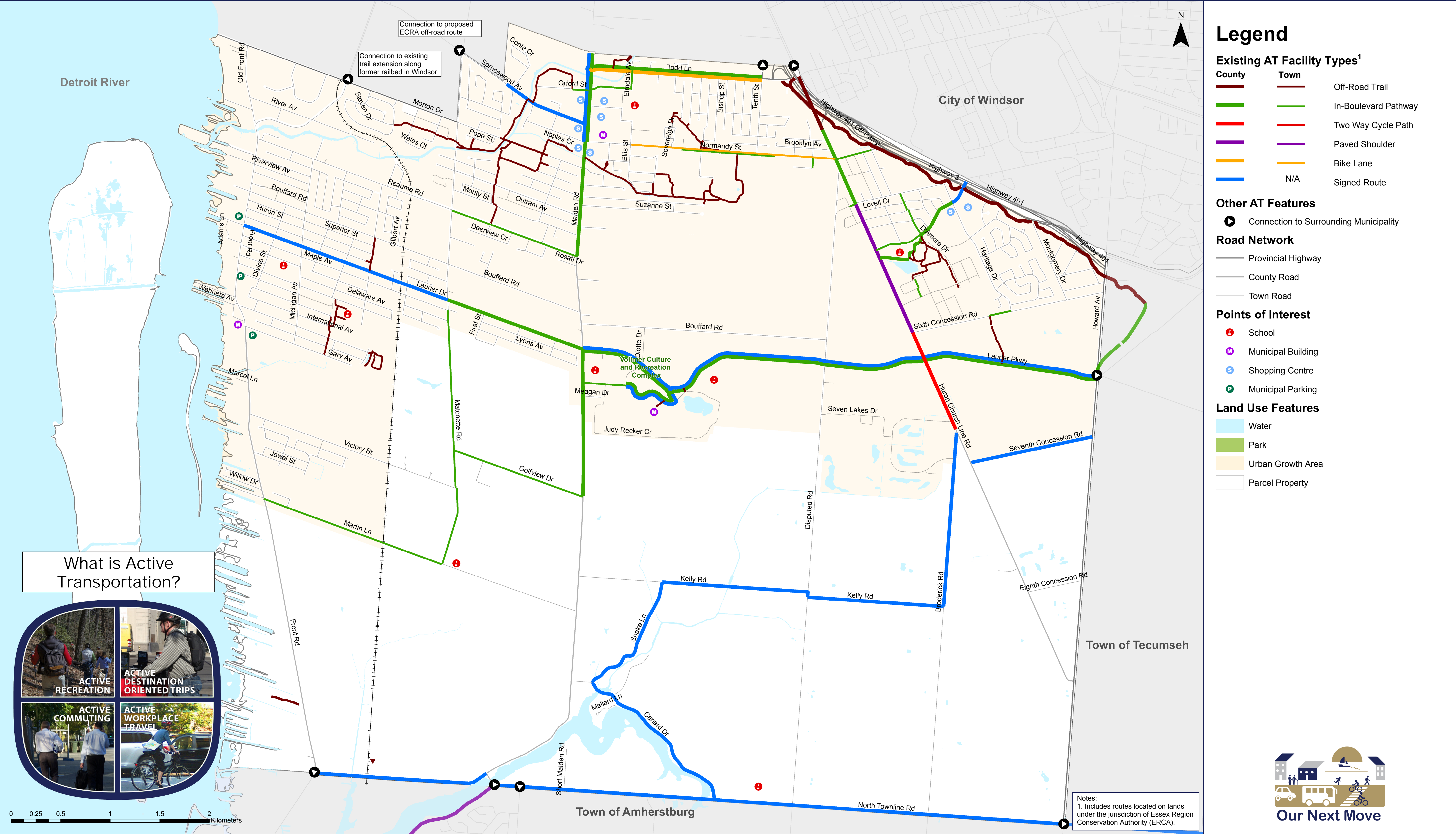


Marker Type



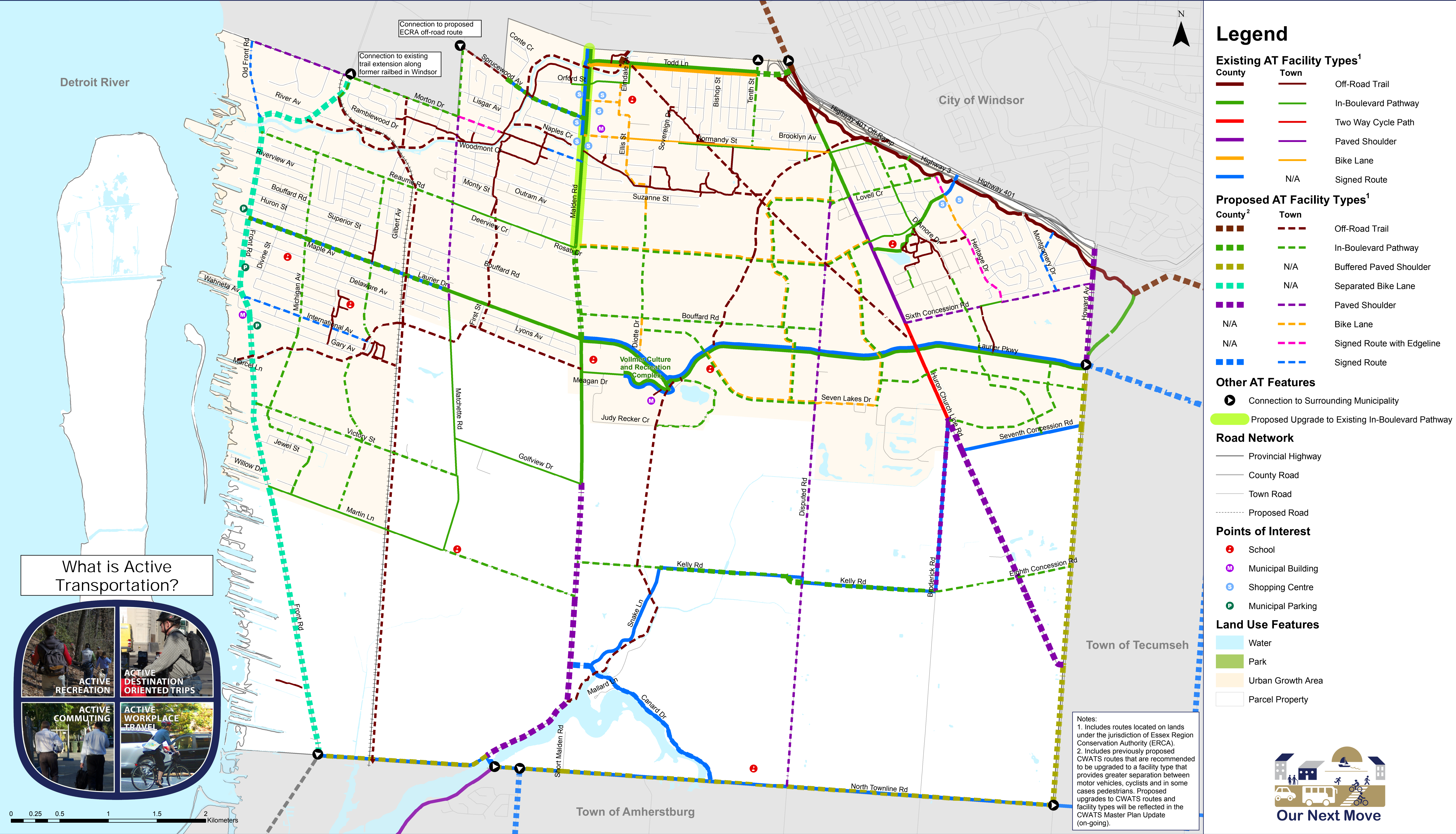
Existing Active Transportation Network

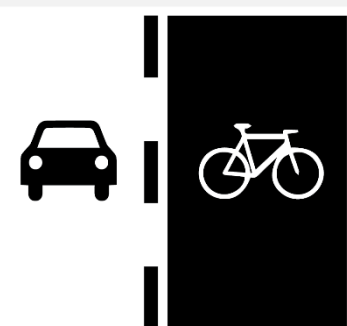
TOWN OF LASALLE TRANSPORTATION MASTER PLAN



Preferred Future Draft Active Transportation Network

TOWN OF LASALLE TRANSPORTATION MASTER PLAN



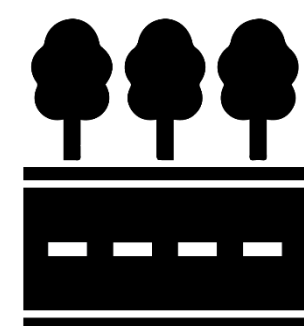


Front Road Vision - Pilot Project

Road Segment: Morton Drive to International Avenue



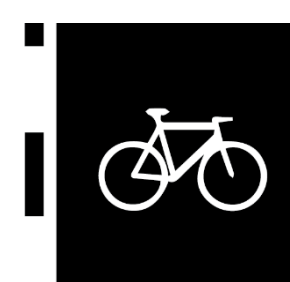
Pilot Project Objective: Test a **context sensitive solution** (as identified in the County-Wide Active Transportation Plan) to improve local and regional **A.T. connectivity** and **enhance Front Road** as a main commercial corridor, a 'Complete Street' and an attractive destination for the community.



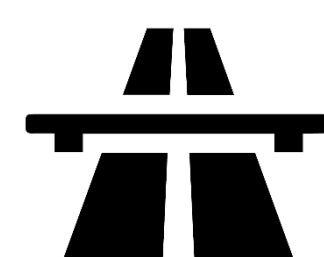
Reduce the travel lanes from four to two lanes with a continuous centre left-turn lane (this could impact driving habits and have a natural traffic calming effect)



Promote off-street municipal parking lots adjacent to Front Road



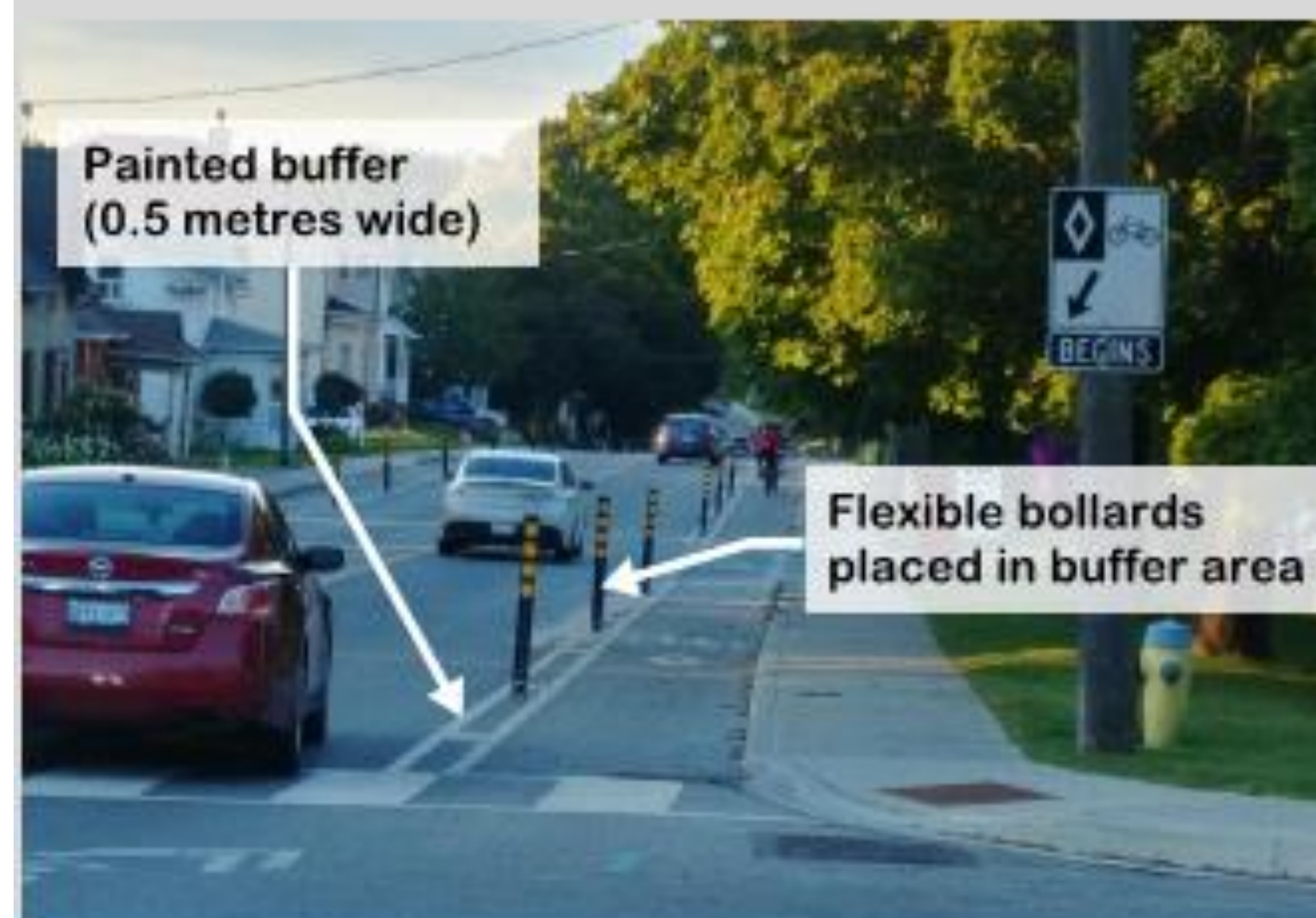
Implement separated bike lanes on both sides of the road and sidewalks



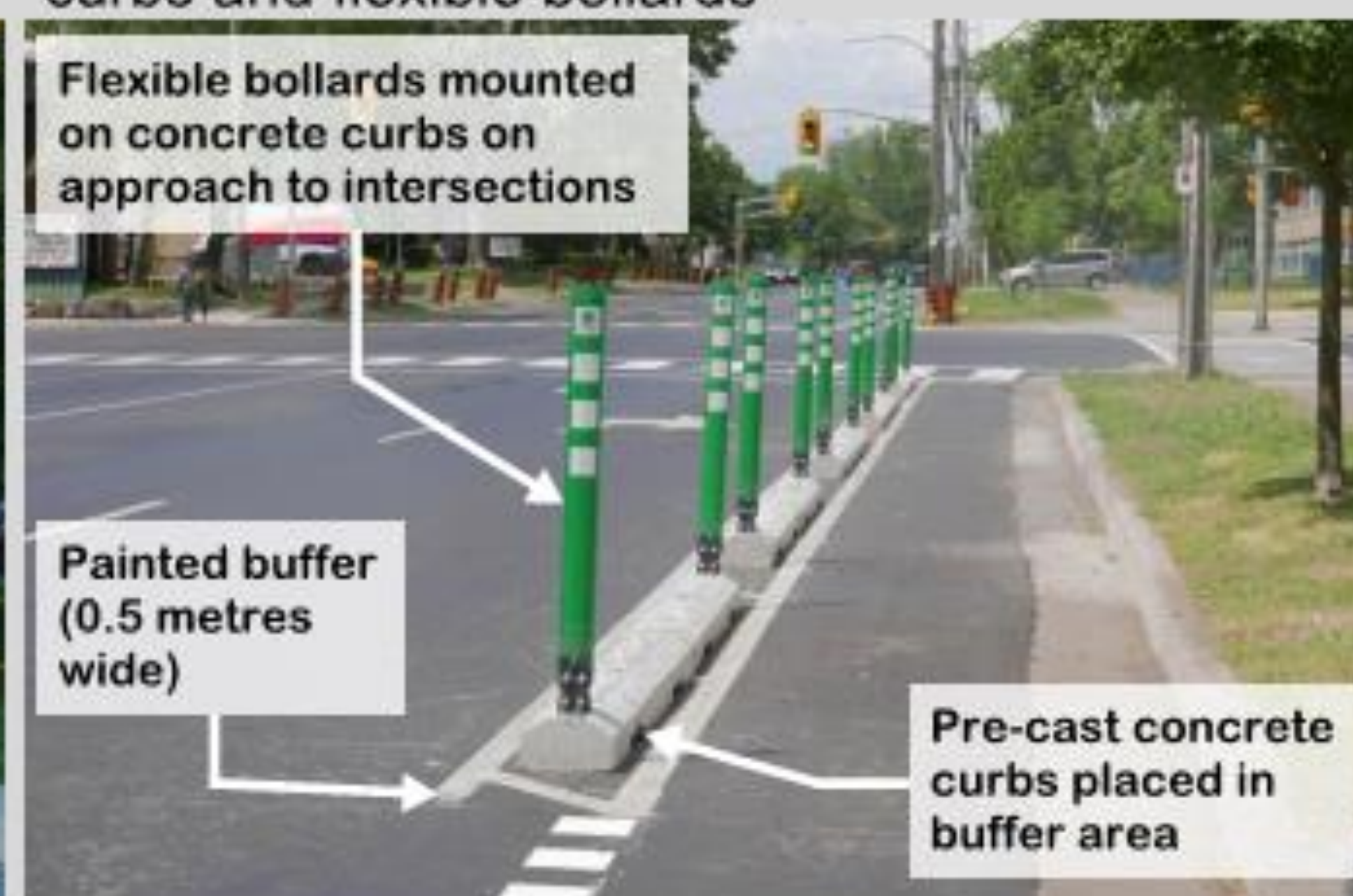
Encourage through / commuter vehicle traffic that originates and is destined outside of LaSalle, to use alternate routes such as Howard Avenue and Highway 401

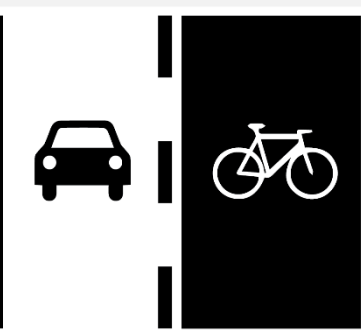
What could separated bike lanes look like?

Buffered bike lane with flexible bollards



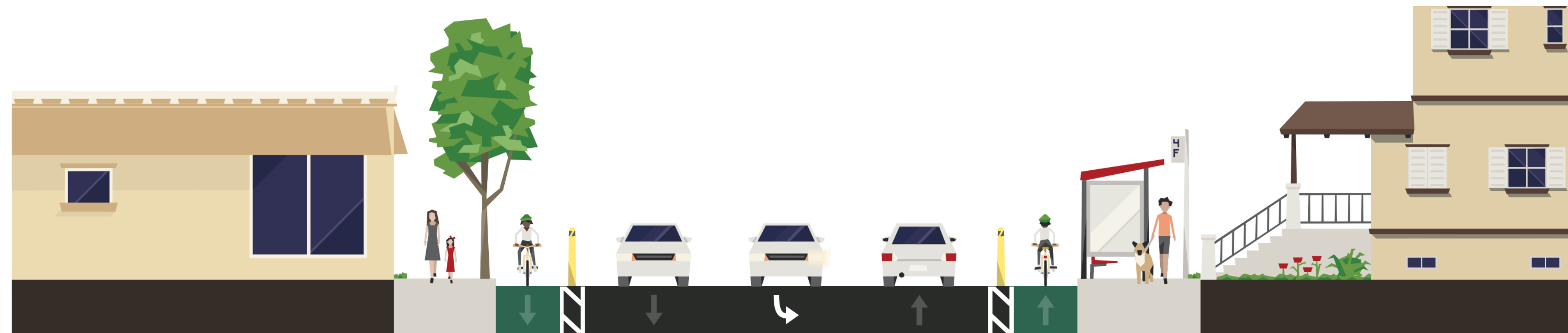
Separated bike lane with pre-cast concrete curbs and flexible bollards





Front Road Vision

Front Road Vision - Cross Section



Front Road Vision - Concept



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 duration:
 - Undertake **data collection** to motor vehicle traffic and parallel corridors including Machette Road and Malden Road.
 - Work with **local businesses** to understand concerns and potential improvements to improve daily operations.
 - Undertake **public opinion surveys** to understand public perception and support from residents
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.

Please provide your feedback





Active Transportation Supportive Programs

Which initiatives are most important to you? Choose your top three favorite ideas and place the stickers provided next to each picture!

Group Rides



Organize Group Rides as a fun way to increase education about active transportation including safe practices and raise awareness of existing routes in the Town.

Active and Safe Routes to School



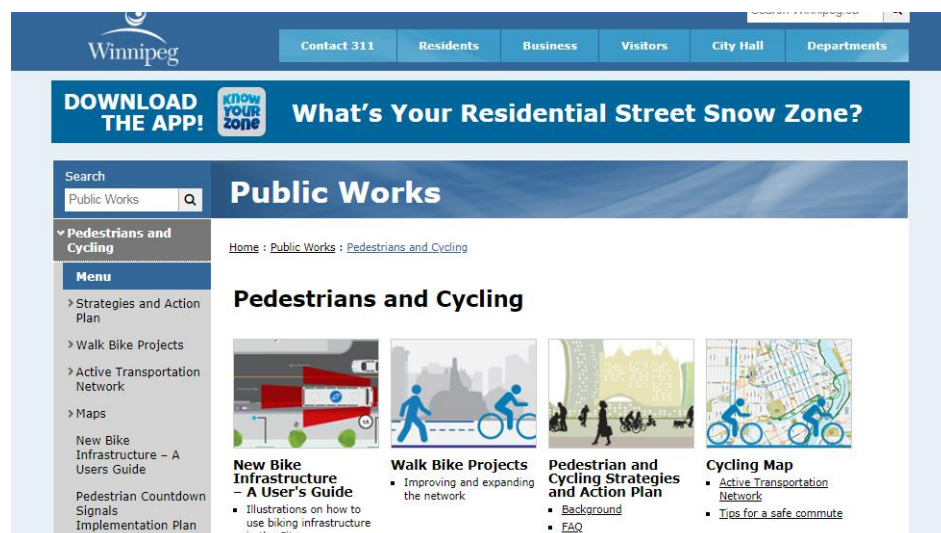
Promote programs to increase the number of children walking or biking to and from school. These can be supplemented with other initiatives and planned road projects to create community support.

Bike to Work Day



Host this annual event celebrated across Canada to promote cycling as a viable mode of transportation to work. Bike to Work Day is typically held during Bike Month in May.

Online Hub



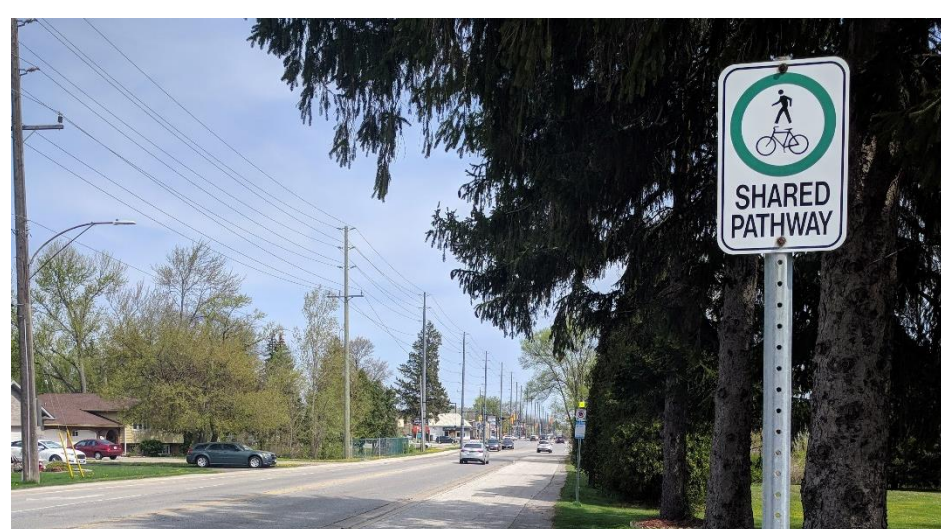
Maintain an active transportation page on the Town's website as a central source of information including maps, how-to guides, upcoming events and updates on new infrastructure.

Open Streets Events



Close a street for part of a day or an event to encourage walking, cycling and other forms of active transportation. The event can showcase existing amenities and help to create a greater sense of community.

Other: Please comment



Please provide your feedback here!

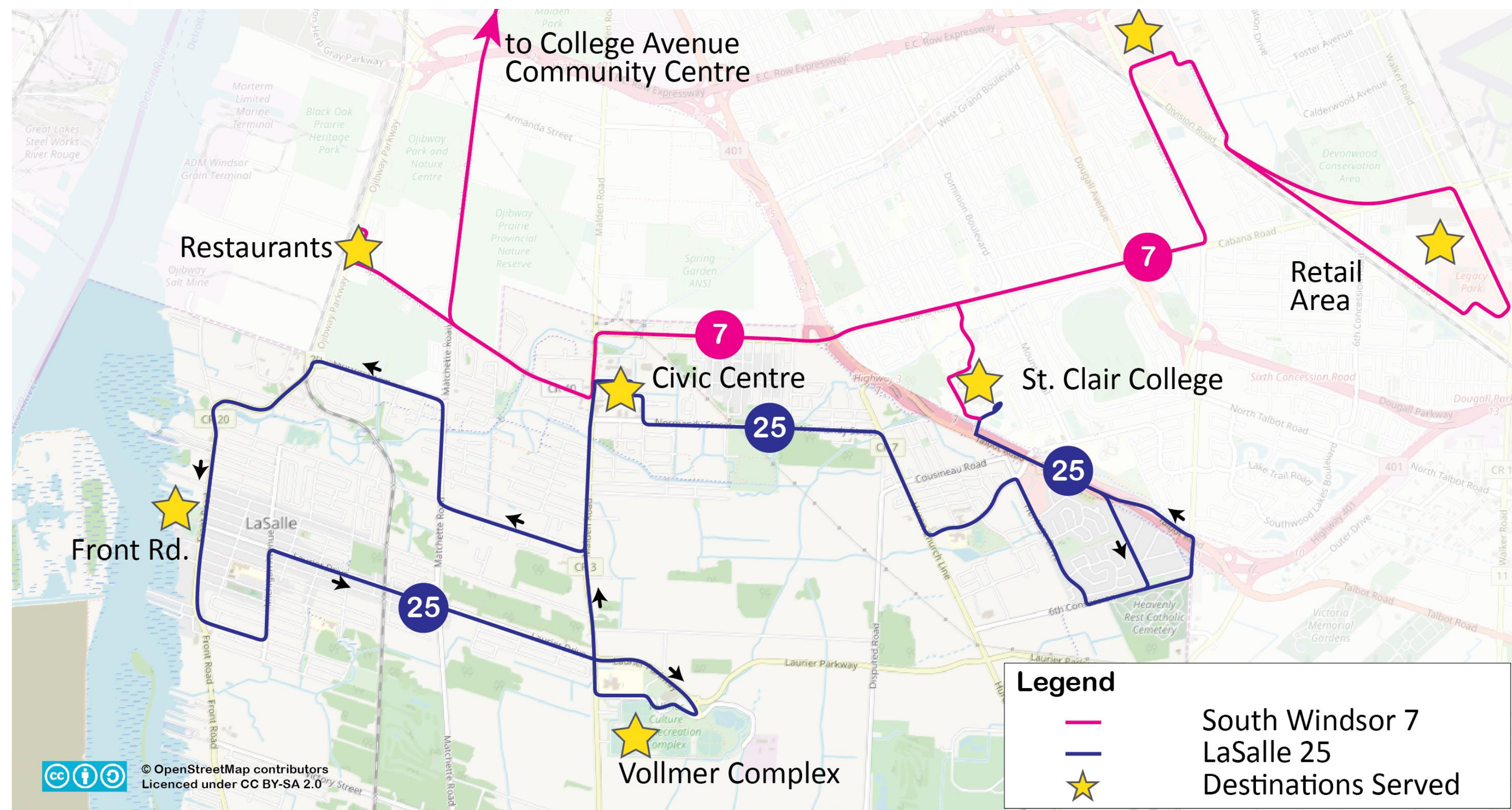




Future Transit Network

What transit plan would you like to see implemented in the future to help increase coverage and enhance service for the Town? Please choose your preferred option and provide input in the blue boxes.

Continue or Upgrade Existing Transit

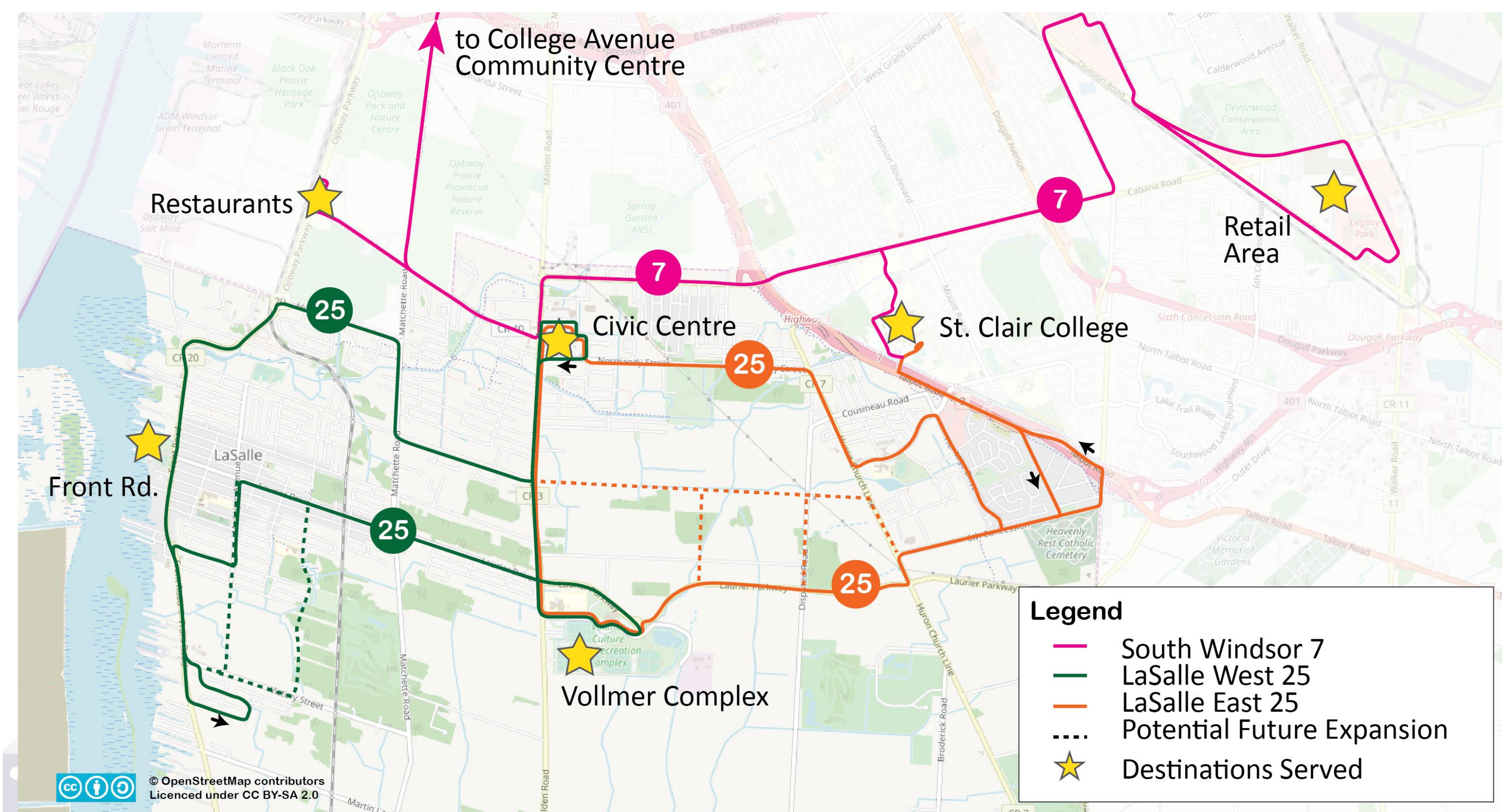


- Keep current transit route
- Upgrade to 30 minutes frequencies or have bidirectional service added (1-2 new buses)
- Connections to routes 5, 6 and 7 are maintained
- Currently serves all major destinations
- Does not serve new developing areas

Please provide your feedback here

Preferred Option: Split Line 25 into

East & West routes



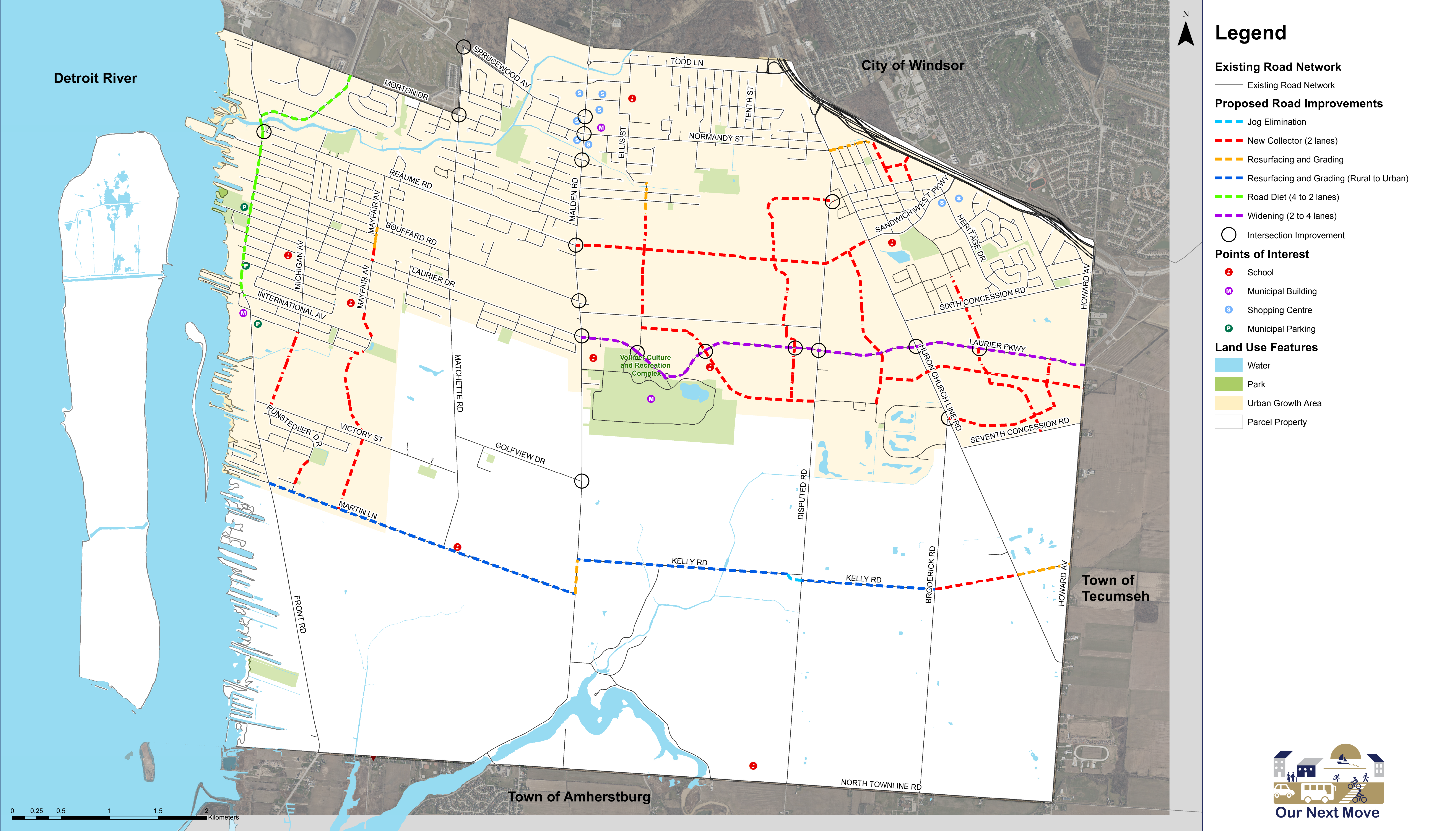
- Split current transit route
- Keep current 45-min frequencies but have bidirectional service (2 new buses)
- Connections to routes 5, 6 and 7 are maintained for the east route. Only route 7 connects with the west route.
- Transfers would be needed to get to St. Clair College from the west route, which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

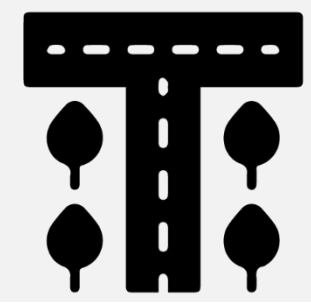
Please provide your feedback here



Proposed Future Draft Road Network

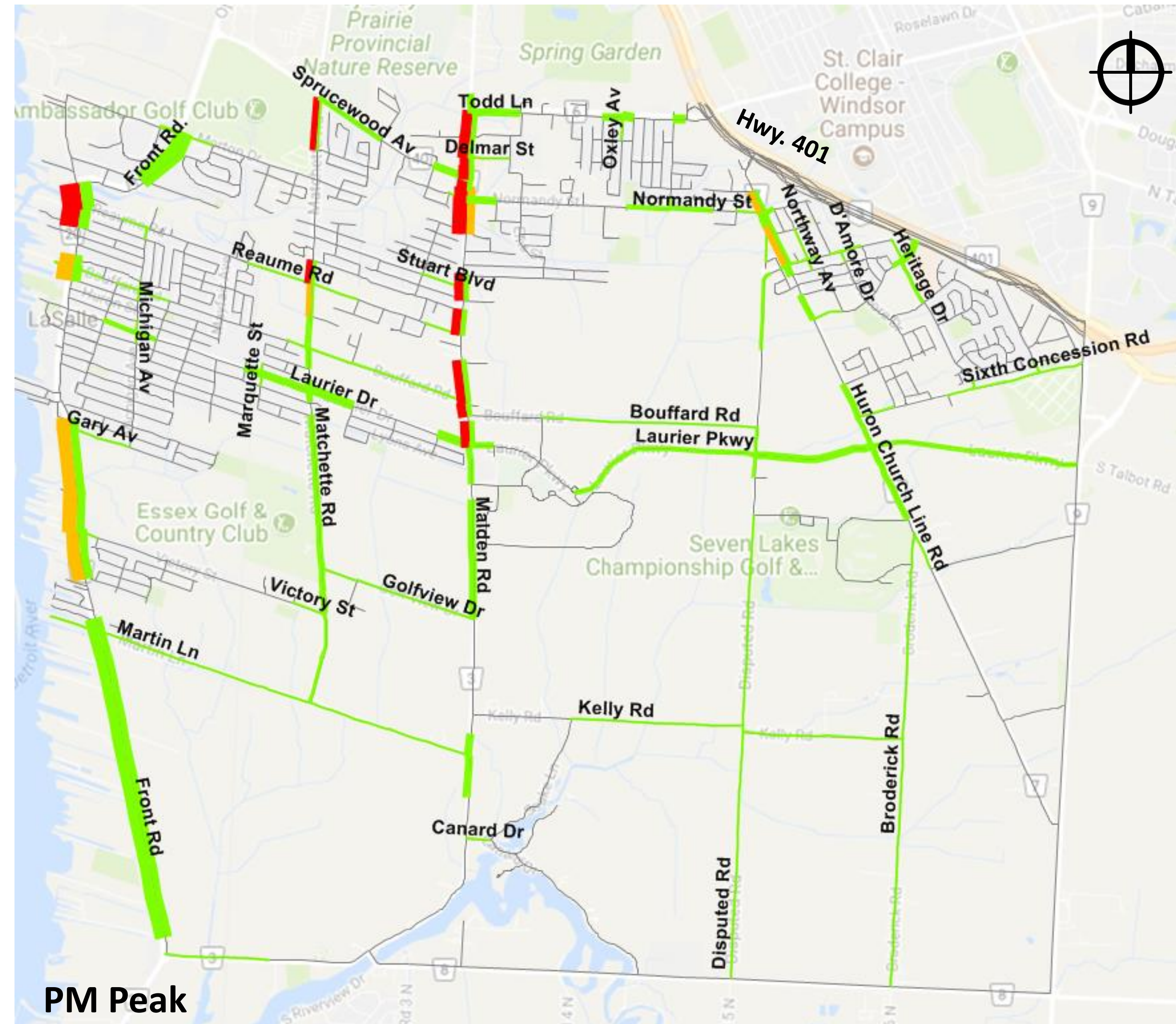
Town of LaSalle Transportation Master Plan



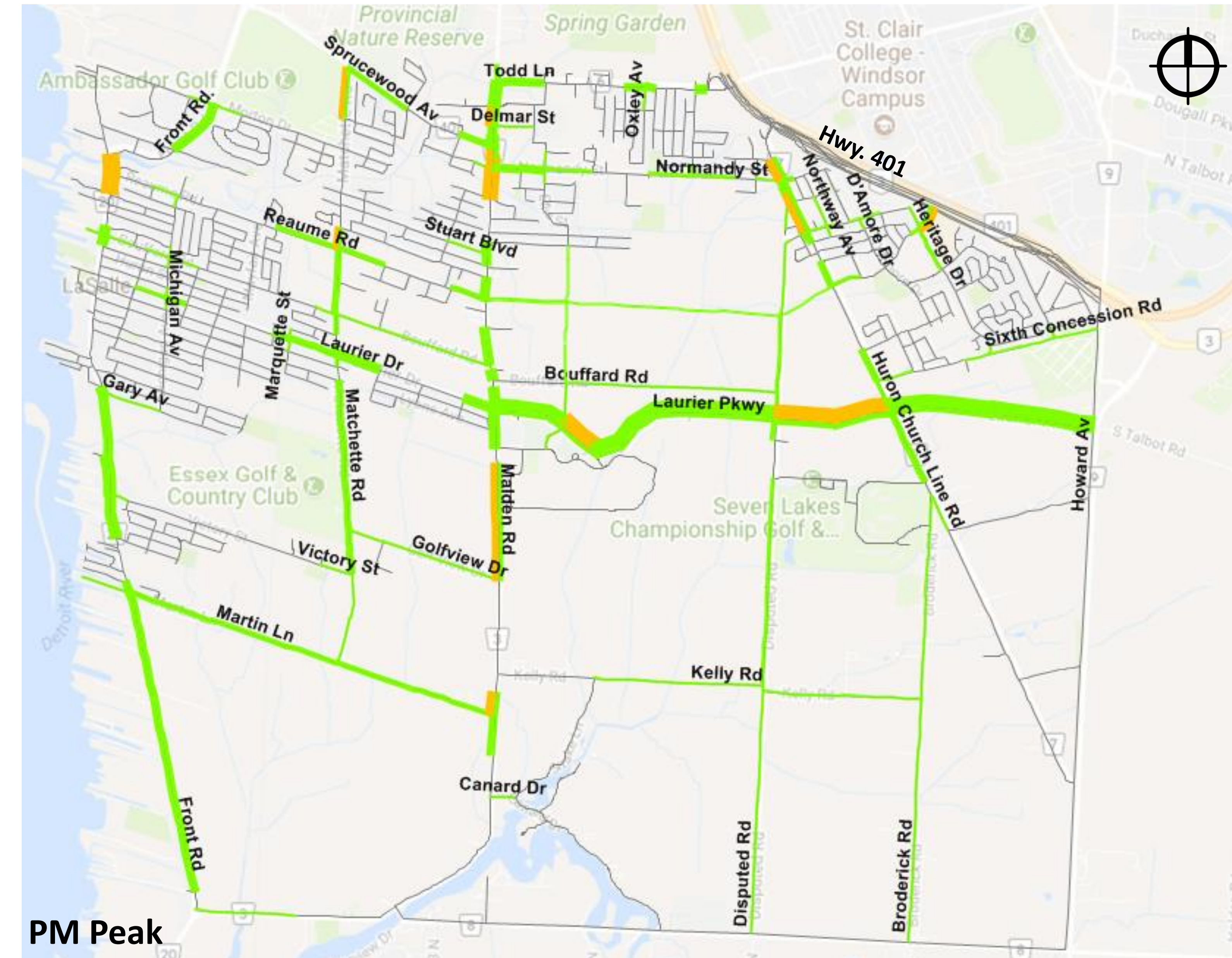


Future Road Network Assessment

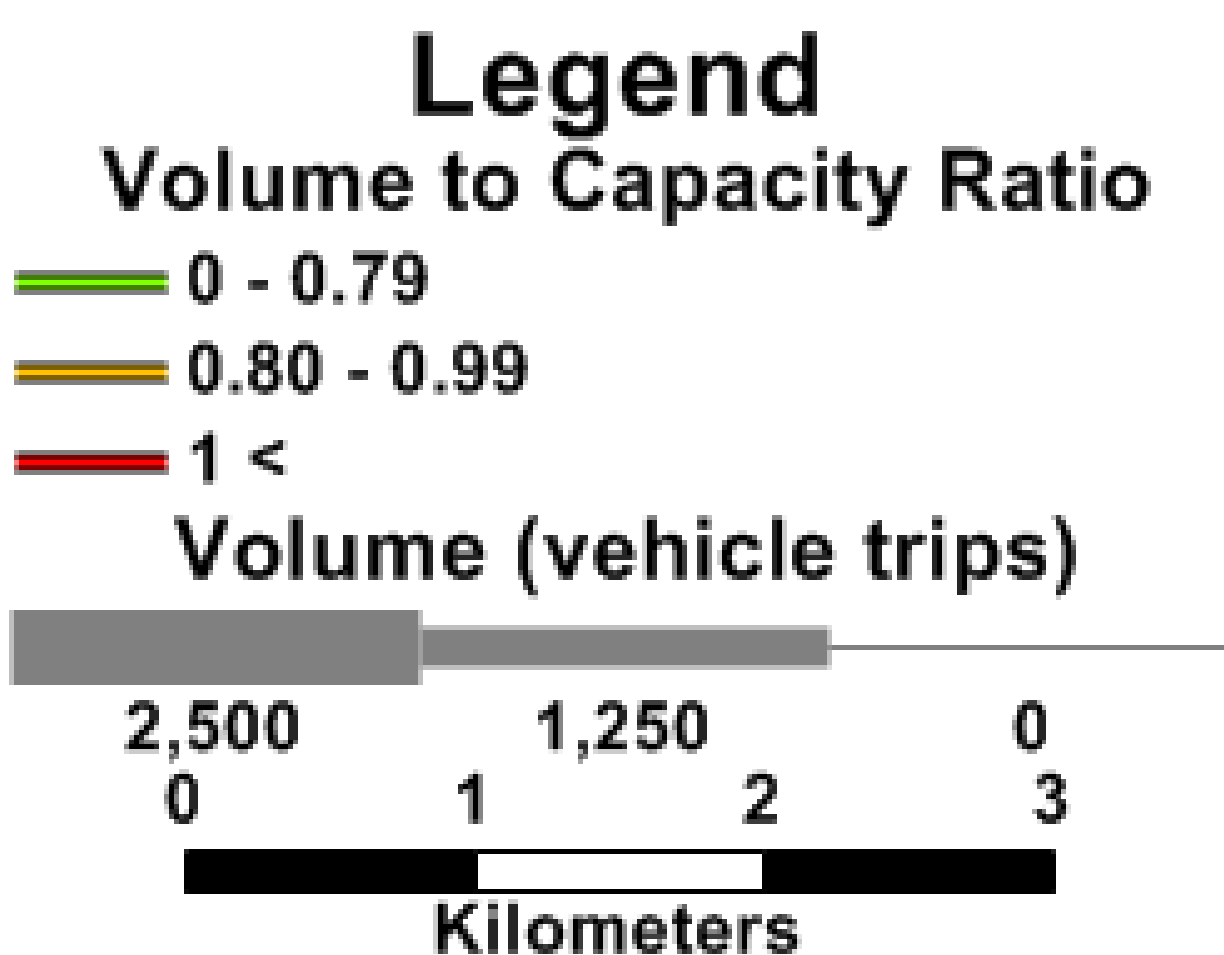
2031 Road Network Do Nothing Alternative



2031 Road Network Preferred Alternative



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



The **preferred road network alternative** is able to accommodate the future forecasted vehicular volume and improve service levels at 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 corridors in and out of Town.



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.

Which measures would you like to see implemented to achieve this? Use the stickers provided to choose your **preferred type of traffic calming measure** in the boxes below.

Vertical Deflections

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



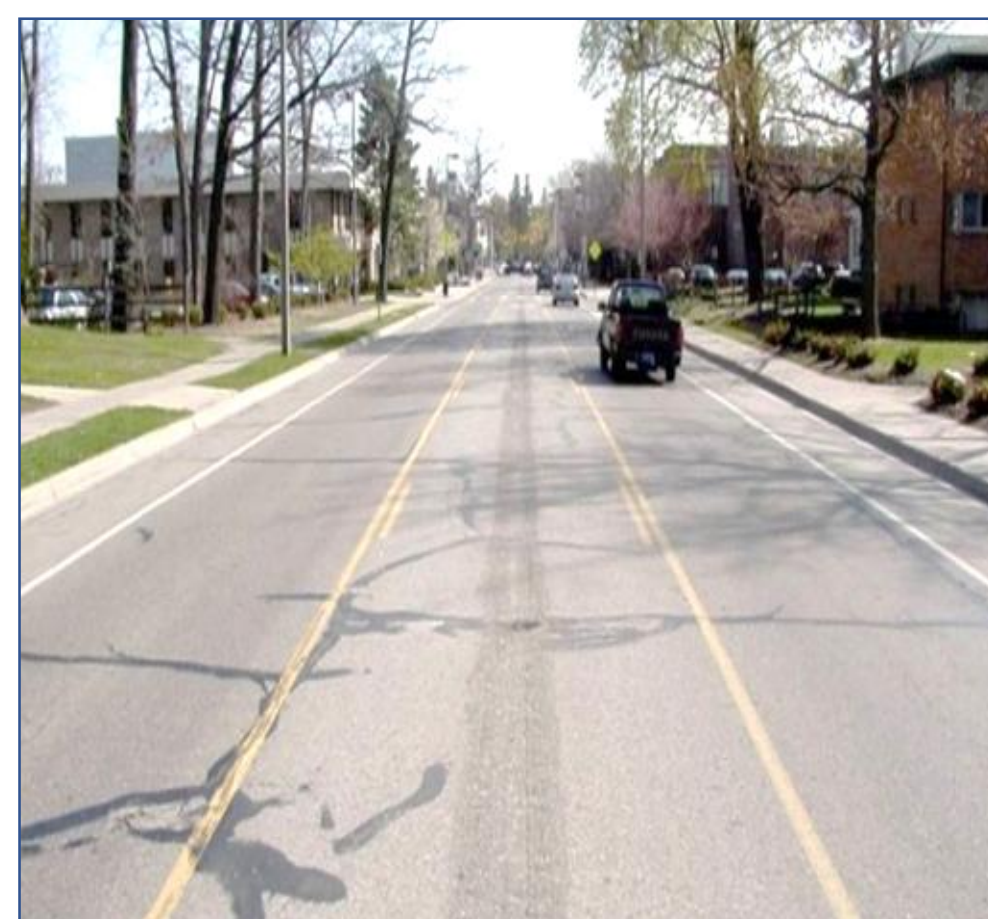
Speed Bumps



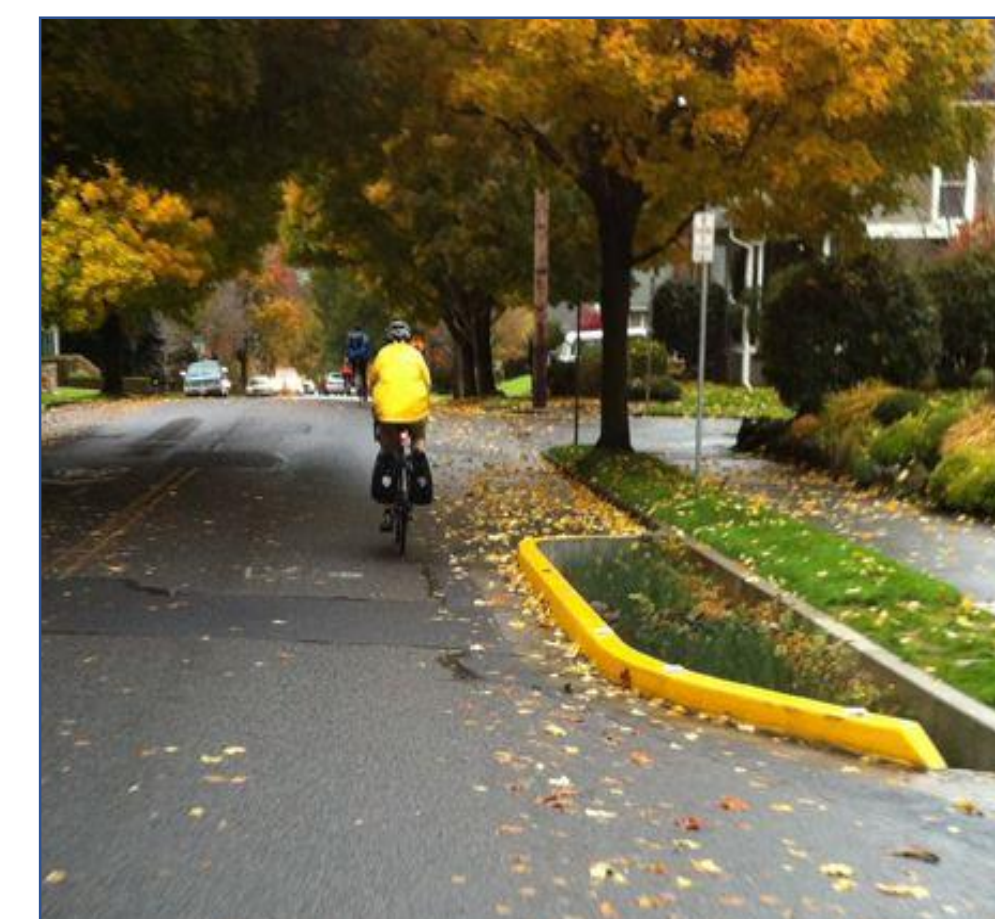
Raised Crosswalk

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

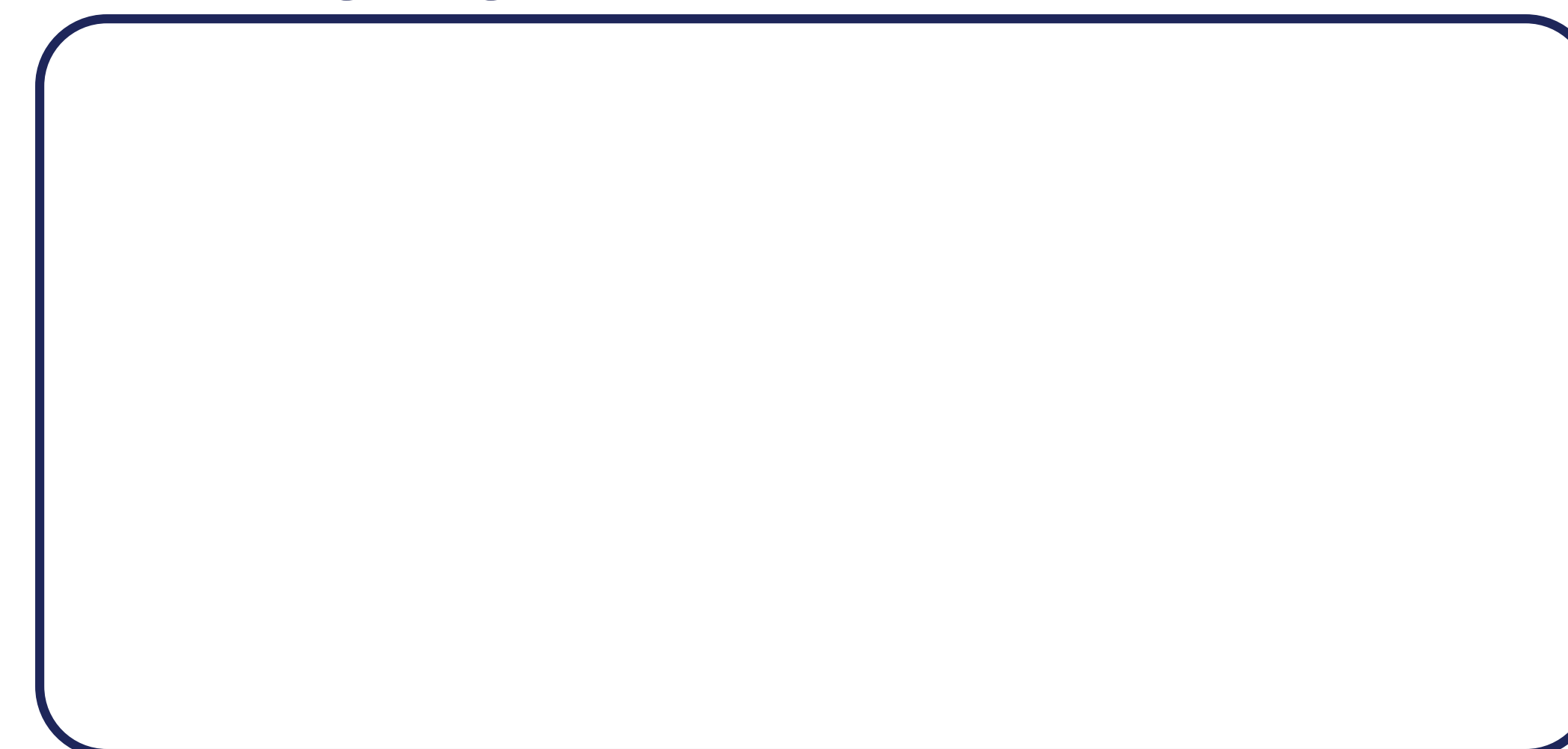
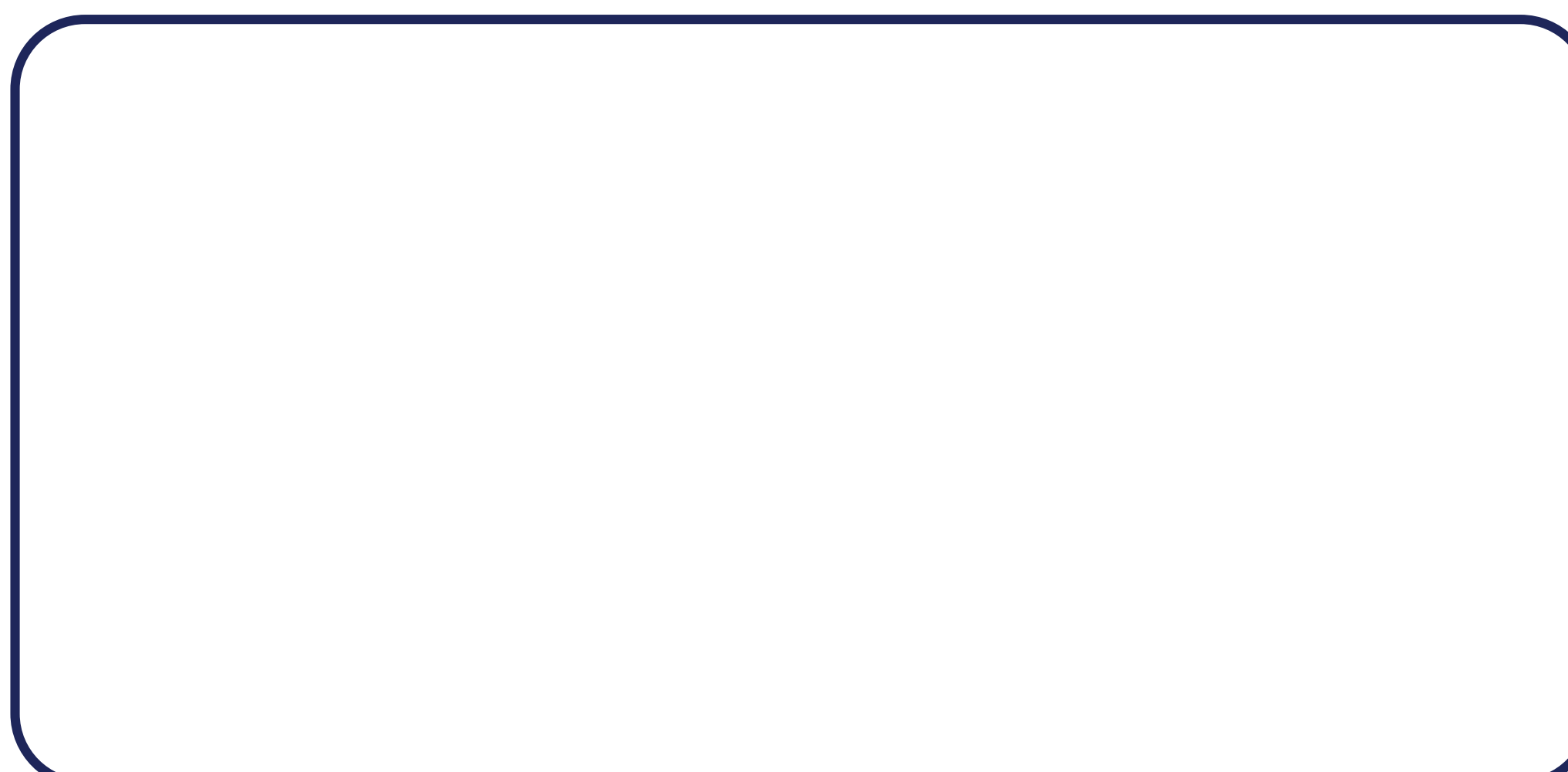
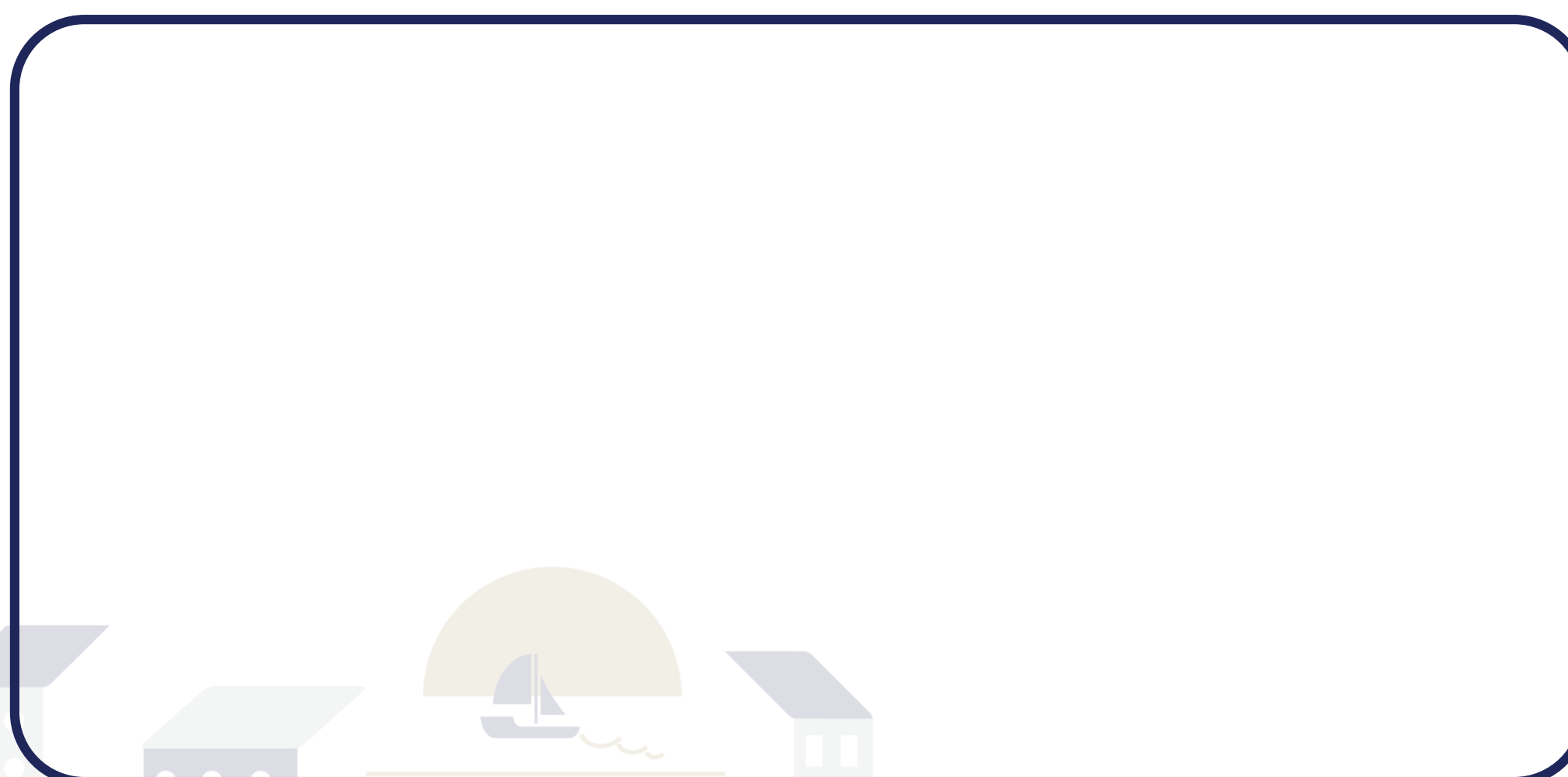
Alternative measures used to educate and control drivers and hopefully discourage reckless driving behavior.

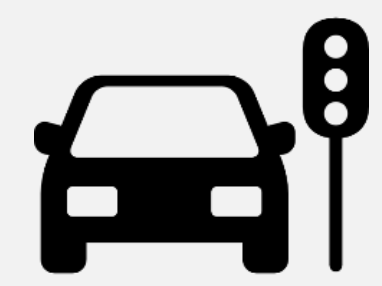


Speed Radar Signage

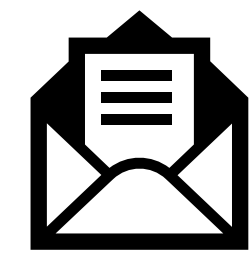


Enforcement





Traffic Calming Process



1

Initiation

Receive and Assess Request

Initial Screening

Road Classification
Block Length
Posted Speed Limit
Minimum Volume
Emergency Response
Neighbourhood Survey

Develop Problem Statement



2

Development

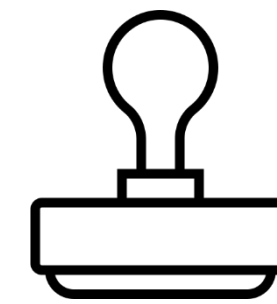
Warrant Screening

Speed
Volume
Pedestrian
Presence of
Sidewalk
Collision History

Stakeholder
Mapping

Traffic Calming
Alternatives

If initial and the warrant criteria are not met,
other alternative measures may be
considered



3

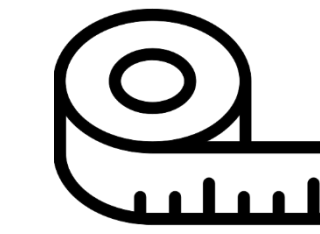
Approval

Assessment of
Eligible Alternatives

Public Consultation
Process

Council Approval

Resident
Notification



4

Implementation

Prioritization
Methodology

Design and
Construction



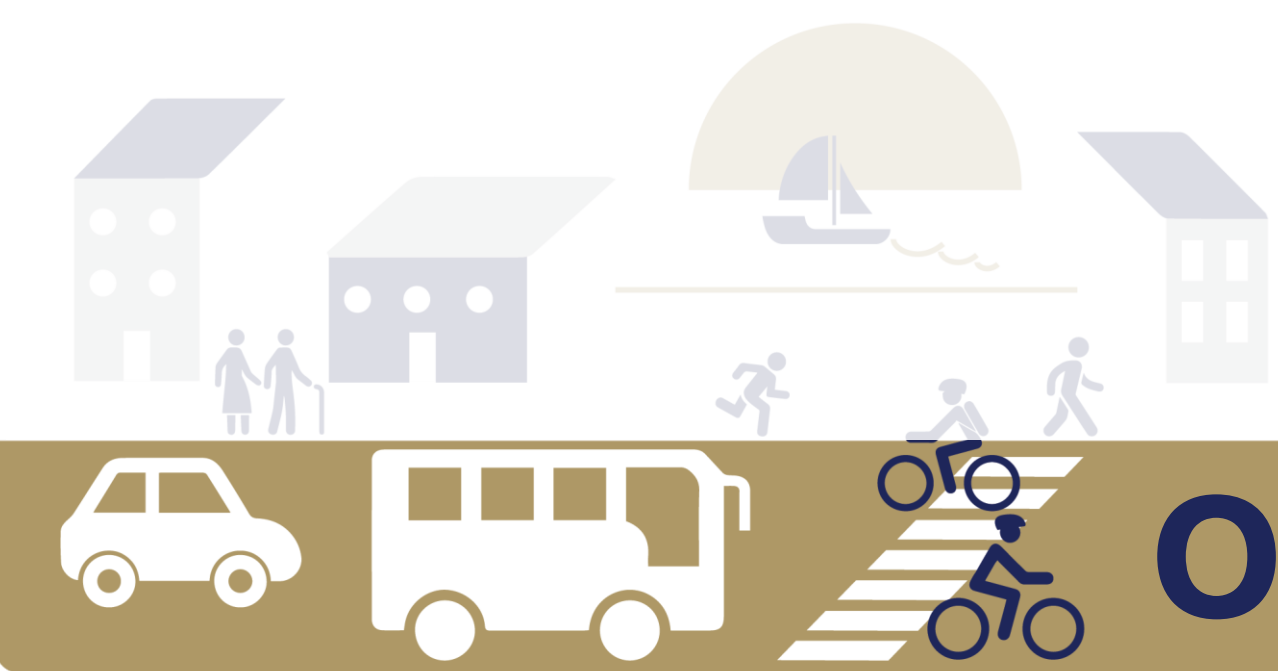
5

Evaluation

Monitoring
Program

Evaluation and
Follow-up

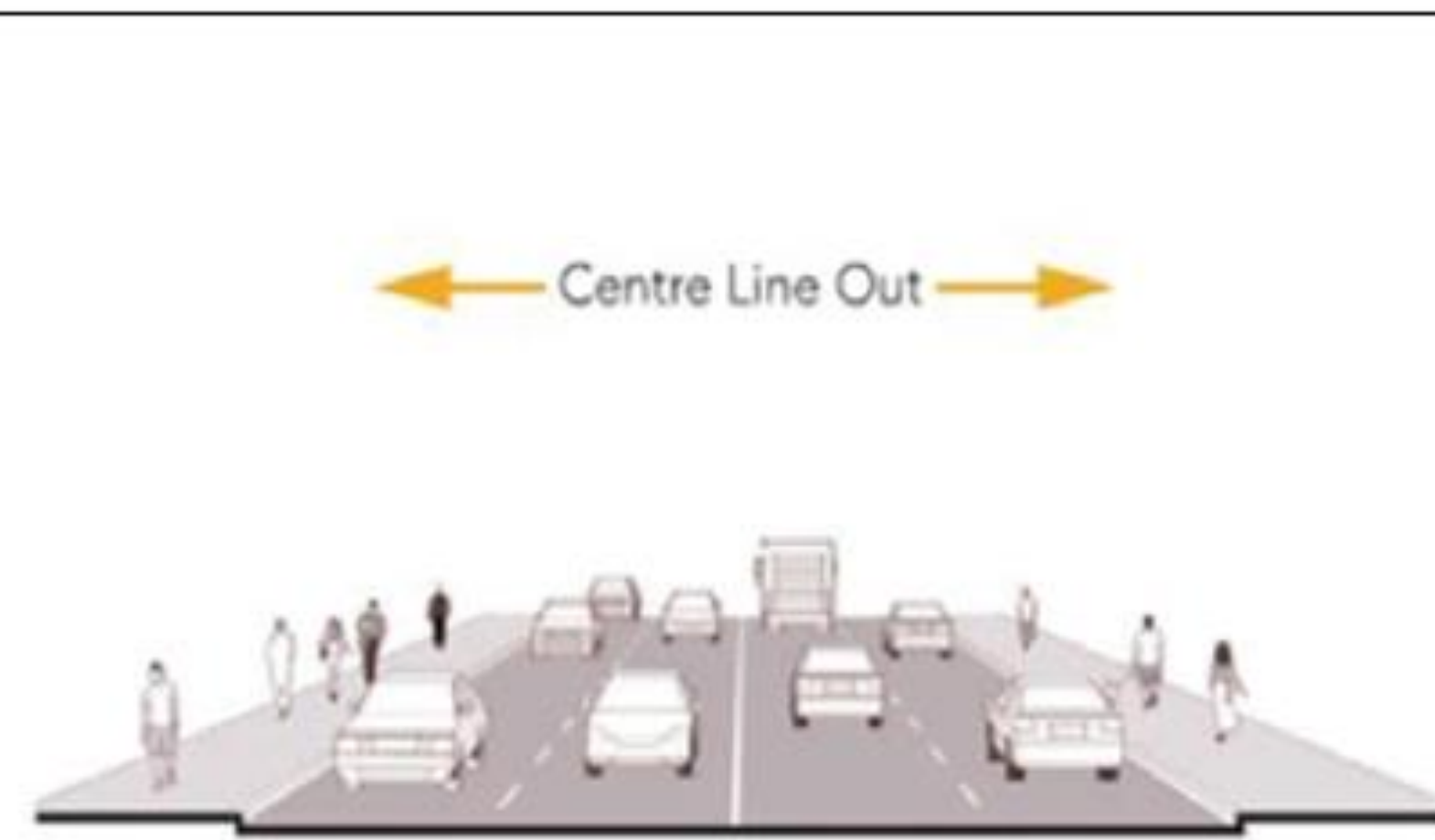
Please provide your feedback here!





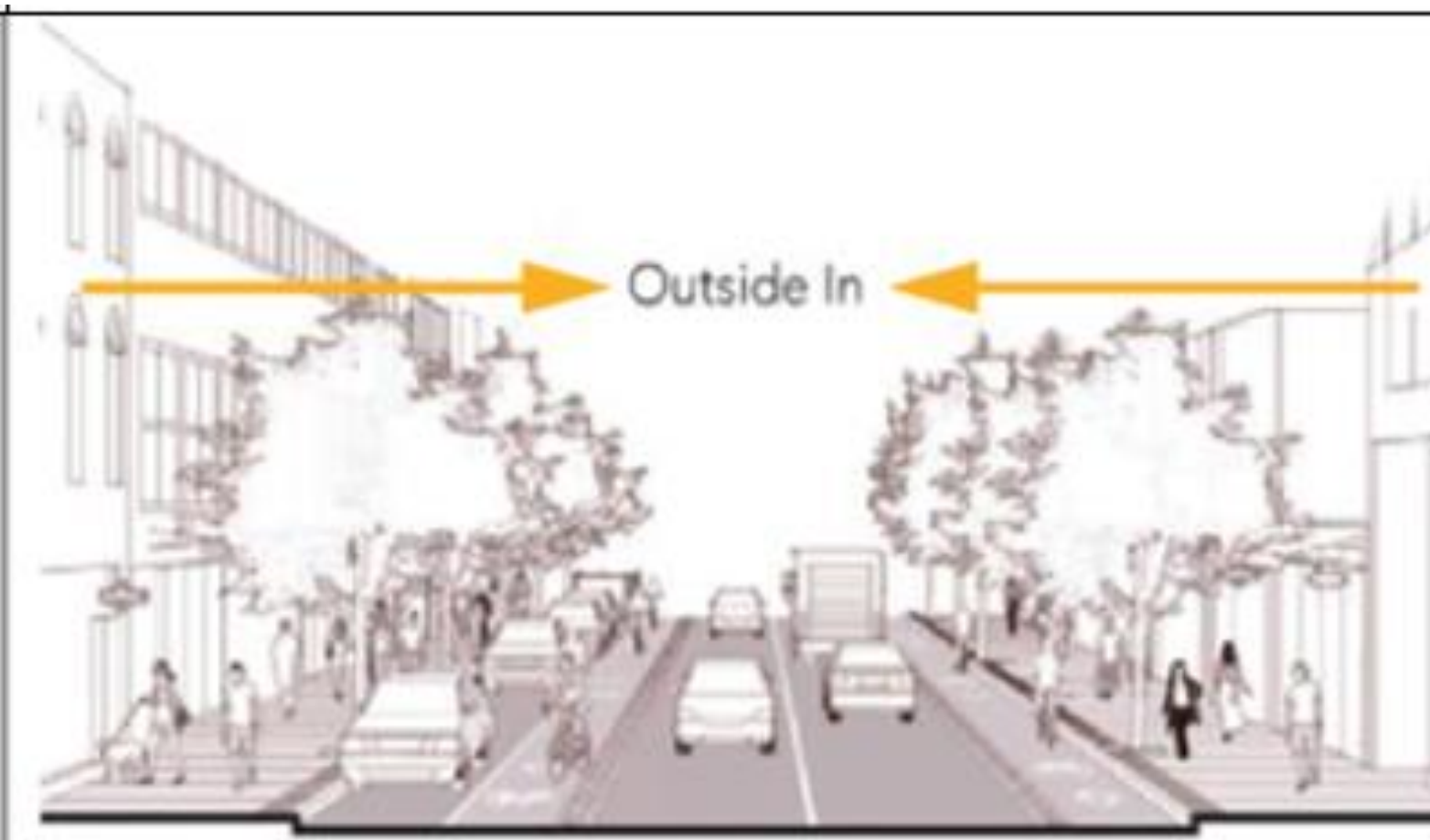
Supporting Policies – Complete Streets

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 with a design approach 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.

Please provide feedback to improve this policy





Supporting Policies - Emerging Mobility Technologies



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

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

Please provide feedback to improve this policy

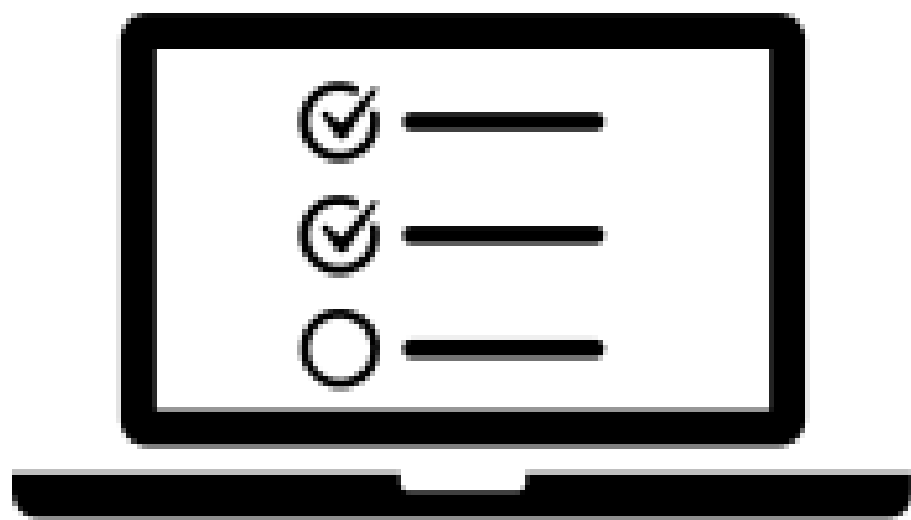


Next Steps

What is next for LaSalle’s TMP?

- 1 Summarize and process input received
- 2 Finalize preferred transportation network and supporting recommendations
- 3 Prepare for Council Presentation

We would like your feedback!



Visit us online at:

www.lasalle.ca/tmp

Important Future Events



Event	Date
✓ Online Engagement Round #2	Spring 2019
✓ Council Presentation	Spring/Summer 2019



THANK YOU!



Our Next Move

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