



Class Environmental Assessment

Malden Road Transportation, Public Safety & Urban Design Improvements Project

From Todd Lane to Meagan Drive



VICTOR FORD
AND ASSOCIATES INC
Landscape Architects

Proj.No. 08-8837-1000

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**Malden Road Transportation,
Public Safety & Urban
Design Improvements
Class Environmental
Assessment**

April 2009



Corporation of the Town of Lasalle

08-8837-1000

Submitted by

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EXECUTIVE SUMMARY

As a result of significant growth in the Town of LaSalle over the last 20 years, there is now a need to evaluate the transportation related infrastructures and services within the Malden Road corridor.

In February 2008, the Town of LaSalle and the County of Essex, as joint proponents, retained the Consulting Team of Dillon Consulting Limited, Envision and Victor Ford and Associates Inc., to complete a Class Environmental Assessment for Malden Road that addressed safety, transportation, pedestrian and cycling issues and urban design improvements along the corridor.

The study limits extended from the north Town limits (Todd Lane) to south of Meagan Drive, approximately 3.6 km.

This is the Environmental Study Report that documents the study methods, public consultation program, and the evaluation of impacts of the various practical alternatives on the natural, social and economic environment and recommends the preferred design.

The preferred design, which will incorporate features that will create an attractive and dynamic “complete street”, consists of:

- 5-lane road cross-section from the north Town limit to the Cahill Drain with an intermittent left turn lane separated by raised median;
- 3-lane road cross-section from the Cahill Drain to the south study limit with a continuous centre left turn lane;
- Intersection improvements including turning lanes and a roundabout at Todd Lane and Malden Road;
- New local roads to improve traffic flow at the Vollmer Culture and Recreation Complex and Sandwich Secondary High School;
- Realignment of the east leg of Bouffard Road to align with the west leg of Bouffard Road;
- Signalize future reconfigured intersection of Bouffard Road and Malden Road, including pedestrian crossings;
- On-road and share the road cycling lanes;
- Off-road trail for cycling and pedestrians;

- Sidewalks or multi-use path on each side of the road for pedestrians;
- Urban streetscape features along the corridor including a green gateway feature at the Todd Lane roundabout, and landscape nodes at the Cahill Drain and at the south study limits;
- Pedestrian lighting; and
- Expansion of trails and cycling facilities outside of the Malden Road corridor to connect to other areas within the Town.

Depending on the final design and configuration of Malden Road between Normandy and Sprucewood, a portion of the Town's existing municipal building may have to be removed.

The Turkey Creek Bridge and Cahill Drain Culvert will need to be widened.

Property will also be required along the corridor. The exact extent of property requirements including daylight corners will be determined at the preliminary design stage.

The estimated cost (2008 Dollars) is approximately \$19,000,000, excluding property. It is recommended that these improvements be constructed in phases to match the Town's ability to finance the work. Priority should be given to completing the major intersections early in the phasing (Todd Lane, Normandy/Sprucewood and Laurier).

1.0 INTRODUCTION

1.1 Background

Malden Road is a major north-south arterial road in LaSalle. This road is under the jurisdiction of the Town of LaSalle and is a County Connecting Link. The southern portion of Malden Road is a County Road.

As part of the Town and County's long term planning, it has become apparent that adequate road capacity will become an issue on Malden Road. In the Spring of 2008, the Town and County as joint proponents, requested proposals to undertake a comprehensive study of the transportation needs of Malden Road from the town limits, to south of Meagan Drive. This study was not only to address transportation issues, but was to equally assess safety issues, cycling and pedestrian needs, and urban design features along the corridor. The study was to be completed in the context of the Town's planning documents which focuses on liveable communities and sustainable development as articulated in the Town's Request for Proposals as noted below.

As a result of the significant residential and commercial growth that the Town has experienced during the last two decades and the social, economic and demographic changes that are taking place within the LaSalle community, there is now a need to carefully examine and re-evaluate the transportation-related infrastructure and services that are being provided within the Malden Road corridor (and all of the existing and planned intersecting streets and trails), in order to properly establish:

- *a comprehensive and effective set of preferred public safety, traffic and public realm improvements that need to be made within this transportation corridor (including the Malden Town Centre) to meet the evolving needs of existing and future LaSalle residents for ten and twenty year planning horizons; and*
- *an implementation strategy for this transportation corridor that is fiscally and environmentally responsible; enhances public safety for motorized and non-motorized forms of transportation; promotes and facilitates healthy and active lifestyles; properly addresses on-going municipal servicing requirements; and is capable of retaining/attracting businesses, services and residents as part of a vibrant attractive and safe Malden Town Centre.*

In February 2008, the consulting team of Dillon Consulting Limited, ENVision – The Hough Group and Victor Ford and Associates Inc., were selected to carry out this study. This multi-discipline team includes professionals with skills in environmental assessments, transportation planning, urban design, municipal engineering, pedestrian and cycling design, road safety and project management.

The consulting team (Dillon, ENVision and Victor Ford) were guided by and reported to the Project Steering Committee made up of the following members:

- Town of LaSalle
 - Larry Silani, Director of Planning and Development Services
 - Robert D. Hayes, P. Eng., Town Engineer
 - Jerry Barycki, P. Eng., Development Engineer
 - Allan Burgess, Planning Technician
- County of Essex
 - Tom Bateman, P. Eng., County Engineer
 - Jaime Garcia, P. Eng., Project Manager

1.2 Study Purpose

The purpose of this study is to identify a preferred solution and a preferred design concept to resolve roadway operational deficiencies, future transportation capacity needs for the next 20 years, pedestrian and cycling needs, urban design features, safety issues and concerns along the corridor, and meet the requirements of the Class Environmental Assessment process.

1.3 Study Area

The study area follows the Malden Road corridor from the Town's north limit to south of Meagan Drive. The study also addressed areas outside of this corridor which were necessary to address interconnectivity issues for trails and cycling facilities and short term traffic improvements in and around the Vollmer Culture and Recreation Complex and Sandwich Secondary School.

Figure 1.0 illustrates the study area.

The land uses within the study area can be broken down into three precincts from north to south.

Town Centre Precinct – Town limit to Cahill Drain. This precinct is evolving from a typical suburban auto-oriented commercial area to an area that is a more pedestrian oriented, compact, mixed-use Town Centre with a broad range of commercial, residential and civic land uses.

Transition Precinct – Cahill Drain to Reaume Road. This precinct is a transition from the Town Centre Precinct to the north to the Residential Precinct to the south. This precinct is primarily a residential area with several small scale commercial uses that serve the need of the surrounding neighbourhood.

Residential Precinct – Reaume Road to south of Meagan Drive. This precinct is predominately single-family residential dwellings. Sandwich Secondary School and access to the Vollmer Culture and Recreation Complex are near the south end of the precinct.

1.4 Class Environmental Assessment Process

The stated purpose of the Environmental Assessment Act (EAA) is the “betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment” where the broad environment includes the natural, social, cultural, built, and economic environments.

The provisions of the EAA require all municipalities to undertake an environmental assessment for virtually all public works projects. The procedures and requirements under the EAA are described in the document titled *Municipal Class Environmental Assessment* that was prepared by the Ontario Municipal Engineers Association (June 2000), as amended in 2007. The Municipal Class EA process is a five phased decision-making framework for the planning and design of municipal projects that are undertaken on a frequent basis, are normally limited in scale, and have a predictable range of environmental impacts.

The Class EA document also serves as the public statement of the decision-making process followed by the municipalities in the planning and implementation of the needed infrastructure.

Studies conducted using this framework are considered to have satisfied the requirements of the Ontario Environmental Assessment Act by virtue of having followed the key principles of environmental planning outlined below:

- consultation with affected parties early in and throughout the process, such that the planning process is a cooperative venture;

- consideration of a reasonable range of alternatives, both the functionally different “alternatives to” and the “alternative methods” of implementing the solution;
- identification and consideration of the effects of each alternative on all aspects of the environment;
- systematic evaluation of alternatives in terms of their advantages and disadvantages to determine their net environmental effects; and
- provision of clear and complete documentation of the planning process followed, to ensure “traceability” of decision-making with respect to the project.

The five Phases of the Class EA process, as described in the *Municipal Class Environmental Assessment* (October 2000), as amended in 2007 and considered essential for the fulfillment of the EAA requirements, are described below:

- *Phase 1* – Identification of the problem or opportunity;
- *Phase 2* – Identification of alternative solutions to the problem which take into account the existing environment and the establishment of the preferred solution with public and agency consultation; this phase also includes the confirmation of the appropriate project schedule;
- *Phase 3* - Examination of alternative means of implementing the preferred solution based on the existing environment, potential environmental effects, methods for minimizing effects, input from government agencies and the public, and opportunities for maximizing positive effects;
- *Phase 4* – Preparation of an Environmental Study Report that documents the rationale for the undertaking, and the planning, design and consultation process that was followed; and the placement of the document on the public record for review and comment by government agencies and interested parties; and
- *Phase 5* – Completion of engineering drawings and documents, followed by the construction and operation of the project, with appropriate monitoring to ensure compliance with environmental provisions and commitments.

The Municipal Class EA document classifies projects into three separate categories: Schedule “A”, “B”, or “C”. The Class EA for improvements to Malden Road falls under the Schedule “C”

category, which requires the completion of all five phases of the EA process. Schedule “C” projects include the “reconstruction or widening where the reconstructed road... will not be for the same purpose, use, capacity, or at the same location as the facility being reconstructed”. The construction costs were estimated to exceed \$2.2 million, therefore the project was planned as a Schedule “C” project.

The preferred solution and preferred design that were identified through this Class EA falls within the above Schedule “C” project definition. Refer to *Figure 2.0* for a description and flow chart of the requirements of the Schedule “C” Class EA process.

In brief, the specific objectives of this Class EA study are as follows:

- define the purpose and description of the undertaking;
- identify and evaluate alternative solutions and alternative design concepts;
- conduct two Public Information Centres;
- document study findings in an Environmental Study Report (ESR); and
- respond to a Part II Order, if required.

This document is the Environmental Study Report which documents the study process and findings.

1.5 Problem and Opportunity Statement

As noted from the Class Environmental Assessment Flow Chart, the first step is to identify the problem and/or opportunity of the undertaking. Based on discussions and a consensus with the Steering Committee, the following Problem and Opportunity Statement was developed:

1.5.1 Background

The Town of LaSalle is an urbanizing community with a current population in excess of 27,000 persons. The Town’s population is projected to double during the next two to three decades, with the corresponding need to provide a broad range of services and amenities that will enable

existing and future LaSalle residents to live, work and play within liveable, safe and vibrant neighbourhoods, Town Centres and employment districts.

Since 1999, the Town of LaSalle has invested a significant amount of financial and human resources to meet the needs of existing and future residents by providing infrastructure to better accommodate pedestrian and cyclist-related traffic along the Town's urban arterial and major collector road network. These new sidewalks, trails and bridges are being used extensively by LaSalle residents of all ages and abilities to travel to/from various neighbourhoods and to/from the Malden Town Centre.

In the Spring of 2007, the Town completed a Commercial and Employment Land Study which confirmed the importance of maintaining and enhancing strong, vibrant, mixed-use and compact Town Centres. Many "empty nester" households and seniors have chosen to live within the Malden Town Centre to take advantage of the broad range of goods and services that are available in close proximity to their place of residence. **For a variety of health-related and lifestyle reasons, many of these residents want to maintain a healthy lifestyle by walking or riding their bikes to/from the Malden Town Centre and other destinations in adjacent residential neighbourhoods.**

1.5.2 Transportation

The volume of vehicular traffic using the Malden Road Corridor has increased significantly during the last decade, with current traffic volumes approaching 16,000 AADT. In keeping with the Town of LaSalle's need to provide modern community facilities and services to existing and future residents they have chosen to develop a new multi-use facility. The Vollmer Culture and Recreation Complex is south of the Malden Road Town Centre and has been strategically located near the intersection of Malden Road and Laurier Parkway. In the short term, the Vollmer Culture and Recreation Complex will be primarily accessible from the Malden Road Corridor. Based on the traffic analysis that was completed for the Howard Bouffard Master Plan, traffic is expected to increase along this important corridor.

1.5.3 Public Realm and Community Design Principle

The "LaSalle Greenway" is a cornerstone upon which the existing and future neighbourhoods and Town Centres of this urbanizing community will be built. This greenway provides (or will provide) a safe and well developed trail system that connects residents with the natural environment and with each other and will link the various components

of the community, while preserving and enhancing ecologically significant lands and providing places to recreate and interact. In addition to this cornerstone urban design feature, the following community design principles have been adopted by LaSalle Council and collectively articulate the shared community vision for the Town:

- a) liveable, mixed-use neighbourhoods designed for people are the building blocks of a healthy, vibrant and caring LaSalle community;
- b) neighbourhoods; Town Centre and employment districts with a highly interconnected road network and **a balanced transportation system that is designed and built for pedestrians, cyclists, transit and automobiles;**
- c) shorter block lengths, a finer grain of block sizes and 5 minute walking distances to neighbourhood activity centres;
- d) neighbourhoods which are diverse in use and population, with a broad range of housing choices for residents with different needs and different incomes;
- e) parks, schools, places of worship, compact pedestrian-scaled shopping districts (mixed-use Town Centres) and employment opportunities situated closer to where people live, easily accessible by foot, bicycle, transit and automobile;
- f) public places that foster a sense of community pride and well-being within each neighbourhood (with each neighbourhood having an activity centre – parkettes, day care centres, transit stops, corner stores/cafes, places of worship, etc. – which would be the focal point, creating a sense of place for each neighbourhood);
- g) ecologically significant lands are protected, enhanced, incorporated within planned “greenway” systems and given prominence (i.e. single loaded roads) for the benefit of all residents in the surrounding neighbourhood; and
- h) **urban places framed by architecture and landscape of a high standard of design that celebrates local history, climate, ecology and building practice, in keeping with new urban design guidelines and standards for both the public realm and for private lands.**

The transportation related and public realm problem and opportunities that are identified must incorporate and apply these community design principles, and must ensure that the preferred design properly balances and promotes the needs of pedestrian, cyclist, transit and vehicular traffic along the Malden Road Corridor and establishes:

- a comprehensive and effective set of preferred public safety, traffic and public realm improvements that need to be made within this transportation corridor (including the Malden Town Centre) to meet the evolving needs of existing and future LaSalle residents for a twenty-year planning horizon; and
- an implementation strategy for this transportation corridor that is fiscally and environmentally responsible; enhances public safety for motorized and non-motorized forms of transportation; promotes and facilitates healthy and active lifestyles; properly addresses on-going municipal servicing requirements; and is capable of retaining/attracting businesses, services and residents as part of a vibrant, attractive and safe Malden Town Centre.

Section 4.0 of this report expands on the problems and opportunities from a traffic, safety, cycling and pedestrian and urban design perspective.

2.0 PUBLIC CONSULTATION PROGRAM

2.1 Project Steering Committee

This study was undertaken under the direction of the Project Steering Committee, made up of administration staff from the Town and County.

The Committee met with the Consulting Team at regular intervals throughout the process (six meetings), reviewed and commented on the draft submission of various documents, provided background information, attended and assisted at Council meetings, Public Information Centres, and a workshop, and responded to public inquiries. The Committee also organized the uploading of documents on the Town and County web sites, and placed advertisements in the local newspapers.

2.2 Council Meetings and Presentations

Council was kept informed of the study progress. Two Council presentations were made.

A meeting was held on October 28, 2008 to discuss property issues along the corridor.

A presentation was made to Council on April 14, 2009. The presentation material is included in **Appendix M**. Council's comments, as well as the Consulting Team's responses, are included in **Table 19**. Council was asked to pass a Resolution on April 28, 2009 authorizing the publishing of the Notice of Completion.

2.3 Public and Agency Contacts

Public and agency consultation is a key element of the EA planning process and accordingly, extensive efforts have been made to provide the public and agencies with information on the study and to solicit input.

A contact list of potential stakeholders, groups, and agencies was established in consultation with the Town of LaSalle in order to identify interested parties. Refer to **Appendix A: Property Owners Mailing List** for the complete contact list for property owners within the study area. Refer to **Appendix B: Agency and Stakeholder Mailing List** for the complete contact list of agencies with an interest in the study area.

A Notice of Project Initiation, as shown in **Appendix C: Notice of Project Initiation**, was published in the *LaSalle Post* on Thursday, May 1, 2008 and Thursday, May 8, 2008, and in the *LaSalle Silhouette* on Friday, May 9, 2008, to notify the public of the proposed undertakings. Agencies were also notified of the project initiation by facsimile and mail, while individual letters were sent or delivered to property owners within the study area, the week of April 21, 2008. The Project Initiation Notice was also posted on the County of Essex and Town of LaSalle websites.

The first of two Public Information Centres (PIC) was held on Wednesday, June 25, 2008, at the Vollmer Culture and Recreation Complex in the Town of LaSalle and the second PIC was held on Thursday, October 30, 2008, at the Vollmer Culture and Recreation Complex. The first PIC consisted of an informal walk-in session with displays summarizing the work completed to date and the recommended solution. The second PIC also consisted of an informal walk-in session with displays summarizing the work completed to date and the recommended design concept. The PICs were held in order to provide residents in the study area and the public with background information and an evaluation of alternatives and design concepts, as well as the preliminary recommendations.

2.4 Workshop Committee

In order to better understand the problems and opportunities along the corridor, members of the public were invited to a workshop that was held on May 7, 2008. *Appendix D: Notices of Issues & Design Workshop* contains the notice that was distributed along the corridor, the week of April 21, 2008.

Members of the public, including some Town Council members, attended and were asked to provide feedback on four key themes:

- Traffic;
- Safety;
- Pedestrian and Cycling; and
- Urban Design

The feedback from the workshop provided important information to the Consulting Team.

The workshop participants were also invited to a presentation of the work completed just prior to the Public Information Centre held on October 30, 2008.

The workshop presentation material, participant input and minutes can be found in the *Appendices E, F and G*.

2.5 Public Information Centres

Two Public Information Centres were held on June 25, 2008 and October 30, 2008 to present work completed and receive feedback from the public and agencies. Notices are included in *Appendix H*.

The material presented at these Public Information Centres are included in *Appendices I and J* of this report.

Comments received are also included in the *Appendices K and L* and the responses to these comments are included in *Section 8.0 and 9.0* of this report.

3.0 DESCRIPTION OF THE ENVIRONMENT

The Malden Road Corridor is an existing urban developed corridor. In general, the corridor has been significantly disturbed as a result of construction of various infrastructure components (roads, sewers, watermains, utilities) and buildings throughout the corridor.

3.1 Terrestrial and Aquatic Environment

The existing right-of-way has been significantly disturbed. In the residential areas, landscape features including turf, landscape plantings, manicured lawns and ornamental trees about the right-of-way.

Two natural areas exist: Turkey Creek and Cahill Drain. Any work proposed in and around these crossings will need to address fish habitat and water quality.

3.2 Soils and Topography

Geotechnical reports have been completed along the corridor as part of past infrastructure projects (sanitary sewer installation) as well as additional investigation for this project. The geotechnical information is included in *Appendix N*.

The ground is genuinely a silty clay with pockets of sand. Bed rock is expected to be about 30 metres below grade.

The topography is very flat, resulting in poor drainage of the natural soils.

3.3 Groundwater

Previous geotechnical reports indicated that groundwater is present and in some cases can cause construction difficulties, particularly at the Turkey Creek and Cahill Drain crossings.

3.4 Social Environment

The northerly part of the study area from the Town limits to the Cahill Drain is primarily heavy commercial including shops, stores and services and is referred to as the Town Centre. The Town's Municipal buildings are located on the northeast corner of Malden Road and Normandy Road.

From the Cahill Drain southerly to Reaume Road, the corridor transitions from commercial to single-family residential dwellings.

The Town's Vollmer Culture and Recreation Complex is located at the south end of the study area, along with a public high school (Sandwich Secondary School).

3.5 Economic Environment

As noted, commercial uses dominate the northerly portion of the corridor. This is one of the major retail areas of the Town, along with service outlets and restaurants.

3.6 Existing and Future Land Uses

The Town's Existing and Future Land Use Plan for the study area is included as *Figure 3.0*. The existing land uses generally reflect the Official Plan designation.

Within the Town Centre area, there is the potential for additional new and/or expanded commercial, multi-unit residential and civic buildings. The Town is encouraging new "street edge" development and redevelopment to occur on vacant and partially developed sites within this area in keeping with the approved Town Centre policies.

3.7 Cultural Resources

The weeks of April 21, 2008, June 9, 2008 and October 6, 2008, Dillon submitted letters and notices to the following groups indicating the Town's proposed undertaking and the upcoming public consultation dates:

- Walpole Island First Nation
- Caldwell First Nation
- Moravian of the Thames
- Chippewas of the Thames
- Munsee Delaware Nation
- Department of Indian and Northern Affairs
- Ministry of Culture (Toronto)
- Ontario Secretariat for Aboriginal Affairs
- Indian and Northern Affairs Canada

The groups listed above did not contact Dillon, the Town or the County indicating a potential for the presence of archaeological or cultural resources.

4.0 DEFINITION OF THE PROBLEM AND/OR OPPORTUNITY

4.1 Background

Phase 1 of the Municipal Class EA process involves the identification of the problem and/or opportunity being addressed by the study. This identification included:

- i) Reviewing the findings and conclusions of previous transportation reports such as:
 - Malden Arterial Road Corridor Study, Transportation Planning Report (1995);
 - Master Servicing Study and Secondary Plan, Bouffard Planning District, Transportation Master Plan (2002);
 - Town of LaSalle Road Needs Study (2007); and
 - Town of LaSalle Commercial and Employment Land Study (2007).
- ii) Carrying out an assessment of the existing roadway.
- iii) Undertaking a traffic analysis including a review of:
 - Existing traffic volumes, and
 - Future traffic volumes.
- iv) Assessing the needs of pedestrians and cyclists along the corridor including interconnectivity to facilities outside the corridor.
- v) Reviewing the urban design and streetscape opportunities and problems.
- vi) Reviewing staging and timing considerations.
- vii) Developing a statement of the problem being addressed by the study (as noted in Section 1.5 of this document).
- viii) Assessing alternatives at a planning level.

4.2 Study Approach

The Town of LaSalle has identified through previous work, a vision for the Malden Road corridor that is based on the principle of accommodating the needs of all users by providing a balance between transportation, cycling, pedestrian and future transit needs, and enhancing the streetscape along the corridor.

Specific objectives for the study included:

- the development of a human scale livable and safe transportation corridor that accommodates all modes of travel;
- a corridor that provides for the safe and efficient mobility needs of vehicles with equal opportunities for pedestrians, cyclists and persons with disabilities;
- the establishment of facilities along the corridor that are integrated into the surrounding Town system and serve as a spine for north south mobility needs; and
- enhancement of the corridor through improvements to the streetscape.

Key considerations included the following:

- integration of sidewalk, multi-use trail and cycling facilities;
- pedestrian and cyclist movement at intersections;
- traffic operations and roadway safety;
- long term capacity requirements;
- access management and feasibility of on-street parking;
- speed and traffic calming measures; and
- streetscaping enhancements.

4.3 Background Studies

Town of LaSalle Official Plan (2003) – The Official Plan contains the Town’s plans up to 2016. It includes relevant policies related to future land use and future road construction within LaSalle to accommodate the anticipated growth in population. Proposed land uses along the Malden Road corridor are identified, as well as future collector and arterial roads proposed to connect to Malden Road.

Town of LaSalle Road Needs Study (2007) – This study took an inventory of all roads and railway crossings in LaSalle and identified needed improvements to the network within the next ten years. Included as part of the report were AADT counts for strategic locations along Malden Road. The report did not recommend any improvements required to Malden Road under current operating conditions. However, it did state that should planned expansion occur in the Howard and Bouffard Planning Districts (as per the Official Plan), Malden Road would require a capacity upgrade.

Master Servicing Study and Secondary Plan, Bouffard Planning District, Transportation Master Plan (2002) – This report includes a comprehensive plan for a 600-hectare “greenfield”

development (2016 build-out) in the southwestern corner of LaSalle's urban area. It also includes locations, classifications, and cross-sections of proposed roadways, recommendations to integrate this development with the regional transit network, cost estimates, and transit policy.

Malden Arterial Road Corridor Study, Transportation Planning Report (1995) – This report documented a transportation planning study of the 3.5 km section of Malden Road in central LaSalle. Recommendations for road expansion, signalization, pedestrian, cycling, parking and transit improvements were based on anticipated development for 3 horizon years (2000, 2015, and build-out).

Town of LaSalle Commercial and Employment Land Study (2007) – This study documented how LaSalle should expand and manage its commercial districts to deal with anticipated growth, as well as how to manage its employment districts to meet current and anticipated demand. Malden Town Centre is identified as the main commercial focus of LaSalle, and it is recommended that this should be maintained.

4.4 Existing Conditions

4.4.1 Roadway Geometry and Intersection Controls

Malden Road has three distinctive cross-sections. The first cross-section, from Todd Lane to about 100 metres south of Normandy Street, has concrete curbs and gutters. South of Normandy Street to Reaume Road, the cross-section has a concrete gutter and a gravel shoulder on the west side. The east side has a concrete gutter separating the road from a paved multi-use path parallel to the road. The third cross-section, from Reaume Road to Meagan Street, is rural in character. A gravel shoulder on either side leads to a ditch used for drainage. There are no concrete curb infrastructures along this segment.

The following intersections along the corridor are signalized:

- Malden Road and Todd Lane;
- Malden Road and Delmar Street;
- Malden Road and Sprucewood Avenue;
- Malden Road and Normandy Street; and
- Malden Road and Laurier Drive.

The remaining intersections operate under two-way stop control, with Malden Road being the major approach in all cases. *Figure 4.0* provides a schematic of the lane configurations and signal control at each intersection along the corridor.

4.4.2 Existing Transit Network

Transit Windsor Route 7 serves Malden Road between Todd Lane in the north and Sprucewood Avenue in the south, connecting LaSalle to the University of Windsor, the Devonshire Mall, and St. Clair College. This service runs six days a week, with a 40-minute frequency on weekdays and an hourly frequency on Saturday. The rest of the corridor is not currently served by transit.

4.4.3 Bicycle and Pedestrian Network

A multi-use path runs along the eastern side of Malden Road from a point approximately 100 metres south of Normandy Street to Reaume Road. The multi-use path consists of one lane in each direction for bicycles and separate space for pedestrians. The multi-use path lanes are asphalt paved. North of the multi-use path, a concrete sidewalk runs along the eastern side of Malden Road to Todd Lane. South of the multi-use path, there is no sidewalk on the eastern side of Malden Road. There are sporadic locations along the western side of Malden Road where concrete sidewalks also currently exist.

All signalized intersections contain at least one set of pedestrian signals and crosswalks per direction.

4.4.4 Existing Traffic Volumes

Existing weekday AM and PM peak hour traffic volumes for the key intersections in the study area were obtained through turning movement counts commissioned by Dillon. AADT (Average Annual Daily Traffic) volumes were obtained from data collected for the 2006 LaSalle Road Needs Study report. The survey dates of the various traffic counts are listed in *Table 1*. The existing peak hour traffic volumes, representing the critical conditions in analysis, are illustrated in *Figure 5.0*. The AM peak hour was found to be 7:45 to 8:45 AM and the PM peak hour from 4:15 to 5:15 PM.

Table 1: Traffic Count Survey Dates

Intersection	Survey Date	Source
Todd Lane	March 18, 2008	Dillon
Delmar Street	March 18, 2008	Dillon
Sprucewood Avenue	March 18, 2008	Dillon
Normandy Street	March 19, 2008	Dillon
Morton Drive /Grillo Drive	March 18, 2008	Dillon
Stuart Boulevard	March 19, 2008	Dillon
Reaume Road	March 19, 2008	Dillon
Bouffard Road (West)	March 18, 2008	Dillon
Bouffard Road (East)	March 19, 2008	Dillon
Laurier Drive /Gilroy Street	March 19, 2008	Dillon

Table 2 summarizes the typical traffic volumes for various segments along Malden Road. In general, the PM peak hour represents 8.5% of the daily traffic along Malden Road. This factor was used to calculate AADT volumes for segments that did not have this data in the 2006 study.

Table 2: Typical Corridor Section Volumes

Road Section	AM Peak Hour		PM Peak Hour		AADT Two-way
	SB	NB	SB	NB	
Todd Lane to Sprucewood Avenue	250-350	550-650	700-750	450-550	14,000
Sprucewood Avenue to Morton Drive	250-300	650-750	750-900	450-500	15,500
Morton Drive to Reaume Road	250-300	450-650	700-800	450-550	14,500
Reaume Road to Laurier Drive	250-350	450-600	500-650	350-500	11,500

4.4.5 Existing Roadway Safety Characteristics

A summary of all collisions from 2005 to 2007, as well as Individual Motor Vehicle Accident Reports (MVARs), along Malden Road were provided by the Town of LaSalle. **Table 3** summarizes the number of collisions on Malden Road by year.

Table 3: Collisions Along Malden Road, 2005-2007

Year	2005	2006	2007
Collisions	44	46	39

Over the last three years, an average of 43 collisions/year occurred along Malden Road. The precise location, movements, and driver actions that led to these collisions were obtained from individual Motor Vehicle Accident Reports (MVARs).

4.4.6 Trends

Rear-end collisions were prevalent throughout the corridor. While some collisions were due to weather conditions (wet or icy roads) the majority were due to driver carelessness or inattentiveness (such as hitting a stopped vehicle). Numerous rear-end collisions resulted in chain reactions involving 3 or 4 vehicles. There were also a number of collisions with deer reported (7 total, or approximately 2 per year), specifically around Todd Lane and at the southern end of the corridor. Most collisions resulted in vehicle damage; few collisions along the corridor resulted in injuries to any of the parties involved.

Malden Road at Delmar Avenue

Of the approximately 15 collisions recorded at Malden Road and Delmar Avenue between 2005 and 2007, 5 of these (33% or 1-2 per year) involved vehicles travelling in the southbound left turn lane being sideswiped by another vehicle trying to manoeuvre into the same lane. In most cases, the vehicle changing lanes did not realize there was a vehicle in that lane already. This is because there is an abrupt change in the lane configuration upstream of this intersection: a 2-way left turn lane extends from the north until 45 metres upstream of the intersection. At this point, there is a 15 metre gap in the pavement markings (presumably to allow those vehicles turning left to switch lanes) before the left turn lane is marked as a solid white line for the last 30 metres. It is possible that vehicles turning left at Delmar switched into the 2-way left turn lane and continued on into the dedicated southbound left turn lane.

Malden Road at Sprucewood Avenue

Of the approximately 16 collisions in the vicinity of Malden Road and Sprucewood Avenue, 4 of them (25% or 1.3 per year) involved the channelized southbound right turn lane. This turn is greater than 90 degrees, reducing the visibility for vehicles trying to merge. As well, 2 of these collisions were due to icy conditions at this turn where a turning vehicle, unable to make the full turn, collided with a vehicle in the eastbound left turn lane.

Malden Road at Normandy Street

Between 2005 and 2007, there were 4 collisions in the northbound direction of Malden Road south of Normandy Street where a vehicle attempting to move into the right turn lane sideswiped a vehicle already there. This may be due to some confusion with the pavement markings in the area. There are 2 northbound right turn lanes in quick succession that may be confused as one lane: the first one is for the plaza at the southeast corner of Malden Road and Normandy Street, while the second is for vehicles turning eastbound onto Normandy Street.

There were also 5 collisions between vehicles and pedestrians or cyclists at this intersection during the analysis period, resulting in injuries. While these collisions occurred in various locations, the future design of Malden Road should be cognizant of the interaction between pedestrians, cyclists, and vehicles at this intersection.

Normandy Street to Megan Drive

The majority of collisions along this segment were rear-end collisions where drivers failed to stop for turning vehicles or for a queue resulting from a turning vehicle. At Reaume Road, 3 of the 4 collisions reported during the study period were collisions between drivers turning from Reaume Road onto Malden Road and drivers on the through approach.

4.5 Cyclists and Pedestrians

4.5.1 Problems

Problems for cyclists and pedestrians within the study area may be categorized as either functional or physical. The functional problems represent cyclist and pedestrian activities that are desired or desirable to occur within the study area, but which are made impossible, difficult or unsafe due to the present conditions there. Physical problems represent actual physical conditions within the corridor that restrict or make the activities of cycling and walking unsafe. These may, in some cases, be the cause of functional problems, but may not always be apparent to the user. Physical problems are further divided into problems of context or surroundings, and problems with the facilities themselves.

4.5.2 Functional Problems

Cyclist and pedestrian movement between the Town Centre and the southern part of the corridor (Vollmer Culture and Recreation Complex and Sandwich Secondary School, for example) has been described as difficult and unattractive. Because most pedestrian and cycling trips in the

immediate area are likely to make some use of the corridor, it is very important that Malden Road be usable, safe and attractive for pedestrians and cyclists.

Cyclists are often not able to cycle the length of the study area without becoming confused about their proper positioning, whether it be on-road or off-road. Changes in the roadway conditions and lack of space and of continuous designated or demarcated facilities for cycling contribute to this problem.

Pedestrian crossings of Malden Road throughout the northern portion of the study area are very difficult for many residents, especially those with reduced mobility or small children. This is a result of the wide roadway and the configuration or timing of traffic signals. It is especially important that this problem be addressed as there are numerous apartments serving senior citizens in this area, especially east of Malden Road, around Normandy Street, and the services used by these residents are located on both sides of Malden Road.

Pedestrian crossings of the central and southern portions of the study area are limited to a small number of marked intersections, resulting in longer trips for pedestrians, or unsafe crossings of the roadway at unmarked locations. It would improve the accessibility of the Malden Road corridor to increase the number of locations where the road can be safely crossed and to ensure that these crossings are well-demarcated, signed and signalized where necessary and practical.

Users of the Cahill Drain Trail face problems connecting to, from and across Malden Road. An improved connection with this trail will help to connect trail users to destinations on or near Malden Road, and will make the trail more attractive to users. As development increases, east of Malden Road, this trail has the potential to be a very strong, east-west community connection across LaSalle.

Increasing levels of motorized traffic along Malden Road increases the potential difficulties associated with many of the above problems. All proposed solutions should take into account the interactions between cyclists, pedestrians and motorists, and ensure that each user is able to safely use the facilities.

4.5.3 Physical Problems - Context

Numerous driveways on either side of Malden Road result in numerous turning vehicles, potential collision sites, and break up the continuity of any possible cycling and pedestrian facilities. It is possible and recommended that all future facility design acknowledge the

presence of driveways and ensure that adequate fields-of-vision are maintained for drivers, pedestrians and cyclists, and in some cases, warning signage may be appropriate.

The width of the existing Malden Road right-of-way may proscribe the available solutions, or require that compromises be made between the various transportation modes.

The steep ditches, located near the roadway, on either side of parts of the central and southern sections of Malden Road present a hazard to cyclists and pedestrians using the shoulder of the road—they restrict these users' ability to escape collisions, and increase the potential for injuries from slips or falls. As well, should the ditches be retained in a design solution, they would severely limit the facility options possible.

The bridges on Malden Road over Turkey Creek and Cahill Drain have very narrow pedestrian areas, and a narrower roadway than the rest of Malden Road. Both conditions are problems and may restrict the possibility of improving cycling and pedestrian facilities over these structures without significant expense.

Utility poles located along Malden Road throughout the study area may restrict the available facility options if they are to remain in place. Whether left as-is, or moved to a new location, adequate setbacks must be provided between these poles and any cycling or pedestrian facility.

4.5.4 Physical Problems - Facilities

Currently, cycling and pedestrian facilities are not continuous for the length of the corridor. To be useful, successful and safer, cycling and pedestrian facilities should be continuous. Discontinuities confuse users, potentially leave them stranded or lead them into unsafe situations, and discourage further use of the facility or of cycling and walking altogether as ways to reach destinations.

The types of cycling and pedestrian facilities in-place vary along the length of the corridor. These include sidewalks, multi-use trails and even the shoulders of the road. These individual facilities, in some cases, also vary in position and design. Wherever possible, facilities should be consistent for as long a distance as possible. Where conditions change and facility design may not be able to remain consistent, the transitions should be smooth, navigable and well-marked by signs or line painting. This is generally not the case on Malden Road today.

There are no designated on-road cycling facilities of any type anywhere within the corridor, though there are on-road cyclists present. Designating and clearly marking cycling facilities will improve safety on the road for all users, and will help to ensure that cyclists in the roadway are expected by motorists.

In the central and southern parts of the corridor, pedestrian facilities are in place only on one-side of the corridor. Because trip start and end-points occur on both sides of Malden Road, it would be more appropriate for any cycling and/or pedestrian facilities to be located on both sides, where there is allowable room to do so. As a minimum, some form of pedestrian facility and some form of on-road cycling facility should be implemented on both sides of the road.

The existing sidewalks that are in place are narrow. Even to accommodate two-way pedestrian traffic, a wider sidewalk would be desirable, however these sidewalks are presently accommodating two-way pedestrian *and* bicycle traffic, as children use them to go to and from school and other activities. Wherever a sidewalk is installed, its width should be generous, and it should be complemented by an adjacent cycling facility. A wide multi-use pathway, set back from the road, would be an acceptable alternative to a sidewalk, but would not replace the need for an on-road cycling facility.

In some parts of the central area of the corridor, cycling and pedestrian facilities—in this case, a multi-use pathway—are separated from the vehicular traffic lanes by only a rolled curb. Further south in the corridor, the cycling and pedestrian facility is on the shoulder of the road and separated by only a painted line. It is preferable to maintain a minimum landscaped buffer of 1.5 metres wide, with a curb-height grade difference.

The placement of the bollards on the multi-use pathway on Malden Road can create barriers for people in wheelchairs and less-skilled cyclists. Bollards are not always recommended as a safe or effective means of controlling the use of multi-use pathways. Appropriate signage and markings are preferred.

4.5.5 Opportunities

Many opportunities exist for increasing and improving bicycle and pedestrian use of the Malden Road corridor. Very important among these is the desire of many LaSalle residents to walk and to cycle more often, expressed during the public input components of this EA, and their positive reaction towards the multi-use trails built in the Town to date. That this desire exists represents a strong opportunity, as it suggests a latent demand for, and will help to guarantee the success of,

properly designed and implemented pedestrian and cycling facilities. In addition, residents have shown support for a number of specific possible improvements, such as closing ditches and connecting trails, which suggests general public support for initiatives aimed at improving and increasing infrastructure for cyclists and pedestrians.

Other opportunities are described below, divided into categories of context-related opportunities, and facilities-specific opportunities.

4.5.6 Opportunities - Context

That Malden Road itself is the location of many community destinations and is centrally located in LaSalle should be seen as an opportunity. The Town Centre and all of its businesses and services, Sandwich Secondary School and the Vollmer Complex all draw users to and along Malden Road. This contributes to the justification and viability of implementing comprehensive and extensive cycling and pedestrian facilities here.

A similar opportunity exists in that Malden Road acts or can act as a collector road, leading traffic including cyclists, pedestrians and transit users (who are generally pedestrians for a portion of their trip) directly to and from Windsor and destinations therein (such as downtown Windsor, the Detroit River waterfront, the University of Windsor, and St. Clair College, for example.) Its location, viewed regionally, also helps to ensure that there will be immediate and growing use of any pedestrian and cycling facilities that may be implemented. Encouraging the City of Windsor to connect their cycling and pedestrian facilities along Malden Road to LaSalle would be a positive additional improvement.

Nearby or crossing Malden Road there are a handful of complimentary facilities which represent an opportunity to integrate and connect new facilities on Malden Road into a more useful and comprehensive Town-wide and regional grid of cycling and pedestrian facilities. These connections include:

- the trails to and through the Spring Garden ANSI (connecting north from Todd Lane (just east of Malden Road));
- newly upgraded cycling facility connections on Normandy Street connecting eastward to Huron Church Line and beyond along the Sandwich Parkway Trail; and
- the Cahill Drain Trail connecting east and west, and intricately tied to many of LaSalle's neighbourhoods and parks.

There may be an opportunity, in conjunction with development east of Malden Road, to develop a new greenway corridor parallel to Malden Road with associated off-road cycling and pedestrian facilities. This would provide alternative and complimentary facilities to those that may be provided within a road right-of-way and would help to intensify the local network of cycling and walking facilities.

4.5.7 Opportunities - Facilities

The width of the existing Malden Road right-of-way has been described as a problem from a contextual perspective, however, it should also be seen as an opportunity in terms of providing a land base, which, properly planned and sensitively designed, should be able to accommodate new, high-quality cycling and pedestrian facilities. That the right-of-way is relatively free of obstructions such as large trees is also helpful. Solutions that take full advantage of the right-of-way should include planted buffer zones between the roadway and any sidewalk or pathway, including tree planting which will not only make the entire facilities image much more attractive, but fulfills an important function by shading pathway users. Other related design improvements and benefits are described in the urban design sections of this report.

Trends towards more and better cycling and pedestrian facilities being installed in other municipalities and the accompanying development of stronger and safer facility designs represents an opportunity for the Town of LaSalle to benefit from the experiences of other municipalities and organizations who have addressed similar issues regarding cycling and pedestrian facilities. Improved standards for design of on-road cycling lanes, shared lanes, multi-use trails, lane markings and facility signage, among other improvements have been developed, and LaSalle now has an opportunity to make use of these standards and to provide safer, highly visible and attractive facilities for cycling and walking.

With the implementation of new cycling and pedestrian facilities, there are related opportunities to carry out a number of improvements or to meet users' needs and desires. These opportunities include:

- the opportunity to develop innovative, functional and attractive pedestrian and cycling facilities that will be integral components in an attractively designed, dynamic “complete-street” streetscape;
- the opportunity to accommodate the needs of all users (cyclists, pedestrians, in-line skaters, persons with disabilities, seniors, persons with strollers, etc.);

- the opportunity to implement a consistent and continuous plan for branding, destination and way-finding signage along Malden Road, which may be coordinated with existing practices for signing other on-road and off-road facilities in LaSalle and elsewhere in Essex County;
- the opportunity to develop more on-road cycling facilities on connecting roads;
- the opportunity to develop more off-road multi-use trails;
- the opportunity to develop more sidewalks on connecting streets;
- the opportunity to upgrade traffic signals to the most current ‘intelligent’ technologies, to improve the use and experience of pedestrians, cyclists and motorists; and
- the opportunity to add more off-road trails that are appropriate and safe for children to develop their cycling skills in a situation that is safer and less intimidating than an on-road facility or a sidewalk.

4.6 Urban Environment

An assessment of the quality of the current urban experience along Malden Road and any potential for enhancement was based on how land use, built form, development density and the quality, experience and character of urban elements were expressed in the public realm. The assessment revealed that both the quality and nature of the urban experience along Malden Road was not uniform but varied discernibly. Three generally different precincts exist:

1. LaSalle ‘Town Centre’ (Todd Lane to Cahill Drain);
2. A Mixed-use Transitional Area (from Cahill Drain to Reaume Road); and
3. An Estate Residential Area (Reaume Road to Meagan Drive).

LaSalle Town Centre

The section of Malden Road from Todd Lane to the Cahill Drain identified as the LaSalle Town Centre provides the highest concentration of commercial and civic destinations.

Like most main street development, LaSalle’s Town Centre has evolved over time and has become increasingly car-oriented. The most prominent features within the corridor’s landscape are utility poles and wires, backlit tower signs and parking areas.

There is little to encourage pedestrian travel to, from or within this locale. Surface parking immediately adjacent to the sidewalk dominates views. There are limited examples of built form that have their principal entrances directly adjacent to or within a few metres of the pedestrian sidewalk. The street side pedestrian realm on both the east and west sides of Malden Road vary in both quality and treatment, are intermittent, sometimes non-existent, and are uneven and inconsistent in width and/or alignment presenting safety risks and posing trip hazards for pedestrians. Many areas require repair and many sections lack pedestrian walkways. It currently offers little in terms of safety, identity, greenery, shade or refuge. Opportunities to enhance the pedestrian realm are challenged by a constrained, limited right-of-way.

From an urban design perspective, the LaSalle Municipal Building exhibits a positive relationship to the street with its principal entrance and direct access facing the sidewalk on Malden Road. The building also provides clear pedestrian access from parking areas to the entrance. Improvements to landscaping, particularly on the south side of the building, would enhance the Municipal Building's prominence as one of the most important and symbolic places within the urban area.

The Mixed Use Transitional Area

A mix of land uses exists in this area although the majority of lots are single family residences. While the particular character of this area exhibits a more 'parkway' nature, there are fewer signalized intersections, large areas of open parking adjacent to the roadway and more curb cuts.

Qualitatively similar pedestrian conditions exist and pedestrian safety remains a primary concern here as in the Town Centre. The street side pedestrian walkway on both the east and west sides is inconsistent - in width, treatment and state-of-good-repair and offers pedestrians and cyclists only slight improvements in terms of safety, greenery, shade or refuge, over the Town Centre.

The Estate Residential - Vollmer Gateway Area

This section of Malden Road is two-lanes, with wide gravel shoulders and an open ditch on the east side; it has an ill defined street edge. Some urban design features continuous throughout the corridor also apply in the mixed-use transitional area.

5.0 TRANSPORTATION ANALYSIS

5.1 Transportation Analysis

5.1.1 Existing Capacity Analysis

The existing AM and PM peak hour intersection volumes were analyzed using the methodology outlined in the *Highway Capacity Manual (HCM)*, 2000 edition. These analyses were facilitated using the Synchro 6.0 software package. Traffic signal timings were obtained from the Town.

The signalized and unsignalized intersection analysis results are summarized in *Table 4 and Table 5* respectively. For each of the five signalized intersections, the level of service (LOS), average vehicular delay, and volume-to-capacity ratio (v/c) have been noted for the intersection overall, and for any critical movements identified at the intersection.

Level of Service (LOS) applied to an intersection is a measure qualifying the amount of delay experienced by motorists, expressed either for specific turning movements or for the intersection as a whole.

Critical movements are defined as:

- any through lane, or shared through/turning lane, with a v/c of 0.85 or greater; or
- any exclusive turning lane with a v/c of 1.00 or greater.

Table 4: Existing Signalized Intersection Operations

Peak Hour	Intersection	Overall Intersection			Critical Movements			
		LOS	Delay (s)	v/c	Movement	LOS	Delay (s)	v/c
AM	Todd Lane	B	11.1	0.42	N/A	—	—	—
	Delmar Street	A	9.8	0.46	N/A	—	—	—
	Sprucewood Avenue	B	18.2	0.45	N/A	—	—	—
	Normandy Street	B	13.3	0.55	N/A	—	—	—
	Laurier Drive	B	11.0	0.45	N/A	—	—	—
	Todd Lane	B	14.5	0.57	N/A	—	—	—
PM	Delmar Street	B	13.2	0.52	N/A	—	—	—
	Sprucewood Avenue	C	24.4	0.59	SBT	D	45.4	0.87
	Normandy Street	B	16.5	0.67	N/A	—	—	—
	Laurier Drive	A	8.9	0.49	N/A	—	—	—

During the AM peak hour, all signalized intersections operate satisfactorily, with a LOS of B or better. Delays are not significant, and all approaches are under capacity. In the PM peak hour, operations are slightly worse, with the Sprucewood Avenue intersection operating at LOS C. The southbound through movement at this intersection is critical, operating with a v/c ratio of 0.87 and a 45-second delay (LOS D).

For the unsignalized intersections, as summarized in *Table 5*, the LOS, delay and v/c were noted for the side street approaches.

Table 5: Existing Unsignalized Intersection Operations

Peak Hour	Intersection	Movement	LOS	Delay (s)	v/c
AM	Morton Drive /Grillo Drive	EB Approach	D	25.3	0.24
		WB Approach	C	16.1	0.04
	Stuart Boulevard	EB Approach	C	17.2	0.20
		Reaume Road	EB Approach	B	14.7
	Bouffard Road (West)	EB Approach	B	14.0	0.17
		Bouffard Road (East)	WB Approach	C	24.2
PM	Morton Drive /Grillo Drive	EB Approach	F	124	0.59
		WB Approach	C	18.7	0.03
	Stuart Boulevard	EB Approach	D	27.1	0.24
	Reaume Road	EB Approach	E	42.6	0.57
	Bouffard Road (West)	EB Approach	C	18.6	0.19
	Bouffard Road (East)	WB Approach	D	25.1	0.48

During the AM peak hour, all approaches operate satisfactorily, at LOS D or better. Operations worsen in the PM peak, with the eastbound approach at the Morton Drive intersection operating at LOS F due to the high approach delay (124 seconds). From a capacity standpoint, all approaches operate under capacity in both the AM and PM peak hours.

There have been concerns raised that the pedestrian signals along Malden Road do not currently provide sufficient walk time for people to cross the road safely. Current signal timing plans indicate pedestrian crossing times of 18 – 25 seconds are provided. Accepted industry standards assume a pedestrian walking speed of 1.0 – 1.2 m/s. At the intersection of Malden Road and Sprucewood Avenue, the southern east-west pedestrian crossing is 20 metres wide, yet only 18 seconds of walk time has been allocated to cross Malden Road. This situation results in a requirement for pedestrians to walk faster than the average walking speeds noted above; validating, in this location, the concerns raised over the sufficiency of walk times provided in the study area.

5.1.2 Existing Screenline Analysis

A screenline analysis was undertaken to determine the existing north-south capacity in LaSalle in the vicinity of the study area. Two east-west screenlines were analyzed, using model volumes from the Region’s Transportation Model and existing volumes from traffic counts collected for

the purpose of this study. “East-West 1” screenline was positioned south of Normandy Street and extended from Front Road to Huron Church Road. “East-West 2” screenline also extends from Front Road to Huron Church Road, but was located south of Laurier Drive. The results of the existing screenline analysis are summarized in *Table 6*.

Table 6: Existing PM Peak Hour Screenline Analysis

Screenline	Capacity	Model Volume	Existing Volume	Model v/c	Existing v/c
East-West 1	3950	2572	3029	0.65	0.77
East-West 2	4000	957	1642	0.24	0.41
East-West 1 Screenline (from Front to Huron Church, south of Normandy)					
Screenline	Capacity	Model Volume	Existing Volume	Model v/c	Existing v/c
Front Road	1600	1211	1482	0.76	0.93
Matchette Road	650	564	495	0.87	0.76
Malden Road	800	570	855	0.71	1.07
Disputed Road	900	227	197	0.25	0.22
TOTAL East-West 1	3950	2572	3029	0.65	0.77
EW 2 Screenline (from Front to Huron Church, south of Laurier)					
Screenline	Capacity	Model Volume	Existing Volume	Model v/c	Existing v/c
Front Road	1600	499	900	0.31	0.56
Matchette Road	800	133	203	0.17	0.25
Malden Road	800	247	350	0.31	0.44
Disputed Road	800	78	189	0.10	0.24
TOTAL East-West 2	4000	957	1642	0.24	0.41

As shown in *Table 6* the current volume-to-capacity (v/c) ratio of the screenline south of Normandy Street is 0.77. This means that traffic is currently utilizing 77% of the available screenline capacity during the existing PM peak hour. From a volume-to-capacity perspective, the 0.77 is below the threshold of 0.90 (which is commonly considered to be the screenline critical v/c threshold at which additional capacity is needed for a PM peak hour time frame), however future growth will add traffic demand and the results will likely be approaching the critical threshold. The volume-to-capacity ratio on Malden Road specifically, south of Normandy Street, is 1.07, which is above the critical threshold of 0.90. This will also only

worsen as future growth is added to the network. Therefore, it is recommended that additional north/south capacity be added to Malden Road from Todd Lane to Normandy Street.

The analysis of the screenline located south of Laurier Drive resulted in a volume-to-capacity ratio of 0.41. This does not indicate capacity issues, as it is much less than the critical threshold of 0.90. Malden Road analyzed individually at this location is also currently operating with a v/c much lower than the critical 0.90 at 0.44. Therefore, no additional through capacity is recommended at this time along Malden Road south of Normandy Street to Meagan Drive.

5.1.3 Future Traffic Methodology and Assumptions

The traffic forecasting exercise assumed a horizon year of 2021. Background population and employment projections were extracted from the Region of Essex 2021 Transportation Model. These projections were converted into future trips using population and employment trip generation rates acquired from The Master Servicing and Secondary Plan Report for the Bouffard Planning District. The population trip generation rate used was 0.384, with a 61% inbound, 39% outbound split. The employment trip generation rate used was 0.42 with a 19% to 81% inbound to outbound split. The rates were developed using ITE trip generation rates for the area along the southeast portion of the study area. It was assumed that these rates were conservatively representative of the study area. This assumption is consistent with other studies conducted in the study area.

To predict the total future traffic volumes, Dillon undertook a “bottom-up” forecasting exercise for anticipated development zones along Malden Road, as indicated in the Region’s Transportation Model. Existing traffic volumes were expanded by adding new trips generated for population and employment projections per zone. Distribution and assignment was conducted using distribution assumptions from the Bouffard Planning District Master Servicing and Secondary Plan Study along with future traffic pattern predictions based on future road improvement projects and current traffic patterns. Volumes were projected for the 2021 PM peak hour only, as this is the critical peak traffic period observed in existing conditions.

5.1.4 Planned Network Modifications

Based on the 2003 Official Plan for the Town of LaSalle a number of modifications to the existing road network are planned for 2016. The following are the arterial and major collector improvements proposed in the vicinity of the study area:

- proposed Laurier Drive Extension (Laurier Parkway) as an arterial road from Malden Road to Howard Avenue;
- extension of Reaume Road, as a major collector, from Malden Road to connect with Sandwich West Parkway at Huron Church Line;
- new major north-south collector (Town Centre Parkway), parallel to Malden Road, between Laurier Drive Extension and Normandy Street; and
- new major north-south collector (Woodlot Parkway) parallel to Disputed Road between Laurier Drive Extension and Normandy Street.

For the purposes of this analysis, the only project assumed to be completed by the 2021 horizon is the Laurier Drive extension (Laurier Parkway), from Malden Road to Howard Avenue, for which funding has been secured for the construction of two lanes. It is recommended that the Town/County monitor the traffic volumes along Malden Road to determine if the long term traffic projections are being realized in order to confirm construction timing and phasing.

5.1.5 Future 2021 Traffic Volumes

The forecasted 2021 PM peak hour traffic volumes were estimated in two stages. Firstly, new trips for population and employment growth were generated for the traffic zones based on the Region's Transportation Model data and zone configurations. These trips were then distributed throughout the study area and added to the to the existing PM peak hour traffic volumes.

Figure 6.0 illustrates the 2021 PM peak hour traffic volumes for all the intersections in the study area.

5.1.6 Future Intersection Operations on Existing Road Network

A detailed analysis of the future 2021 PM peak hour traffic operations at signalized and unsignalized intersections within the study area was conducted under existing intersection control, lane configurations and signal timings using the calculated future 2021 PM peak volumes. These analyses were facilitated using the Synchro 6.0 software package. The results

of the analysis of the PM peak hour signalized intersection operations are shown in *Table 7*. The results of the analysis of the unsignalized intersection operations for the PM peak hour are displayed in *Table 8*.

Table 7: Future PM Peak Hour Signalized Operations on Existing Road Network

Cross Street	LOS	Delay (s)	v/c
Todd Lane	B	13.4	0.73
Delmar Avenue	B	13.5	0.61
Sprucewood Avenue	B	18.3	0.81
Normandy Avenue	B	20	0.78
Laurier Drive	B	13.6	0.69

All signalized intersections are operating at good levels of service (LOS B) during the PM peak hour in 2021 on the existing road network, however the volume to capacity ratios of the intersections of Malden Road and Sprucewood Avenue, Normandy Avenue and Todd Lane are approaching critical (0.85).

Table 8: Future PM Peak Hour Unsignalized Operations on Existing Road Network

Cross Street	Movement	LOS	Delay (s)	v/c
Morton / Grillo Drive	Eastbound Approach	F	1253.7	2.57
	Westbound Approach	E	49.7	0.09
Stuart Boulevard	Eastbound Approach	F	55.9	0.54
Reaume Road	Eastbound Approach	F	299.1	1.38
	Westbound Approach	F	71.6	0.14
Bouffard Road (West)	Eastbound Approach	F	55	0.68
Bouffard Road (East)	Westbound Approach	F	177.5	1.22

The unsignalized intersections within the study area are generally predicted to operate poorly during the 2021 PM peak hour, on the existing road network. Specifically, the intersection of Morton (Grillo) Drive and Malden Road is expected to experience excessive delays, a poor level of service (LOS F) and capacity issues on the eastbound approach. This is a result of a relatively high number of eastbound left turns from the minor approach with large conflicting through volumes. The eastbound approach at the intersection of Malden Road and Reaume Road is also

expected to operate poorly during 2021 PM peak hour conditions, with a poor level of service (LOS F), long delays (approximately five minutes) and a high volume to capacity ratio ($v/c > 1.0$). This is a result of a relatively large number of eastbound left and right turns from the minor approach onto Malden Road, experiencing relatively high conflicting through volumes. The east leg of Bouffard Road is also predicted to experience poor levels of service (LOS F), large delays (approximately three minutes) and capacity issues ($v/c > 1.0$) for westbound movements at the intersection with Malden Road in the PM peak hour of 2021 on the existing road network. These issues are mainly a result of high westbound right and left turn movements from the minor approach onto Malden Road. The intersections of Malden Road and Stuart Boulevard and Malden Road and the west leg of Bouffard Road are forecast to operate at poor levels of service (LOS F) in the 2021 PM peak hour, but with reasonable delays (> 1 minute) and well below critical capacity ($v/c < 0.85$).

5.2 Transportation Findings and Conclusions

Based on a review of the existing and future travel demands on Malden Road, the following was concluded:

- **Existing Conditions**
 - The existing 2 lane roadway is not adequate to handle the traffic volumes and is approaching or at capacity in the peak hours.
 - Access and egress delays occur at driveway locations along the corridor.
 - There are identified safety issues including pedestrian crossings, turning radius restrictions and merging lane conflicts.
 - There is inadequate separation of multi-use pathway from road traffic.
 - There are a number of access locations along the corridor that should be reviewed for consolidation or modification.
 - Existing traffic signal timings need to be optimized.

- Limited right-of-way widths.
- Improvements to some infrastructure features like open drains and ditches are required.
- As development occurs within the Town, traffic growth will continue to utilize Malden Road as a major north south connection.

- **Future Conditions**

- Future 2021 peak hour traffic projections were analyzed on the existing road network. This analysis predicted signalized intersection operations will operate at good levels of service, with most intersections approaching critical capacity with volume-to-capacity ratios approaching 0.85. Existing unsignalized intersection operations during the 2021 PM peak hour are predicted to be poor, with low levels of service (mainly LOS F), long delays with most intersections approaching or over capacity.
- As development continues with the Town, additional capacity will be required along certain sections of the corridor.
- Pedestrian and cycling enhancements are required along the entire corridor to meet the requirements of users.
- Future transit accommodations are required.
- Potential realignments of side streets should be considered in the redesign of Malden Road to enhance network connectivity and to enhance overall roadway operations and safety.

6.0 CYCLING AND PEDESTRIAN ANALYSIS

6.1 Introduction

Increasing and improving cycling and pedestrian use and opportunities are viewed as important components of a balanced transportation strategy for Malden Road by the citizens, the Town of LaSalle and the County of Essex. These forms of *active transportation* are key aspects of a

“complete street” approach for the Malden Road Corridor. This kind of approach balances motorized traffic (including movement of goods), cycling movement, pedestrian movement and crossings, and landscaping concerns, equally within the designed roadway, as opposed to the more traditional, cars-first approach.

In order to analyse the existing situation and conditions of the study area, and to then determine what proposals or improvements should be considered, the consultant team reviewed related documents and reports, carried out a number of detailed field investigations, participated in a visioning workshop with stakeholders, in two Public Information Centres, and consulted closely during the entire process with Town of LaSalle and County of Essex staff.

6.2 Document Review

As part of the analysis aspect of work for cyclists and pedestrians, some of the documents and reports we reviewed were:

1. Town of LaSalle - Official Plan
2. Town of LaSalle - Pedestrian and Bicycle Facility Policy, dated May, 1999
3. Town of LaSalle - Staff report, dated September 6, 2007 regarding up-date and addendum to Pedestrian and Bicycle Facility Policy
4. Town of LaSalle - Pedestrian and Bicycle Facility Policy Statement and Plan of Action
5. Town of LaSalle - Summary, Culture and Recreation Master Plan
6. Town of LaSalle - Master Servicing Study and Secondary Plan
7. Town of LaSalle - Servicing Study and Secondary Plan, Bouffard Planning District Transportation Master Plan
8. City of Windsor Bicycle Use Master Plan (BUMP)
9. Transportation Association of Canada (TAC) Guidelines for the Design and Application of Bikeway Pavement Markings
10. AASHTO – American Association of Highway Traffic Officials, Guide for the Development of Bicycle Facilities
11. Velo Quebec – Technical Handbook of Bikeway Design, 2nd Edition
12. Waterfront Regeneration Trust – Design, Signage and Maintenance Guidelines – Waterfront Trail

1. **Town of LaSalle - Official Plan** - The Town's Official Plan makes a number of references to improving cycling, pedestrian and trail linkages. Some of these include:
 - "...natural corridors, trails, bikeways joining core natural heritage sites, parks and schools will enable residents of LaSalle to travel between neighbourhoods without having to rely exclusively on cars and roads." (from Section 3.10.2.v.).
 - Under "Community Structure," the Town's transportation system is described as "designed to be a balanced transportation system, which is capable of providing LaSalle residents with viable alternatives to the almost exclusive use of the car, particularly for short trips within and between neighbourhoods and adjacent districts. It includes a major bikeway/trail system, and is planned to have a road network that is "transit-supportive" and convenient and safe for cyclists and pedestrians" (from Section 4.2.5.2.vi).
 - Schedule E, Transportation Plan, indicates a town-wide "Bikeway / Linear Trail System".
2. **Town of LaSalle - Pedestrian and Bicycle Facility Policy, dated May, 1999** - This document sets out the Town's specific policies regarding bicycle use.
3. **Town of LaSalle - Staff report, dated September 6, 2007 regarding up-date and addendum to Pedestrian and Bicycle Facility Policy** - This document recommends updates to the Town's Pedestrian and Bicycle Facility Policy.
4. **Town of LaSalle - Pedestrian and Bicycle Facility Policy Statement and Plan of Action**
 - This document addresses the Town's bicycle use policies and provides a plan of action for the implementation or enforcement of those policies.
5. **Town of LaSalle - Summary, Culture and Recreation Master Plan** - This document identifies cycling as one of the top program / activity gaps in LaSalle, and bicycle trails and nature walks are listed at the top of the list of current and future needs.
6. **Town of LaSalle - Master Servicing Study and Secondary Plan** - This document provides additional context and information about existing and planned servicing in and near the study area.

7. **Town of LaSalle - Servicing Study and Secondary Plan, Bouffard Planning District Transportation Master Plan** - This document provides additional context and information about existing and planned servicing in and near the study area.
8. **City of Windsor Bicycle Use Master Plan (BUMP)** - Reviewed for information pertaining to possible existing or planned local connections, as well as further, up-to-date information on local practices for design and signage of cycling and pedestrian facilities.
9. **Transportation Association of Canada (TAC) Guidelines for the Design and Application of Bikeway Pavement Markings** - This is a useful guide and reference describing current best practices and minimum dimensional standards for design, pavement markings and signage of cycling facilities for Canadian municipalities. Contains material related to both on-road and off-road facility design.
10. Detailed design of the preferred alternative for Malden Road, and any on-going or future design or upgrading of cycling facilities should always make reference to the most current edition of this document.
10. **AASHTO – American Association of Highway Traffic Officials, Guide for the Development of Bicycle Facilities** - Useful guide and reference describing current best practices and geometrical standards for design of cycling facilities from an engineering and cyclist movement perspective. Contains material related to both on-road and off-road facility design.

Detailed design of the preferred alternative for Malden Road, and any on-going or future design or upgrading of cycling facilities should always make reference to the most current edition of this document.
11. **Velo Quebec – Technical Handbook of Bikeway Design, 2nd Edition** - Developed for use in the Province of Quebec, this is another useful guide and reference describing additional or alternative practices for design and signage of cycling facilities. Contains complimentary and alternative approaches to those described in the TAC and AASHTO Guides (above).

12. **Waterfront Regeneration Trust – Design, Signage and Maintenance Guidelines – Waterfront Trail** - Developed for use along the Lake Ontario Waterfront Trail, this is another useful guide and reference describing additional or alternative practices for design, signage and maintenance of cycling facilities. This document contains complimentary and alternative approaches to those described in the TAC and AASHTO Guides, and also provides detailed recommendations for special applications, that may not be covered in the other guides, such as practical approaches to crossing railways, implementing transitions between different facility types, and a detailed approach to an integrated way-finding signage and facility branding system.

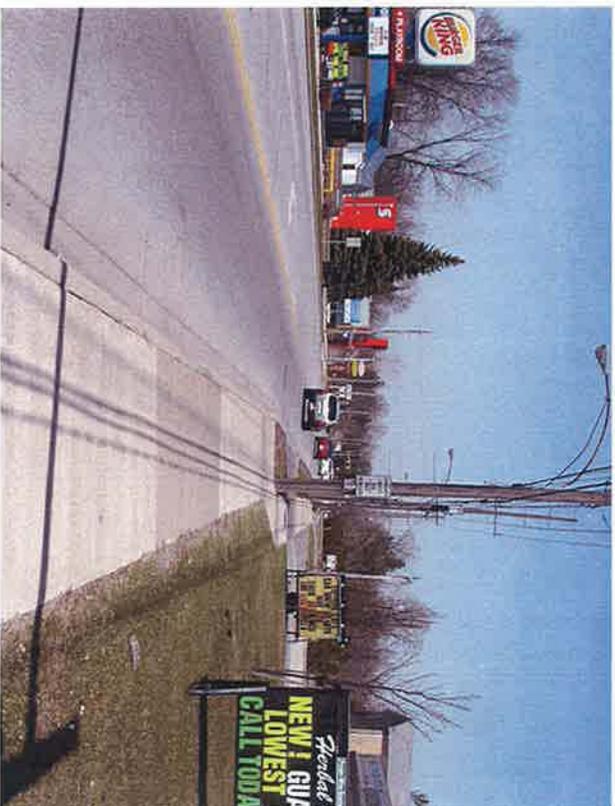
6.3 Field Investigations/Conditions

This section provides a brief description and analysis of existing conditions on and near the study area, from a cycling and pedestrian perspective. For additional information specific to motor traffic or urban design issues, please refer to the relevant sections of this report.

The Malden Road corridor is divided into two areas for ease of analysis and description. In the field, the transition between these areas tends to be more gradual.

Northern, “Urban” Area (LaSalle Town Centre)

This section extends from the Todd Lane intersection, south to approximately the Cahill Drain. It includes the bridge crossing of Turkey Creek, and is characterized by narrow sidewalks and/or boulevards on both sides of Malden Road, large commercial and apartment (several of which serve senior citizens exclusively) land uses with accompanying parking, more signalized intersections and heavier traffic volumes.



Typical View of existing conditions on Malden Road, within Northern, “Urban” Area, or “Town Centre” (looking north). Note inconsistent alignment of sidewalk.



View of existing conditions on Malden Road, within Northern, “Urban” Area, or “Town Centre” (looking south at Delmar Street). Note unmarked crossings and pedestrian barrier and varying surface-types on sidewalk.



Existing view across Malden Road at north side of Cahill Drain Bridge crossing (looking west.) Note multi-use pathway in foreground, sidewalk across street, and recommended location for Cahill Drain Trail connection beyond.

As noted, pedestrian facilities, namely sidewalks, are present on both sides of the street through most of this section. There are locations where the sidewalks are discontinuous or blocked by parked vehicles. These vary in width, position, and condition. Of note are the sidewalks on the bridge over Turkey Creek. These are significantly elevated from the roadway and are narrow in width. Improving this situation will be a significant challenge for the Town of LaSalle.

Pedestrian crossings of Malden Road through this section, though signalized, present an obstacle to pedestrians as the signal timing is short and the distance from curb-to-curb across Malden Road is quite far for less-able pedestrians.

Generally, in this segment, pedestrians are better-served than through the other parts of the study area, however, the demand for pedestrian facilities is also significantly greater, and the overall assessment of the level of service provided is characterized as insufficient.

There are no cycling facilities within the Malden Road right-of-way through any portion of this section. Normandy Road, connecting east from Malden, has a shared bicycle lane and connects further east to a multi-use trail running on the south side of the road. The Cahill Drain Trail is discontinuous at Malden Road, and a nearby trail to and through the Spring Garden ANSI (located beyond the municipal boundary, in Windsor) and accessed from Todd Lane, just west of Malden Road, is not connected to any cycling or pedestrian facilities within LaSalle.

Generally, this segment of the corridor could be considered to have the greatest demand for cycling facilities, and the greatest potential for accidents or other issues to arise while this demand is not met, and cyclists choosing to cycle here are obliged to travel, undesignated, within inadequate vehicular traffic lanes. Note that this area may also have the greatest potential for significant, positive transformations to occur based on implementation of generous cycling and pedestrian facilities, and accompanying urban design improvements.

Also of note, Malden Road north of this segment (beyond the municipal boundary, in Windsor) is also under-serviced for both pedestrians and cyclists. Encouraging the City of Windsor to connect their cycling and pedestrian facilities along Malden Road to LaSalle would be a positive additional improvement.

Southern Area

This section extends from approximately the Cahill Drain bridge crossing, south to beyond the Vollmer Centre. It is characterized by a wide multi-use pathway on the east side of the road, extending from just north of Cahill Drain south to across from Reaume Road, which then transitions to a wide paved shoulder for the duration of the study area. Much of the west side of the road is made up of unpaved shoulders. Narrow steep ditches are also present adjacent to the pathways or shoulders through much of the corridor. There are no sidewalks. The properties fronting on Malden Road are mainly wide residential lots with deep setbacks and driveways accessing Malden Road, as well as a large high school and recreation complex on the east side of the road at the south end of the study area. Traffic volumes may be less heavy than are typically found to the north, but traffic speeds are possibly higher.

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Corporation of the Town of LaSalle
Class Environmental Assessment*



Typical existing view of Malden Road, within Southern Area (looking north.)
Note pedestrian space restricted to paved shoulder.



Aerial view of Malden Road at Reaume Road (see notes on image above.)
(Photo taken from Google Earth.)

As noted, sidewalks are not present through this section of the study area on either side of the road. The multi-use pathway has been divided into two cycling lanes and one pedestrian lane (on the side away from the motorized traffic) however, these are level with the road and not separated with any type of buffer or physical guard. The existing painted-line configuration on the multi-use path which designates pedestrians to one side is considered inadequate and not recommended. The wide paved shoulder is intended as a pedestrian facility, and it also presents safety concerns for the same reasons noted above. Transitions onto and between these facilities are also awkward and may confuse users. In practice, the un-paved shoulder on the west side is also used by pedestrians and is also a concern for safety and usability. The shoulders on both sides are frequently used to park cars, increasing the danger for pedestrians and cyclists. The ditches also present a hazard to cyclists and pedestrians by restricting these users' ability to escape collisions, and increase the potential for injuries from slips or falls.

Pedestrian crossings of Malden Road through this section, are restricted to a single marked crossing at Laurier Drive. In practice, this leads to pedestrians crossing the road at unmarked and unexpected locations. With designated pedestrian facilities being located on only one side of the road, the potential hazard is increased.

There are no cycling facilities within the Malden Road right-of-way through any portion of this section, and the cycling facilities that are present are on the multi-use pathway and paved shoulder, as described above.

Generally, in this segment, pedestrians and cyclists are very poorly served, the facilities provided present a number of possible hazards, and are frequently misused by motorists. That this section connects residential neighbourhoods with schools and recreational facilities suggests that better, safer linear facilities and more numerous safe crossings of the road should be considered a priority.

6.4 Public and Stakeholder Input

Through participation in a visioning workshop with stakeholders, and in two Public Information Centres, the consultant team was able to obtain input regarding the concerns of local residents and stakeholders related to Malden Road, and general input on related desires of how they would

like to see this are develop. A summary of key points related to cycling and pedestrian activities follows:

- Citizens of LaSalle want to be able to walk and cycle comfortably up and down the Malden Road Corridor on improved cycling and pedestrian facilities. The desire lines for this travel are from the Town Centre south to the Vollmer Culture and Recreation Complex and from the Sandwich Secondary School north to the residential neighbourhoods to the north of the Town Centre.
- On-road cycling facilities, multi-use pathways within the right-of-way, and sidewalks are facility-types that are supported by the public.
- Many residents have stated that there should also be better connections from Malden Road to both the off-road trail system, and adjacent cycling-friendly roads.
- Residents suggested that improved pedestrian and cycling facilities along and adjacent to Malden Road could be complimentary to the popular existing greenway system.
- Better crossings of Malden Road for cyclists and pedestrians are desired.
- The entire roadway from Todd Lane south to Meaghan Drive has very little tree planting in the road right of way or general streetscape amenities and is generally unattractive.
- The placements of the bollards on the multi-use pathway on Malden Road were identified as barriers for people in wheelchairs and less-skilled cyclists.
- The existing rolled curbs along Malden Road send out the wrong message to motorists. Barrier curbs are preferred and would be safer for pedestrians and cyclists.
- Currently, pedestrians and cyclists do not feel well-served by the facilities on the corridor.

6.5 Conclusions

The existing situation throughout the study area does not meet the needs and desires of existing and potential cyclists and pedestrians. Several broad areas of improvement may be identified, as follows:

- consider developing Malden Road as a “complete street” where the needs and comfort of motorists, cyclists, and pedestrians are better balanced, and where urban design and aesthetic concerns are also addressed;
- implement continuous, safe pedestrian and cycling facilities along both sides of Malden Road, throughout the study area;
- upgrade and improve existing crossings of Malden Road to make them more pedestrian friendly, and implement additional safe crossings where they are absent; and
- implement connections to existing on-and off-road cycling facilities connecting to or near Malden Road.

7.0 URBAN DESIGN ANALYSIS

The three identified ‘character or precinct’ areas require distinct urban design responses to preserve and/or enhance the quality of the public realm and the pedestrian experience, to reflect community pride and to provide a more favourable impression of the Town to visitors. These different character areas, in conjunction with engineering improvements to address traffic volumes and congestion issues have guided the preferred Urban Design Framework for Malden Road.

In addition to these character areas, as options for the roadway widening, re-alignment and traffic studies were reviewed and assessed, three key nodes were also identified creating additional opportunities to ‘green’ Malden Road and provide urban design features and civic gestures at the particularly key ‘gateways’:

1. The Green Town Centre Gateway at Todd Lane/Turkey Creek;
2. The Green Town Centre Gateway at Cahill Drain; and
3. The Laurier-Vollmer Gateway.

The Green Town Centre Gateways

These two nodes could provide the north and south gateways into LaSalle's commercial heart 'book-ending' the downtown LaSalle experience and marking the length of the five lane road cross-section. These gateways provide the best opportunity to establish LaSalle's community identity through landscape and built-form improvements and can serve to showcase LaSalle's civic nature through the use of urban design elements and enhanced streetscapes that integrate public art, feature lighting, special paving, street furnishings and enhanced pedestrian crossings.

These gateways also occur at the juncture of intensely built urban environments and more natural systems – Turkey Creek at Todd Lane on the north end and Cahill Drain just south of the Town Centre. The development of the Todd Lane roundabout, the widened bridge over Turkey Creek and over Cahill Drain, provide windows of opportunity to enhance the ecosystem of Turkey Creek and elevate Cahill Drain as a more viable natural habitat corridor. Naturalization efforts focused on these systems where they intersect with Malden Road, combined with complementary planting strategies for street trees, median, and parking lot buffer situations using a more native palette of materials that are also salt and drought tolerant, help to restore LaSalle's unique sense of place.

The Laurier-Vollmer Gateway

The Vollmer Culture and Recreation Complex, completed in early 2008, provides LaSalle with a range of indoor and outdoor facilities in support of culture and recreation - NHL ice surfaces, aquatics, soccer pitches, trails and meeting spaces for adults, seniors, pre-schoolers, local service clubs, community programs and special events. The Vollmer Complex sits behind Sandwich Secondary School. Laurier Drive, east of Malden road meets Mike Raymond Drive at the Vollmer Complex providing access and egress forming a looped roadway around the complex and the high school. Just south of this juncture is the limit of the study area, where Malden Road will retain a more typical two-lane rural cross-section.

The Laurier-Vollmer Gateway marks the end of LaSalle's urban precinct and is just inside the southern boundary of the Malden Road Study Area. The Vollmer Gateway provides an opportunity to address pressing traffic congestion and safety concerns related to the concentration of activity surrounding Sandwich Secondary School and the new Vollmer Culture and Recreation Complex. A generously landscaped median combined with other feature plantings and urban design features could provide a green gateway, assist in traffic calming, and signal the special nature of the Vollmer Culture and Recreation Complex and the role it plays in the community.

8.0 ALTERNATIVE SOLUTIONS

8.1 Transportation, Cycling and Pedestrian Alternative Solutions

As part of the Class EA process, a series of alternative solutions were considered to address the Problem and Opportunity Statement. The following sections describe the alternative solutions, the assessment and evaluation criteria used, and the results of the comparative evaluation of transportation, cycling and pedestrian alternatives.

8.1.1 Identification and Description of Alternate Solutions

Alternative 1: Do Nothing

- This alternative assumes that Malden Road is maintained in its present configuration with no roadway improvements.

Alternative 2: Improve Adjacent Parallel Roadways

- This alternative incorporates improvements to widen other roadways, adjacent and parallel to Malden Road, to increase capacity in the study area and accommodated projected future demand.

Alternative 3: Public Transit Service

- Alternative 3 encourages a shift in modal choice by increasing and improving local public transit service.

Alternative 4: Travel Demand Management (TDM) Measures

- An alternative to implement travel demand management techniques to reduce peak hour demand and single occupancy vehicles along Malden Road was considered.

Alternative 5: Traffic Signal Optimization and Co-ordination

- This alternative would improve the capacity along the Malden Road corridor by implementing signal optimization and signal co-ordination at appropriate signalized intersections.

Alternative 6: Cycling and Pedestrian Facilities

- Another alternative to encourage a shift in modal choice was considered. This would include providing facilities that promote alternative travel modes, such as cycling and walking.

Alternative 7: Widen Roadway and Create a “Complete Street”

- This alternative would increase vehicular capacity along Malden Road by providing additional travel lanes (3 lane or 5 lane cross-sections) to accommodate traffic demands.

8.1.2 Planning Evaluation of Transportation, Cycling and Pedestrian Alternatives

Alternative 1: Do Nothing

- This alternative does not address the issues identified in the Problem and Opportunity Statement.

Alternative 2: Improve Adjacent Parallel Roadways

- The evaluation of future capacity considered planned improvements to Huron Church Road, Laurier Parkway and Reaume Road. These improvements alone, will not address the issues and full scope of requirements identified in the Problem Statement.

Alternative 3: Public Transit Service

- A shift in modal choice by increased use of public transit service was considered in the future capacity analysis. It cannot solely address the issues identified in the Problem Statement.

Alternative 4: Travel Demand Management (TDM) Measures

- Implementing travel demand management techniques to reduce peak hour demand and single occupancy vehicles along Malden Road is part of the overall solution. TDM measures cannot solely respond to the transportation issues acknowledged in the Problem Statement.

Alternative 5: Traffic Signal Optimization and Co-ordination

- The improvements to signal timing identified in this alternative are a component of the required solution, but cannot solely address the capacity issues along the Malden Road corridor.

Alternative 6: Cycling and Pedestrian Facilities

- Providing facilities that promote alternative travel modes, such as cycling and walking will be a component of the solution, however, this alternative does not wholly address all the issues identified in the Problem and Opportunity Statement.

Alternative 7: Widen Roadway and Create a “Complete Street”

- The alternative to widen Malden Road by providing additional travel lanes (3 lane or 5 lane cross-sections) to accommodate traffic demands, in conjunction with implementing signal timing improvements, Public Transit improvements, cycling and pedestrian facilities and TDM measures is the recommended solution. This alternative will provide the best overall solution to the issues identified in the Problem and Opportunity Statement.

8.2 Urban Design Alternative Solutions

The urban design framework illustrates unique urban design opportunities that build on existing features - mature street trees, natural heritage features such as Turkey Creek and the Cahill Drain – and ensures these features can contribute to the corridor’s renewal. The following principles guided the streetscape development concepts.

8.2.1 Identification and Description of Urban Design Alternative Solutions

Alternative 1: Do Nothing

Alternative 2: Establish Verdant Gateways as Civic Features that Enhance LaSalle’s

Unique Identity and Mark Arrival in LaSalle

- Take advantage of Turkey Creek and Cahill Drain.
- Expand/enhance open space along the corridor.
- Consider a traffic circle.

Alternative 3: Improve Community Identity

- Provide signage for way finding.
- Establish a ‘family of signs’ for Town facilities.
- Use banners for special Events and/or special places.

Alternative 4: Support Appropriate Intensification

- Attract and hold more retail and commercial services.
- Encourage street-related, street facing land uses.
- Ensure that new buildings address the street.
- Create convenient pedestrian routes.
- Screen at grade parking.
- Limit the amount of parking adjacent to the road corridor.

- Protect key view-sheds.
- Ensure that the public realm is welcoming.

Alternative 5: Improve Connectivity to Open Space

- Establish nodes at key intersection points.
- Give pedestrians priority.
- Identify and enhance the connection locations.

Alternative 6: Improve Aesthetic Characteristics of the Public Realm

- Make Malden Road an enjoyable and attractive thoroughfare and destination that can attract tourism and business.
- Bury overhead electrical infrastructure.
- Relocate poles to remove barriers.
- Consider decorative roadway lighting.
- Consider pedestrian level illumination in the commercial areas and at nodal areas.
- Establish a consistent landscape strategy:
 - Street trees;
 - Planters and baskets in the civic district;
 - Street furnishings; and
 - Continuous sidewalks.

Alternative 7: Define the Pedestrian, Cycle and Vehicular Travel Ways

- Encourage more pedestrian usage by using urban design features to enhance safety at nodes with more intense pedestrian activity:
 - Accentuate Road crossings;
 - Generous pedestrian travel way;
 - Consistent curb side zone; and
 - Flexible building side zone.
- Accommodate alternative modes of transportation and improve connections to off-road trails.

Alternative 8: Employ Traffic Calming

- Cycle lanes
- Roundabout
- Narrow the travel lanes
- Tree plantings

Alternative 9: Implementation

- Ensure guidelines encourage appropriate redevelopment.
- Nurture a sense of community.
- Ensure all parties can embrace guidelines.
- Ensure they can be implemented.

8.2.2 Planning Evaluation of Urban Design Alternative Solutions

Alternative 1: Do Nothing

- This alternative does not address the issues identified in the Problem and Opportunity Statement.

Alternative 2: Establish Verdant Gateways as Civic Features that Enhance LaSalle's Unique Identity and Mark Arrival in LaSalle

- This alternative can be part of the solution.

Alternative 3: Improve Community Identity

- This alternative can be part of the solution.

Alternative 4: Support Appropriate Intensification

- This alternative can be part of the solution but is best developed through the Town's planning documents.

Alternative 5: Improve Connectivity to Open Space

- Giving pedestrian priority will be difficult. This is best addressed from a safety perspective at signalized intersections.

Alternative 6: Improve Aesthetic Characteristics of the Public Realm

- Some of these elements can be incorporated, others may be cost prohibitive like burying overhead services.

Alternative 7: Define the Pedestrian, Cycle and Vehicular Travel Ways

- Most of the elements can be part of the solution. Property limitations will impact pedestrian travel way.

Alternative 8: Employ Traffic Calming

- This can be part of the solution.

Alternative 9: Implementation

- This can be part of the solution.

This long list of alternatives was reduced for evaluation into the following alternatives:

Transportation and Public Transit

- Alternative A: Do Nothing
- Alternative B: Three Lane Road
- Alternative C: Four Lane Road
- Alternative D: Four Lane Road from Todd to Cahill and Three Lane Road south of Cahill

Cycling

- Alternative E: Do Nothing
- Alternative F1: On-Street Cycling Facilities without Parking
- Alternative F2: On-Street Cycling Facilities with Parking
- Alternative G: Off-Street Cycling Facilities (Multi-use Trail)
- Alternative H: Off Right-of-Way Cycling Facilities

Pedestrian Features

- Alternative I: Do Nothing
- Alternative J: Sidewalks
- Alternative K: Multi-Use Trail

Urban Design

- Alternative L: Do Nothing
- Alternative M: Town Centre
- Alternative N: Transition
- Alternative O: Residential

8.3 Evaluation of Alternative Solutions

Each alternative solution was evaluated against a set of criteria, some of which included:

- Transportation
 - Improvements to vehicular flow
 - Improvements to vehicular safety
 - Traffic Calming
 - Public Transit
- Physical Environment
 - Impacts on terrestrial environment
 - Impacts on aquatic environment
 - Improvements to drainage network
 - Location of facilities
 - Cycling and pedestrian connectivity
 - Improvements to cycling and pedestrian safety
 - Roadway crossings (at-grade versus grade separated)
 - Improvements to streetscaping/urban aesthetics
- Social Environment
 - Property acquisition
 - Mail delivery
 - Existing and Proposed Land Use
- Economic Environment
 - Disruption to existing businesses
- Cultural Resources
 - Effect on Cultural Resources
- Utilities
 - Relocation of Existing Utilities

- Cost
 - Capital Cost
 - Operational and Maintenance Cost

Table 9 – Evaluation of Alternative Solutions, provides an evaluation and assessment of each of the alternative solutions.

Based on this evaluation and assessment of each of the alternative solutions, the Recommended Solution that was presented at PIC #1 included the following:

- 4 lane cross-section in the Town Centre (Todd Lane to Cahill Drain)
- 3 lane cross-section south of the Cahill Drain
- Cycling lanes/wider curb lanes to accommodate on street cycling (without parking)
- Sidewalks on both sides of the road in the Town Centre
- Sidewalk on the west side of the road, south of the Town Centre
- Urban design features along entire corridor
- Enclosed drainage system along entire corridor (storm sewers)

Table 10 – Summary of Public Information Centre #1 Comments provides comments received after the first PIC meeting. Responses from the Study Team are included.

Subsequent to the PIC and the receipt of comments, a transportation analysis of the recommended solution was undertaken as noted in the next section of this report.

Table 9: Evaluation of Alternative Solutions

Improvements to Malden Road Alternative Solution Evaluation Matrix TRANSPORTATION AND PUBLIC TRANSIT				
Description	Alternative A	Alternative B	Alternative C	Alternative D
Evaluation Criteria	Do Nothing	Three-lane Road	Four-lane Road	Four-lane Road from Todd Lane to Cahill Drain and Three-lane Road south of Cahill Drain
Transportation				
Improvements to Vehicular Flow	None	Not adequate in Town Centre area	Acceptable	Will require diversion of traffic to easterly extensions on new roads (Laurier, Reaume)
Improvements to Vehicular Safety	None	Safer driveway access through use of centre lane	Additional capacity provides potential for gaps in oncoming traffic to facilitate access to properties	Safer driveway access through use of centre lane and additional capacity in 4 lanes section provides potential gaps.
Traffic Calming	None	Roundabouts will assist in traffic calming, improve traffic operations at intersections and define improvement area	Roundabouts will assist in traffic calming, improve traffic operations at intersections and define improvement area	Roundabouts will assist in traffic calming, improve traffic operations at intersections and define improvement area
Public Transit	Possible	Possible	Possible	Possible
Physical Environment				
Impact on Terrestrial Environment	None No disturbance of natural terrestrial habitat	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area Source of water, food and nesting sites may be reduced for common suburban wildlife	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area Source of water, food and nesting sites may be reduced for common suburban wildlife	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area Source of water, food and nesting sites may be reduced for common suburban wildlife
Impact on Aquatic Environment	None Mix of open and closed roadside drains (ditches) along Malden corridor No impacts to Turkey Creek and Cahill Drain in study area	Low No fish habitat in roadside drains (ditches) along Malden corridor Impacts to fish habitat in Turkey Creek and Cahill Drain during widening/replacement of bridges	Low No fish habitat in roadside drains (ditches) along Malden corridor Impacts to fish habitat in Turkey Creek and Cahill Drain during widening/replacement of bridges	Low No fish habitat in roadside drains (ditches) along Malden corridor Impacts to fish habitat in Turkey Creek and Cahill Drain during widening/replacement of bridges
Improvements to Drainage Network	None Mix of open and closed roadside drains (ditches) along Malden corridor	High All roadside drains (ditches) along Malden corridor to be enclosed	High All roadside drains (ditches) along Malden corridor to be enclosed	High All roadside drains (ditches) along Malden corridor to be enclosed
Social Environment				
Property Acquisition	No property to be acquired	Medium Property acquisition required to accommodate increased right-of-way width No buildings will be impacted	High Wider property acquisitions required to accommodate increased right-of-way width No buildings will be impacted	Medium Property acquisition required to accommodate increased right-of-way width No buildings will be impacted
Impacts to Mail Delivery	No changes to mail delivery	Low No changes anticipated for mail delivery	Low No changes anticipated for mail delivery	Low No changes anticipated for mail delivery
Impacts to Land Use	No changes to existing land uses	Medium Temporary disruption to existing land uses during construction	Medium Temporary disruption to existing land uses during construction	Medium Temporary disruption to land uses during construction
Economic Environment				
Disruption to Existing Businesses	No disruption	Medium Temporary During Construction	Medium Temporary During Construction	Medium Temporary During Construction
Cultural Resources				
Effect on Cultural Resources	Low No known cultural resources will be affected	Low No known cultural resources will be affected	Low No known cultural resources will be affected	Low No known cultural resources will be affected
Utilities				
Relocation of Existing Utilities	No relocation of utilities to take place	Moderate Some utility pole relocation required	High Significant utility pole relocation required	Moderate Some utility pole relocation required

Improvements to Malden Road Alternative Solution Evaluation Matrix TRANSPORTATION AND PUBLIC TRANSIT				
	Alternative A	Alternative B	Alternative C	Alternative D
Cost				
Capital Cost	None	High	Highest	Higher
Operational and Maintenance Cost	High Existing deteriorating conditions warrant high maintenance costs	Medium	Medium	Medium
Degree in which alternatives address Problem and Opportunity Statement	Does not address problem	Capacity issues in Town Centre	Fully addresses capacity issues	Requires traffic diversion to east-west collector to fully address future traffic demands
RECOMMENDED SOLUTION				This alternative provides a balance between the needs of vehicles, cyclists, pedestrians and urban design features

**Improvements to Malden Road
 Alternative Solution Evaluation Matrix
 CYCLING**

Description	Alternative E	Alternative F		Alternative G	Alternative H
	Do Nothing	On-Street Cycling Facilities F1 – Without Parking	On-Street Cycling Facilities F2 – With Parking	Off-Street Cycling Facilities (Multi-use Trail)	Off-Right-of-Way Cycling Facilities
Physical Environment					
Location	N/A	Can be located on each side in each direction (N/S)	Can be located on each side in each direction (N/S)	East side preferred because of location of Vollmer Centre, High School and existing use in part of corridor	Possible parallel to part of corridor set back some distance from Malden Road corridor
Cycling Connectivity	Does not extend full length of corridor	Can extend full length of corridor	Can extend full length of corridor	Can extend from Cahill Drain to south end of corridor	Does not extend full length of corridor Can connect to Malden Road on side streets Can connect to other recreational trail facilities New corridor needs to be defined and acquired
Improvements to Cycling Safety	Least safe	Permitted Reduces conflicts between cyclists, pedestrians and vehicles. Less safe for inexperienced cyclists	Increased potential conflicts with automobiles crossing the lane to access/leave parking spaces. Increased risk to cyclists associated with opening car doors	Safer for inexperienced cyclists and families, potential for conflict with pedestrians, other users	Safest
Impact on Physical Environment	None	Replace Ditches with storm sewers to accommodate wider right-of-way	Replace Ditches with storm sewers to accommodate wider right-of-way	Replace Ditches with storm sewers to accommodate wider right-of-way Conflicts with utility poles	Disturbance to drainage Other impacts depending on corridor
Roadway Crossings: a) At-Grade	N/A	N/A	N/A	Required at intersections and where cycling facility is present on the opposite side of the roadway. Recommended for mid-block locations where distance between intersections is great	Required where cycling facility is present on the opposite side of the roadway
b) Grade Separated	N/A	N/A	N/A	High cost and increased land requirements. Perceived safety concerns	High cost and increased land requirements. Perceived safety concerns
Social Environment					
Property Acquisition	None	Some property may be needed (wider lanes)	Some property may be needed (wider lanes), wider cycling facility required to prevent conflicts between cyclists and car doors	Some property may be needed (wider boulevard)	Property required
Impacts to Land Use	None	Impacts to landscaping and driveways. Aesthetic Improvements	Impacts to landscaping and driveways. Aesthetic Improvements	Impacts to landscaping and driveways Aesthetic Improvements	Existing land uses will be impacted. Additional Recreation asset will be provided, similar to those found west of Malden Road
Economic Environment					
Disruption to Existing Businesses	None	Disruptions during construction	Disruptions during construction	Disruptions during construction	Probably less disruptive depending on location of corridor
Utilities					
Relocation of Existing Utilities	None	Yes	Yes	Yes	Possibly

**Improvements to Malden Road
 Alternative Solution Evaluation Matrix
 CYCLING**

	Alternative E	Alternative F	Alternative G	Alternative H
Cost				
Capital Cost	No costs	Higher	Higher	Probably higher
Impact on Operational and Maintenance Cost	No impact	Moderate	Moderate	Moderate to higher
Degree in Which Alternative Addresses Problem and Opportunity Statement	Does not address problem	Addresses problem (Encourages and accommodates cycling activities, facilitates commuter cycling, improves safety)	Addresses problem (Encourages and accommodates cycling activities, facilitates commuter cycling, improves safety but less safe than Alternative F1)	Addresses problem (Encourages and accommodates cycling and pedestrian activities, facilitates recreational cycling, facilitates commuter cycling if sufficient width is provided, improves safety)
RECOMMENDED SOLUTION	Not recommended	On-street cycling facilities (without parking) recommended for both sides of Malden Road throughout the entire corridor	Not Recommended	Off-street cycling facilities are recommended for the east side of Malden Road from Cahill Drain southerly
				Not recommended as a stand-alone solution but could supplement and enhance the solution

**Improvements to Malden Road
 Alternative Solution Evaluation Matrix
 PEDESTRIAN FACILITIES**

	Alternative I	Alternative J	Alternative K
Description			
Evaluation Criteria	Do Nothing	Sidewalks	Multi-use Trail
Physical Environment			
Location	Sidewalk is in urban area, multi-use trail for part of corridor	Can install on one or both sides of right-of-way	Can install on both sides of right-of-way
Pedestrian Connectivity	Not continuous	Continuous	Continuous
Improvements to Pedestrian Safety	Less safe	Safest	Moderately safe – potential conflicts with cyclists
Impact on Physical Environment	No change	Disruption of landscape area and driveways	Disruption of landscape area and driveways
Roadway Crossings: a) At-Grade	N/A	Required at intersections and where sidewalk continues on the opposite side of the roadway. Recommended for mid-block locations where distance between intersections is too great.	Required at intersections and where sidewalk continues on the opposite side of the roadway. Recommended for mid-block locations where distance between intersections is too great.
b) Grade Separated	N/A	High cost and increased land requirements. Perceived safety concerns	High cost and increased land requirements. Perceived safety concerns
Social Environment			
Property Acquisition	None	Some	Some
Impacts to Land Use	None	Sidewalks fronting properties on west side will impact these properties as well as east side properties at south end of corridor	Impact to west side properties (currently not present) Less impact on east side (currently present in some locations)
Economic Environment			
Disruption to Existing Businesses	None	Disruption during construction	Disruption during construction
Utilities			
Relocation of Existing Utilities	None	Yes Some utility pole relocations required	Yes Some utility pole relocations required

**Improvements to Malden Road
 Alternative Solution Evaluation Matrix
 PEDESTRIAN FACILITIES**

	Alternative I	Alternative J	Alternative K
Cost			
Capital Cost	None	Moderate	Moderate
Operational and Maintenance Cost	Moderate	Moderate	Moderate
Degree in Which Alternative Addresses Problem and Opportunity Statement	Does not address problem	Addresses problem	Addresses problem
RECOMMENDED SOLUTION		Sidewalk on both sides in Town Centre. Sidewalk on west side, south of Town Centre	Multi-use trail on east side, from Cahill Drain southerly

**Improvements to Malden Road
 Alternative Solution Evaluation Matrix
 URBAN DESIGN**

	Alternative L	Alternative M	Alternative N	Alternative O
Description	Do Nothing	Town Centre	Transition	Residential
Physical Environment				
Improvements to Streetscaping / Urban Aesthetics	Few streetscaping features	Possible with highest potential	Possible Limited right-of-way	Possible Limited right-of-way
Social Environment				
Property Acquisition	None	Isolated areas needed to make uniform 30m right-of-way	Not possible without some property acquisition along most of corridor	Not possible without some property acquisition along most of corridor
Impacts to Land Use	None	Enhance corridor appearance Softer impact of road improvements	Enhance corridor appearance Softer impact of road improvements	Enhance corridor appearance Softer impact of road improvements
Utilities				
Relocation of Existing Utilities	None	Relocation or removal of some or all utility poles Will improve effectiveness of urban design	Relocation of some or all utility poles Will improve effectiveness of urban design	Relocation of some or all utility poles Will improve effectiveness of urban design
Cost				
Capital Cost	None	High if significant utility pole relocation	High if significant utility pole relocation	High if significant utility pole relocation
Operational and Maintenance Cost	None	Relocation or removal of some or all of the utility poles will improve effectiveness of urban design features	Relocation of some or all of the utility poles will improve effectiveness of urban design features	Relocation of some or all of the utility poles will improve effectiveness of urban design features
Degree in Which Alternative Addresses Problem and Opportunity Statement	Does not address problem and opportunity statement	Addresses Problem and Opportunity Statement	Addresses Problem and Opportunity Statement	Addresses Problem and Opportunity Statement
RECOMMENDED SOLUTION		Implement urban design features for full length of corridor	Implement urban design features for full length of corridor	Implement urban design features for full length of corridor

Table 10: Summary of Public Information Centre #1 Comments

Overall, forty-six (46) individuals were recorded as attendees of Public Information Centre #1 (PIC #1). The following is a summary of the public's comments, submitted either in writing or spoken verbally at PIC #1.

Contact Information	Summary of Comments	Response
Dan Vincent 6165/6225 Malden Rd dvincent@primus.ca	<ul style="list-style-type: none"> ▪ 4-lane down to 3-lane option does not help traffic situation in the 3-lane section; recommends 4-lanes throughout study area. ▪ Prefers sidewalks on both sides or multi-use pathways. 	<ul style="list-style-type: none"> ▪ The 4-lane to 3-lane option provides a balance between the needs of vehicles, cyclists, pedestrians, and urban design features with less of an impact than the 4-lane option.
Mary & Cliff Moss 6050 Malden Rd 519-978-0111	<ul style="list-style-type: none"> ▪ Concerned that the 200-year old trees and their privacy evergreens at their property will be removed. ▪ Recommends syncing the timing of traffic lights in the Town Centre. ▪ Recommends benches along the Cahill drain for senior stops. ▪ Recommends more traffic lights and/or pedestrian lights due to safety of people/families crossing the busy street (ie. at Grillo) 	<ul style="list-style-type: none"> ▪ Arborist study to confirm removal or retention of trees within right-of-way. ▪ Traffic lights to be timed for synchronization. ▪ Benches to be installed along corridor.
Gillian Stefanczyk 1265 Stanton gstefanczyk@sympatico.ca	<ul style="list-style-type: none"> ▪ Found little info addressing the pedestrian issue at Morton & Malden for people coming off the trail; recommends a better connection of the trail north of the Cahill drain to cross Malden. ▪ Prefers a 4-lane road south of the Cahill even if streetscaping stopped at the Cahill. 	<ul style="list-style-type: none"> ▪ Alternative Design Concepts during the next phase of the study will review possible solutions to pedestrian crossing at Morton & Malden.
Sandra Havens	<ul style="list-style-type: none"> ▪ Prefers a 4-lane road throughout the study area, not just north of the Cahill drain. ▪ Recommends rest areas (benches) along the route. 	<ul style="list-style-type: none"> ▪ The 4-lane to 3-lane option provides a balance between the needs of vehicles, cyclists, pedestrians, and urban design

Contact Information	Summary of Comments	Response
		features with less of an impact than the 4-lane option. ■ Benches to be installed along corridor.
Rob Lauzon 266 Ramblewood numbers@jet2.net	<ul style="list-style-type: none"> ■ Framework design recognizes uniqueness of the three areas. ■ Questions when a traffic light between Cahill & Laurier will be installed. ■ Prefers 3-lane option with pathways in the residential area. ■ Recommends rest areas and benches along the route for seniors. ■ Recommends S-shaped road for least amount of impact to properties. 	<ul style="list-style-type: none"> ■ Benches to be installed along corridor. ■ Alternative Design Concepts during the next phase of the study will review S-shaped curve in the road to minimize property acquisition.
Cecile Crouchman 8475 Baseline impressionism@sympatico.ca	<ul style="list-style-type: none"> ■ County-wide public transit system would reduce traffic congestion. ■ Recommends on-street cycling lanes ■ Eliminating the above recommendations would require expansion/widening of many other LaSalle roads. 	<ul style="list-style-type: none"> ■ On-street cycling lanes to be implemented in the urban (4-lane) area and wider curb lanes to be implemented in the rural (3-lane) area. ■ Public transit to be reviewed during the next phase of the study.
Wolfgang & Rosalia Virchnier 5670 Malden 519-966-2509	<ul style="list-style-type: none"> ■ LaSalle boundary limits incorrect on the plans. ■ Would like a sanitary sewer without cost. 	
Wayne Fortin 6045 Malden Rd 519-734-1331	<ul style="list-style-type: none"> ■ In support of a 25m right-of-way outside the Town Centre. 	
Evelyn Bennett 7210 Malden 519-978-3169	<ul style="list-style-type: none"> ■ Recommends easier access in and out of the recreation complex, especially during peak travel times. ■ Recommends a curb in front of her house, as well as the hydro lines buried to remove the hydro poles in front of her house. 	<ul style="list-style-type: none"> ■ Alternative Design Concepts during the next phase of the study will review access at the recreation complex.
Livia Tavolieri 7075 Malden Rd	<ul style="list-style-type: none"> ■ In opposition to any widening of Malden Road, including the 4-lane down to a 3-lane option. (Currently has difficulties 	<ul style="list-style-type: none"> ■ The Do Nothing alternative would not address the problem.

Contact Information	Summary of Comments	Response
ltavolieri@cogeco.ca	turning onto Malden.) <ul style="list-style-type: none"> Recommends that traffic leaving the recreation complex can do so via Bouffard or Laurier from the back. 	
Anonymous	<ul style="list-style-type: none"> In opposition to any widening of Malden Road. Currently has difficulties turning onto Malden. 	<ul style="list-style-type: none"> The Do Nothing alternative would not address the problem.
Matt Phelps 5705 Malden mphelps9@yahoo.ca	<ul style="list-style-type: none"> In opposition to roundabouts due to lack of education on drivers' part. In opposition to taking away "town charm" and moving towards a "city setting". In support of better sidewalks and trails, but in opposition to the road-widening itself. 	<ul style="list-style-type: none"> Alternative Design Concepts during the next phase of the study will roundabouts. Streetscaping & urban design components to enhance "town charm".
Kevin O'Neil 1465 Lisgar Drive eoneil@cogeco.ca	<ul style="list-style-type: none"> Recommends multi-use pathways on both sides of Malden, delineated from vehicular portion of the roadway with fixed buffer. Recommends multiple pedestrian / bicycle crossings such as signals or grade-separated crossings. Recommends bike racks / stations along the route (large enough for bikes with trailers). Design should be encouraged for use of cycling for people who want to shop, work, travel, etc – not just for recreation. Design should include appropriate lighting throughout. Encourages local police to use bikes to patrol the trails. 	<ul style="list-style-type: none"> Multi-use pathway to be implemented on the east side of Malden south of the Town Centre, and sidewalks to be implemented on the west side of Malden in the rural area. On-street cycling lanes to be implemented in the urban (4-lane) area and wider curb lanes to be implemented in the rural (3-lane) area. Other recommendations to be reviewed during the next phase of the study.
Marguerite Wales 1855 Normandy St	<ul style="list-style-type: none"> Recommends that developments which are used to increase the speed and flow of vehicular traffic be carefully examined for their potential simultaneous detriment to pedestrian traffic. Concerns for pedestrians "competing" with vehicles for use of turning lanes / through movements. Encourages the use of functional pedestrian features, during 	<ul style="list-style-type: none"> Pedestrian facilities to be improved for both function and safety. On-street cycling lanes to be implemented in the urban (4-lane) area and wider curb lanes to be implemented in the rural (3-lane) area.

Contact Information	Summary of Comments	Response
	<p>all types of weather and during the day and night (i.e. wheelchair accessibility, signal buttons accessibility).</p> <ul style="list-style-type: none"> ▪ Encourages snow removal practices that include sidewalk snow removal, especially at curb cuts. ▪ Encourages the full attention of drivers and pedestrians alike – both are encouraged to be alert. ▪ Recommends clear delineation of all driveways and sidewalks, as often times they are confusing along this corridor. ▪ Encourages best practices for wheelchair accessibility, young children, and families. ▪ Encourages cycling lanes, separate from pedestrians and vehicles. ▪ Recommends separating pedestrians from vehicles with respect to time and space – i.e. no vehicular turning allowed during timed pedestrian crossing. ▪ Recommends improvements to pedestrian accessibility at all intersections. 	<ul style="list-style-type: none"> ▪ Education material re: safe on-street cycling will be provided to the public during the next phase of the study.
<p>Mrs. C. Welch 1525 Normandy 519-966-3098</p>	<ul style="list-style-type: none"> ▪ Looking forward to the improvements. ▪ Concerns with traffic signals at intersections at Normandy and at Sprucewood – many drivers continue through a red-light at these intersections, and it happens daily. ▪ Recommends photo detection / cameras to catch these drivers. 	
<p>Sean P. Davidson sdavidson@davidsonheritage.com 7145 Malden Road 519-734-8709</p>	<ul style="list-style-type: none"> ▪ Strongly recommends that all traffic to the soccer fields should be using Laurier Parkway, not the dirt road that runs along the south side of Sandwich Secondary School, which was to be specifically as a construction access road for the recreation centre. ▪ Instead, recommends an access road off of Bouffard Road to the complex and soccer fields. Feels this would eliminate 	<ul style="list-style-type: none"> ▪ Alternative Design Concepts during the next phase of the study will review access at the recreation complex.

Contact Information	Summary of Comments	Response
	<p>traffic congestion on Malden Road, and enable users of the rec centre and soccer fields to access the facilities unabated by any traffic congestion.</p> <ul style="list-style-type: none"> ▪ States that opening up access to the complex and soccer fields from Bouffard which is in an agricultural area would reduce the smog and greenhouse gases on Malden Road from the idling vehicles and the environmental impact to the surrounding residential neighbourhood and school yard. ▪ Feels that there is no pedestrian traffic in the Malden commercial area to warrant streetscape and urban design expansions. (“Streetscapes and strip malls do not compliment each other”) ▪ Suggests that Malden Road Improvements could positive if done correctly and at the right time. 	
<p>General Comments as per Sheila Frise (Dillon)</p>	<ul style="list-style-type: none"> ▪ Inquiries about cost estimates for the options presented. ▪ Lack of support for roundabouts, especially if they are unpopular or ineffective. ▪ Inquiries about new traffic lights. 	<ul style="list-style-type: none"> ▪ Cost estimates will be provided upon completion of the Environmental Study Report in Phase 4 of the study.
<p>General Comments as per Nicole Caza (Dillon)</p>	<ul style="list-style-type: none"> ▪ Concerns that a transition from 4-lane to 3-lanes will create a bottleneck effect. ▪ Concerns with amount of property acquisition required for 4-lane option, especially in the residential section. ▪ Concerns with driveway egress for the properties near the school and recreation complex. Recommendations for extending Laurier or constructing a new north-south link, east and parallel to Malden from the recreation complex to Bouffard. ▪ Recommendations for benches & shaded areas along the sidewalks and trails. 	<ul style="list-style-type: none"> ▪ The 4-lane to 3-lane option provides a balance between the needs of vehicles, cyclists, pedestrians, and urban design features with less of an impact than the 4-lane option. ▪ Alternative Design Concepts during the next phase of the study will review access at the recreation complex. ▪ Benches to be installed along corridor.

Contact Information	Summary of Comments	Response
General Comments as per Victor Ford (VFA)	<ul style="list-style-type: none"> ▪ Recommendations for better cycling and pedestrian facilities along the entire length of the corridor. Cycling lanes and a separate multi-use path were viewed as desirable. ▪ Recommendations for an off-road multi-use trail link from the recreation complex and the high school east and parallel to Malden Road. ▪ Recommendations for improved pedestrian crossings across Malden Road. ▪ Recommendations for improved cyclist crossings across Malden Rd, particularly at the Cahill Drain, Morton Drive and Sprucewood. ▪ Encouragement for more multi-use trails, including improving the existing links. ▪ Recommendations for bicycle racks at key destinations. ▪ Recommendation to improve connections and crossing to Machette Park. ▪ Encourages urban design improvements in the Town Centre area which would suit the rural character of LaSalle (and not that of big-city streetscapes). ▪ One recommendation for 3 traffic lanes in the urban area, plus cycling lanes. (Not 4 traffic lanes.) 	<ul style="list-style-type: none"> ▪ Multi-use pathway to be implemented on the east side of Malden south of the Town Centre, and sidewalks to be implemented on the west side of Malden in the rural area. ▪ On-street cycling lanes to be implemented in the urban (4-lane) area and wider curb lanes to be implemented in the rural (3-lane) area. ▪ Pedestrian facilities to be improved for both function and safety. ▪ Streetscaping & urban design components to enhance “town charm”.
General Comments as per Derek Weckers (Envision)	<ul style="list-style-type: none"> ▪ Opposition to expansion of Malden Rd. ▪ Recommendations to re-route traffic, especially school/recreation complex traffic, to a new road southward off Bouffard and parallel to Malden and linking to the east side of the recreation complex. 	<ul style="list-style-type: none"> ▪ Alternative Design Concepts during the next phase of the study will review access at the recreation complex.

9.0 PREFERRED DESIGN

9.1 Transportation Network Improvements

The recommended solution was analyzed under future conditions. As a result of the screenline capacity analysis, it is recommended that Malden Road be widened to a five-lane cross-section from just north of the intersection of Todd Lane and Malden Road up to and including the intersection of Normandy Street. Malden Road should be widened to a three-lane cross-section from south of Normandy Street to south of Meagan Drive.

From the existing and future intersection operations analysis on the existing road network, a number of lane configuration improvements are recommended at the intersections in the study area. A summary of these improvements is depicted in *Figure 7.0*.

It is recommended that signal timings be optimized at all signalized intersections within the study area.

9.2 Future Intersection Operations on Improved Road Network

Intersection operations at signalized and unsignalized intersections within the study area were analyzed under forecast 2021 PM peak hour traffic conditions with recommended road improvements in place. These analyses were facilitated using the Synchro 6.0 software package. Traffic signal timings were optimized. The results of the signalized intersection analysis are summarized in *Table 11* and the unsignalized intersection analysis is summarized in *Table 12*.

Table 11: Future PM Peak Hour Signalized Operations on Improved Road Network

Cross Street	LOS	Delay (s)	v/c
Todd Lane	B	14.9	0.77
Delmar Avenue	B	10.7	0.42
Sprucewood Avenue	B	19.8	0.61
Normandy Avenue	B	16.1	0.58
Laurier Drive	A	9.3	0.42

In the 2021 PM peak hour, with road improvements in place, the signalized intersections are predicted to operated well, at good levels of service (LOS B or better), with short delays (> 20 seconds) and no capacity issues (v/c < 0.85). Overall, operations at signalized intersections

improved during the 2021 PM peak hour with road improvements in place when compared to 2021 PM peak hour operations on the existing road network. The 2021 PM peak hour operations at the intersection of Todd Lane and Malden Road, however, do not improve with the future road network modifications. The modifications proposed will add capacity on Malden Road, but not on the minor approaches. At this intersection on Todd Lane, there is a large volume of westbound left turns and a moderate amount of westbound right turns. Therefore, the additional lanes on Malden Road will only decrease operations on the westbound approach. An alternate solution of a roundabout is proposed for this intersection to improve future operations. The analysis for this option is discussed below.

Table 12: Future PM Peak Hour Unsignalized Operations on Improved Road Network

Cross Street	Movement	LOS	Delay (s)	v/c
Morton / Grillo Drive	Eastbound Approach	F	70.2	0.41
	Westbound Approach	C	17.7	0.03
Stuart Boulevard	Eastbound Approach	D	31.5	0.37
	Eastbound Left Turn	F	60.2	0.62
Reaume Road	Eastbound Through/ Right Turn	C	15.7	0.11
	Westbound Approach	D	34.7	0.07
	Eastbound Approach	D	29.9	0.48
Bouffard Road (West)	Westbound Approach	D	29.9	0.48
Bouffard Road (East)	Westbound Approach	F	77.2	0.94

The unsignalized intersection operations within the study area under 2021 PM peak hour traffic conditions on the modified future road network are predicted to be improved compared to the future 2021 unsignalized intersection operations on the existing road network. This is largely a result of the addition of the centre two-way-left-turn lane along Malden Road throughout the study area.

9.3 Future Configuration of Bouffard Road and Malden Road Intersection

The intersection of Bouffard Road and Malden Road is currently offset by approximately 115 metres, between the east and west legs of the Bouffard Road approaches. Currently, Bouffard Road and Malden Road act as two separate unsignalized T-intersections. To improve capacity on both Malden Road and Bouffard Road, it is recommended that the two legs of Bouffard Road be aligned to meet at one intersection on Malden Road. This section summarized the results of

analyzing the re-aligned intersection under future conditions, both as a signalized and unsignalized intersection.

The results of analysing the re-aligned Bouffard Road and Malden Road intersection as an unsignalized intersection are summarized in *Table 13*.

Table 13: Bouffard Road Aligned and Unsignalized Operational Analysis Results

Intersection	Movement	LOS	Delay	
			(s)	v/c
Bouffard Road / Malden Road	Eastbound Approach	F	>200	>2.0
	Westbound Through / Right	F	>200	1.27
	Westbound Left Turn	F	>200	>2.0

As shown above, the re-aligned intersection of Bouffard Road and Malden Road, when modelled as an unsignalized intersection under future PM peak hour conditions, is predicted to operate at a failing level of service (LOS F) on both the eastbound and westbound approaches. The delays on these approaches are also predicted to be excessive, and capacity issues are also expected.

Table 14 summarizes the results of future PM peak hour analysis of the proposed signalized Bouffard Road and Malden Road intersection, under future conditions.

Table 14: Bouffard Road Aligned and Signalized Operational Analysis Results

Cross Street	LOS	Delay (s)	v/c
Bouffard Road	B	10.4	0.62

As indicated above, the signalized, re-aligned intersection operates at a good level of service (LOS B), well below capacity as a signalized intersection under future PM peak hour conditions. Signalized pedestrian crossings should also be implemented at this intersection.

9.4 Proposed Roundabout at Todd Lane and Malden Road

The analysis of intersection operations at Todd Lane and Malden Road under future PM peak hour traffic conditions with recommended road network improvements in place showed that

these road works did not result in operational improvements at this intersection. Future traffic volumes indicate a large number of westbound left turns and a moderate number of westbound right turns. Therefore, with the recommended widening of Malden Road to a five-lane crossing, the intersection operations decrease on the westbound approach due to increased conflict and delay for this approach. An alternate solution to intersection capacity issues at this location is the installation of a proposed roundabout. Analysis of the roundabout operations were undertaken using the methodology outlined by the Federal Highway Administration (FHWA) in the publication, *Roundabouts: An Informational Guide*, which offers an empirical approach based on British equations and which supports the calculation of additional measures of effectiveness (delay, queues). This analysis was conducted for a single lane roundabout. A summary of the results of the analysis is located in *Table 15*.

**Table 15: 2021 PM Peak Hour Roundabout Operations
at Todd Lane and Malden Road Intersection**

Approach	Delay (veh/s)	v/c	Queue (m)
Eastbound Approach	6.0	0.01	0.3
Westbound Approach	7.3	0.59	31.2
Northbound Approach	5.7	0.39	14.3
Southbound Approach	12.7	0.72	55.8

The FHWA methodology is a slightly conservative approach to analyzing roundabout operations. However, it reveals that the intersection can operate efficiently as a single-lane roundabout in future 2021 PM peak hour conditions. The delays and queue lengths improve compared to future intersection operations with signalized intersection control. An improvement to this single-lane roundabout design would be to add capacity to the roundabout with the implementation of a right-turn bypass lane on the westbound approach. This is the recommended design for the intersection of Todd Lane and Malden Road to improve future intersection operations.

9.5 Storage Length Requirements

Turning lane storage requirements are recommended based on future intersection operations and expected queue lengths. Recommended storage lengths and design requirements are summarized in *Table 16*.

Table 16: Recommended Storage Length Requirements

Intersecting Road (with Malden Road)	Movement	Future	Required	Centre Turn Lane Design*
		Queue (m)	Storage (m)	
Todd Lane (if signalized not roundabout)	Southbound Left Turn	11.4	30	n/a
	Westbound Right Turn	2.9	15	n/a
Wyoming Avenue	Southbound Left Turn	0	0	Minor
	Northbound Left Turn	0	0	Minor
Orford Street	Westbound Left Turn	18.9	25	n/a
	Southbound Left Turn	13.8	20	Major
Delmar Avenue / Retail Access	Northbound Left Turn	7.6	20	Major
	Northbound Left Turn	19.7	25	Major
	Southbound Left Turn	7.0	20	Major
	Southbound Left Turn	42.1	45	Major
Norrandy	Northbound Left Turn	2.5	20	Minor
	Southbound Left Turn	n/a	15	15
Retail Access (between Normandy & Grillo)	Northbound Left Turn	n/a	15	15
	Northbound Left Turn	0.2	0	Minor
Morton Drive / Grillo Drive	Northbound Left Turn	0.3	0	Minor
	Southbound Left Turn	n/a	0	Minor
Omira Street	Southbound Left Turn	n/a	0	Minor
	Southbound Left Turn	n/a	0	Minor
Edgenore Avenue	Southbound Left Turn	n/a	0	Minor
	Southbound Left Turn	n/a	0	Minor
Suzanne Street	Southbound Left Turn	n/a	0	Minor
	Southbound Right Turn	0	15	n/a
Stuart Blvd.	Northbound Left Turn	1.7	0	Minor
	Southbound Left Turn	n/a	0	Minor
Outram Avenue / Valiant Street	Northbound Left Turn	n/a	0	Minor
	Northbound Left Turn	n/a	0	Minor
Monty Street	Northbound Left Turn	n/a	0	Minor
	Southbound Left Turn	0.1	0	Minor
Reaume Road	Northbound Left Turn	1.1	0	Minor
	Northbound Left Turn	n/a	0	Minor
Rosati Drive	Northbound Left Turn	n/a	0	Minor
	Southbound Left Turn	n/a	0	Minor
Hollinger Avenue	Northbound Left Turn	n/a	0	Minor
	Northbound Left Turn	3.4	20	Major
Bouffard Road (West)	Southbound Left Turn	n/a	0	Minor
	Southbound Left Turn	9.1	20	Major
Bouffard Road (East)	Southbound Left Turn	10.9	25	Major
	Northbound Left Turn	7.0	20	Major
Laurier Drive	Eastbound Left Turn	32.5	35	n/a
	Southbound Right Turn	9.7	15	n/a
Meagan Drive	Southbound Left Turn	n/a	0	Minor

* Refer to OTM Book 11, Figure 34

9.6 Preferred Cross-Section Designs

Two cross-sections were selected as the preferred design for use along Malden Road. A three lane urban cross-section, including a centre turn lane, multi-use pathway, sidewalk and shared travel lanes in both directions to accommodate vehicles and cyclist are proposed from the location of the Cahill Drain to the southern limit of the study area. A five lane urban cross-section, incorporating a centre turn lane, bike lanes, pedestrian walkways and two travel lanes in each direction and urban design features is proposed from the Cahill Drain to the north limits of the study area. These cross-sections are shown below and in the “Preferred Design Figures” section, as *Figure 8.0 and Figure 9.0* respectively. During final design, the proposed cross-sections will be re-assessed to determine if there are any opportunities to provide narrower lane widths along Malden Road.

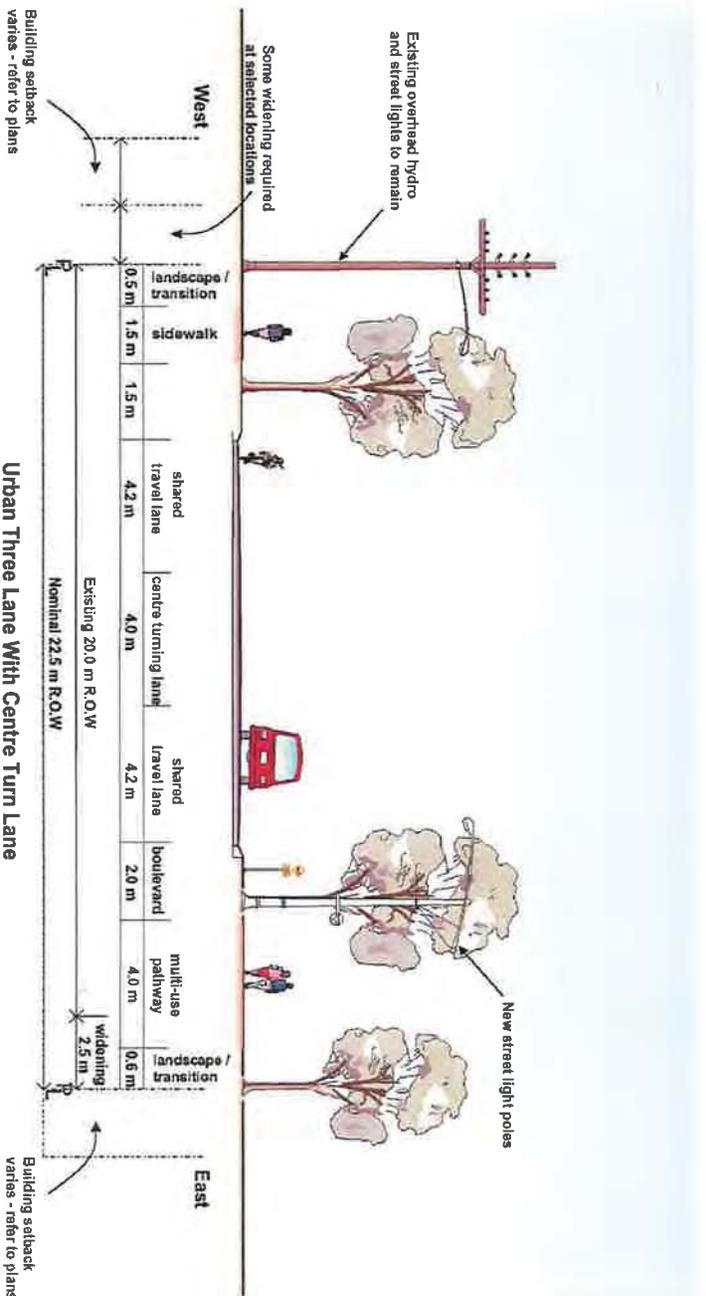


Figure 8.0 – 3-Lane Road with Centre Turn Lane



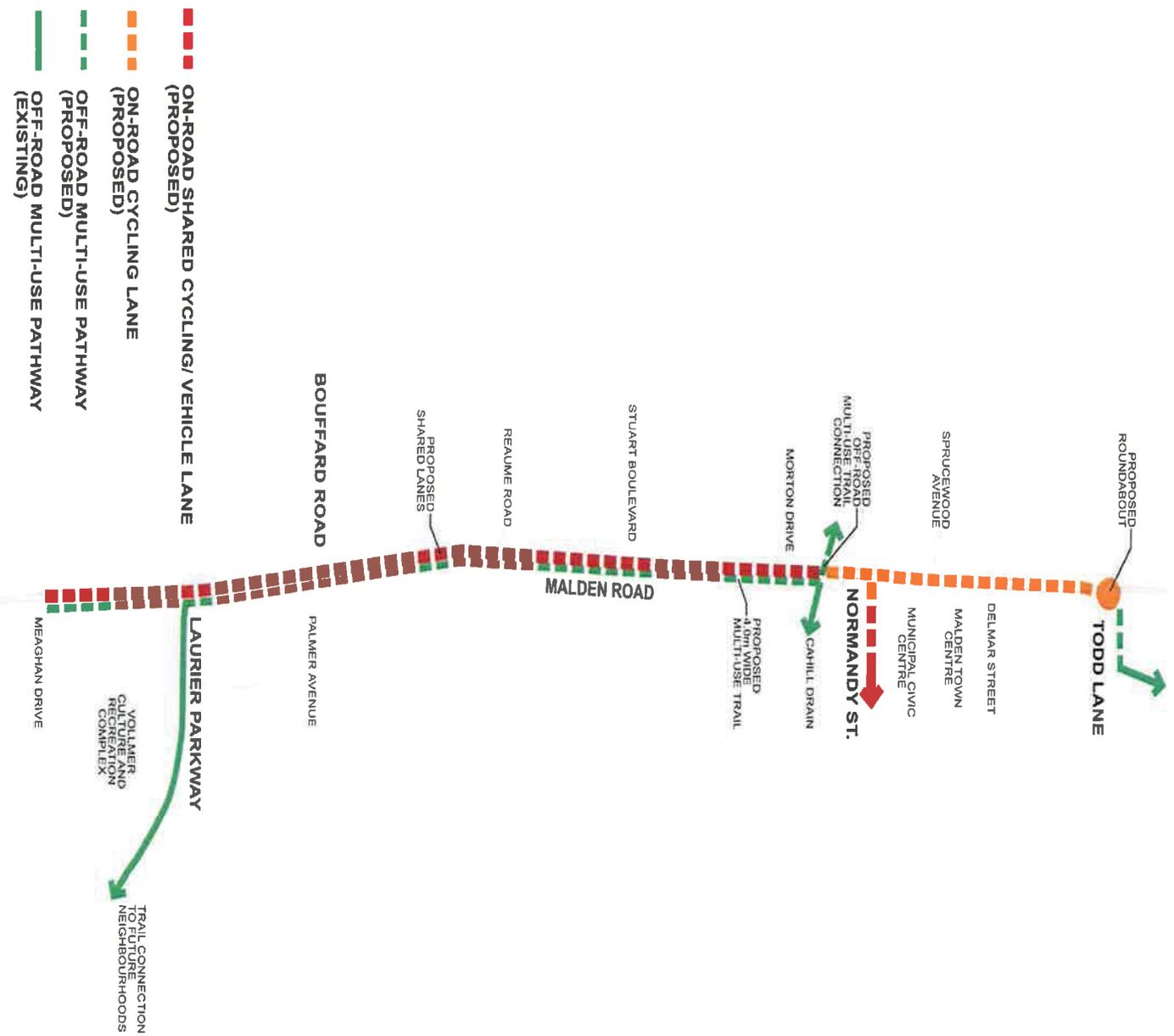
Figure 9.0 – 5-Lane Road

9.7 Cycling And Pedestrians

The preferred design for Malden Road will provide functional and attractive pedestrian and cycling facilities as integral components of a well-designed streetscape. Guiding principles or goals for these facilities were developed, presented and clarified through the stakeholder and public consultation process. These respond, in a general way, to the problems and opportunities identified within and near the study area, and are as follows:

1. Continuous, consistent cycling and pedestrian facilities along the Malden Road Corridor.
2. Improve pedestrian and cycling access between residential areas and key destinations.
3. Connect the Malden Road corridor to open-spaces, trails, the Vollmer Culture and Recreation Complex, and improve cycling and pedestrian connections.
4. Improve pedestrian and cycling connections across Malden Road.
5. Improve and increase pedestrian and cycling facility use.
6. Build more cycling and pedestrian off-road pathways that will access open spaces and natural areas.

7. Possibly develop a new greenway corridor parallel to Malden Road with associated off-road cycling and pedestrian facilities.



Summary Plan of Cycling and Pedestrian Components of Preferred Design

The specific details of the cycling and pedestrian components of the preferred design are described below. In conjunction with the components that address motorized traffic and urban design issues, the design of these components reflects the different conditions of and adjacent to Malden Road in the areas north and south of the Cahill drain. The descriptions are organized separately into these two areas, and a separate section has been included for cycling and pedestrian improvements that have been recommended as part of the preferred design, but which lay outside of the study area corridor. Refer to *Appendix P: Cycling Facilities: Way-Finding & Other Signage* for the recommended signage for on-road and off-road cycling facilities.

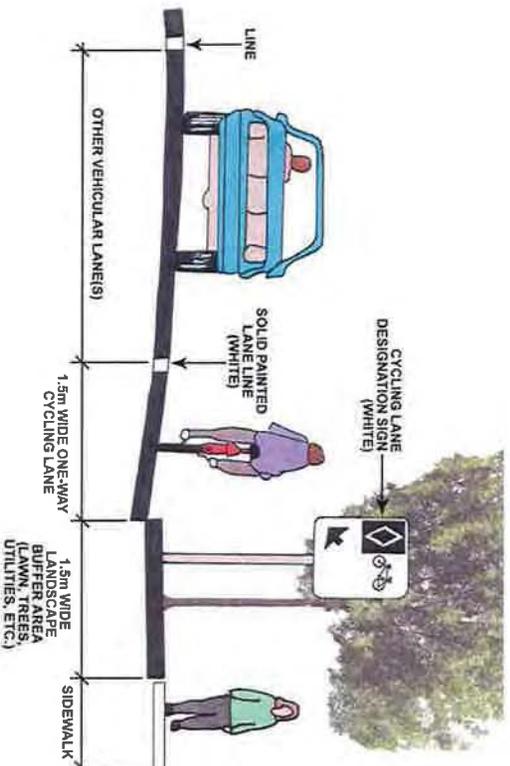
9.7.1 Northern, “Urban” Area (LaSalle Town Centre)

As outlined previously, within this section of the Malden Road corridor there are currently no cycling facilities, pedestrians are not well-served, and crossing Malden Road has been identified as a significant problem for both types of user.

That this section is the main business area of Malden Road in LaSalle and provides much-used services to numerous apartment buildings, seniors’ homes, and established neighbourhoods suggests that higher-capacity, better and safer linear facilities and improved crossings of the road should be priorities.



Example of How the Preferred Design is Likely to Look in LaSalle’s Town Centre Area.
Note: The Sidewalk, Landscaped Boulevard, and Designated Cycling Lane.



Cross-Section of Cycling and Pedestrian Components of the Preferred Design in LaSalle's Town Centre area. Note: The Sidewalks, Landscaped Boulevard, and Designated Cycling Lane.

The cycling and pedestrian facilities included in the preferred design attempt to address these problems, and are described as follows:

1. Sidewalks will be provided throughout this section of the study area. These will be continuous on both sides of the Road. They will range from 1.5 to 3.0-metres wide, with a barrier curb and 1.5-metre-wide boulevard separating them from the roadway. Adjacent to parts of the proposed roundabout at Todd Lane, there will be a multi-use pathway rather than a sidewalk, as described below.

The sidewalks will serve the needs of pedestrians more adequately and safely. They will provide more space, be positioned consistently, and be set back further from the roadway. This will result in safer and more user-friendly pedestrian facilities. Tree plantings and other amenities recommended as part of the urban design component will also improve the pedestrian experience, especially by providing shade.

2. Designated on-road cycling lanes will be provided from south of the proposed Todd Lane roundabout to north of the Cahill Drain. These lanes will be on both sides of the road, 1.5-metres wide and continuous throughout this section. These lanes will be provided with a solid white painted line to separate them from motorized traffic, symbol painting within the

lane indicating its purpose, and designation signage. The facility design including signage and markings will conform to or exceed current standards and best practices. Transitions between these and different facilities to the north and south will be user-friendly and well-marked.

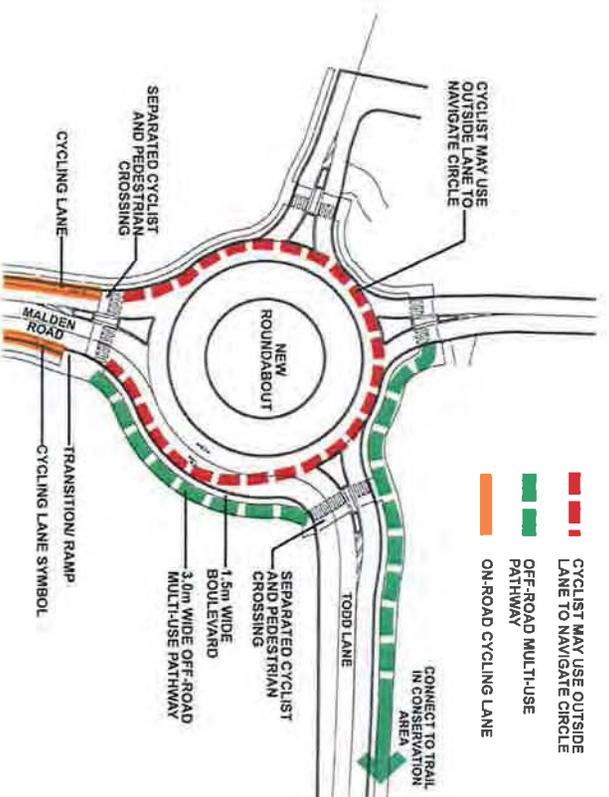
These cycling lanes will address the lack of designated cycling facilities in this area. They will raise the profile of cycling within the community, encouraging more residents to cycle, and will be safer than providing no facility.

3. At the Todd Lane roundabout, pedestrian and cycling facilities will vary somewhat from those immediately to the south.

The on-road cycling facilities here will be a designated shared vehicular and cycling lane with a width of 4.2 metres and appropriate signage and pavement markings. The facility design including signage and markings will conform to or exceed current standards and best practices. Transitions between these and different facilities adjacent and to the south will be user-friendly and well-marked.

As noted previously, the sidewalks on the north-east and south-east sides of the roundabout will be replaced by a 3.0-metre-wide multi-use pathway. This will provide a generous pedestrian facility, and with clear transitions or access points, will also provide an opportunity for cyclists to navigate the roundabout off of the roadway. The multi-use pathway will also connect to the east, as will be described below.

The facilities for cyclists and pedestrians at the roundabout will respond to the special conditions at that location, and will provide a range of safer and user-friendly facilities for each user-type.



Plan View Highlighting Cycling and Pedestrian Components of the Preferred Design at the Proposed Malden Road and Todd Lane Roundabout.

4. Crossings of Malden Road will be improved and a new crossing added.

The new cross-section of Malden Road will result in a reduced distance for pedestrians to travel to cross the road. Improvements to signalization that will provide pedestrians with additional time to cross the road have also been included.

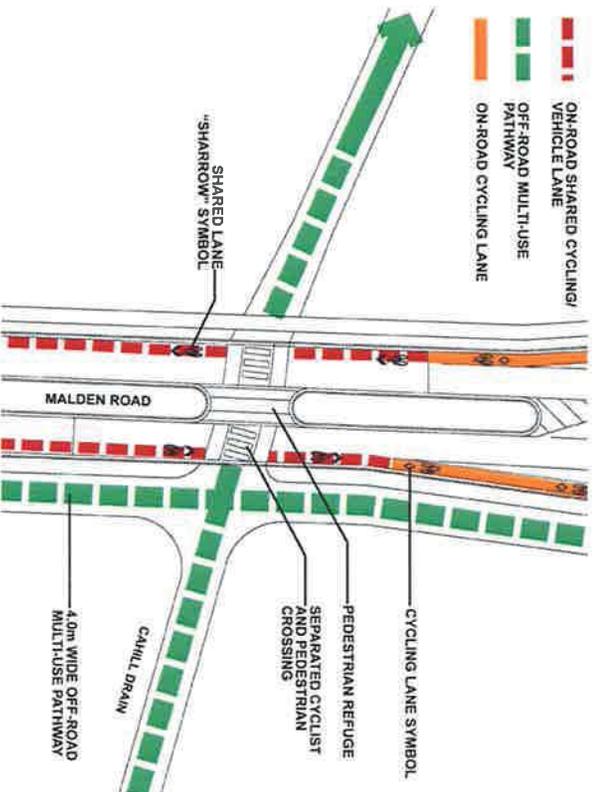
A new pedestrian and cyclist crossing will be added at the north side of the Cahill Drain. This crossing will be at-grade and provided with user-actuated crossing signals. The facility design of both the improved and the new crossings, including signage and markings will conform to or exceed current standards and best practices.

The new crossing also addresses the opportunity to connect the Cahill Drain Trail across Malden Road, where it is currently discontinuous. It responds to concerns that cyclists will not use a below-grade or above-grade crossing, and the reality that cyclists and pedestrians want to follow the most direct desire line and not divert to cross at the intersection with Normandy Street to the north.

The crossing improvements and the new crossing will all contribute to addressing the problems presently experienced by cyclists and pedestrians trying to cross Malden Road. Resolving these problems will encourage safer crossing of the streets by all users, and improve user-friendliness of facilities for each user type, and motorists as well.



Example of an At-Grade Roadway Crossing Utilizing “Zebra Stripping”



Plan View Highlighting Cycling and Pedestrian Components of the Preferred Design at the Proposed Mid-Block Crossing of Malden Road at the Cahill Drain

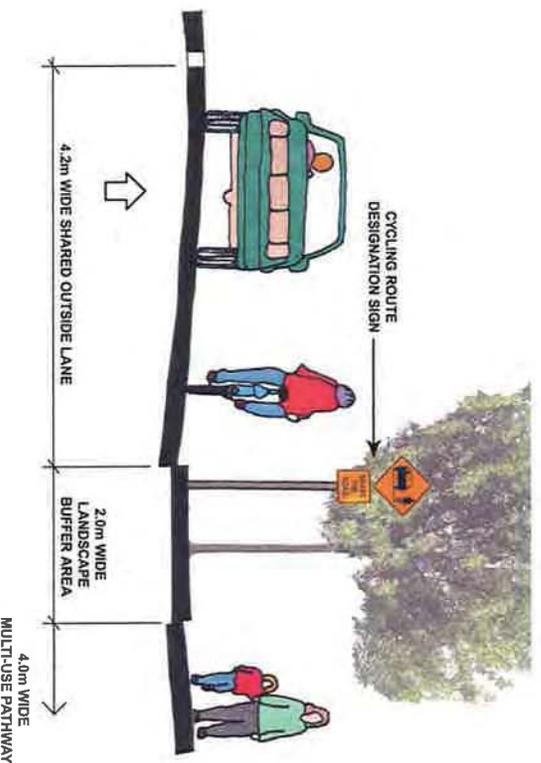
9.7.2 Southern Area

As outlined previously, within this section of the Malden Road corridor cyclists and pedestrians are both very poorly served. There are no on-road cycling facilities. The west side of the roadway has no cycling or pedestrian facilities, and the multi-use pathway on the west side suffers from significant design and safety flaws and is frequently misused by motorists. As well, similar to areas further north, crossing Malden Road has been identified as a significant problem for both types of user.

That this section connects residential neighbourhoods with schools and recreational facilities suggests that better, safer linear facilities and more numerous safe crossings of the road should be considered as priorities.



Example of a How the Preferred Design is Likely to Look in the Southern Part of the Study Area. Note: The Multi-Use Pathway, Landscaped Boulevard and Shared Outside Lane



Cross-Section of Cycling and Pedestrian Components of the Preferred Design in the Southern Part of the Study Area. Note: The Multi-Use Pathway, Landscaped Boulevard and Shared Outside Lane.

The cycling and pedestrian facilities included in the preferred design attempt to address these problems, and are described as follows:

1. Sidewalks will be provided on the west side of the road, continuously through this section of the study area. They will be 1.5 metres wide, with a barrier curb and 2.0-metre-wide landscaped boulevard separating them from the roadway.

These sidewalks will serve the needs of pedestrians more adequately and safely. They will provide a facility where none exists currently, be positioned consistently, and be set safely back from the roadway. This will result in a safer and more user-friendly pedestrian facility. Tree plantings and other amenities recommended as part of the urban design component will also improve the pedestrian experience, increase safety and provide shade.

2. Designated shared vehicular and cycling lanes will be provided from north of the Cahill Drain to the southern extent of the study area. These lanes will be on both sides of the road, with a consistent width of 4.2 metres and appropriate signage and pavement markings. The facility design including signage and markings will conform to or exceed current standards and best practices. Transitions between these and different facilities to the north will be user-friendly and well-marked.

These shared vehicular and cycling lanes will address the lack of designated cycling facilities in this area. They will raise the profile of cycling within the community, encouraging more residents to cycle, and will be safer than providing no facility.



**Examples of Signage and Painted Designation Markings
for Shared Outside Lanes**

3. A 4-metre-wide multi-use pathway will be provided from north of the Cahill Drain to Laurier Drive. This pathway will be provided on the east side of Malden Road, and not on the west side. It will have an asphalt surface with consistent width of 4.0 metres. It will be separated from the roadway with a barrier curb and 2.0-metre-wide boulevard. It will have appropriate signage and pavement markings including a broken yellow centre dividing line in the middle of the path to separate each direction of travel. The facility design, including signage and markings, will conform to or exceed current standards and best practices. Transitions between these and different facilities to the north will be user-friendly and well-marked.

This multi-use pathway will replace the inconsistent facility currently provided in this area. It will be more generous and safer than the existing facility due to its separation from the road, and will be less likely to be parked on.

This facility will help to raise the profile of cycling within the community, encouraging more residents to cycle. It will be more appropriate for less confident cyclists or cyclists that prefer not to cycle on the road, including especially children and families. It also provides ample space for pedestrians and in combination with tree planting in the boulevard, will be a strong visual element in the community.

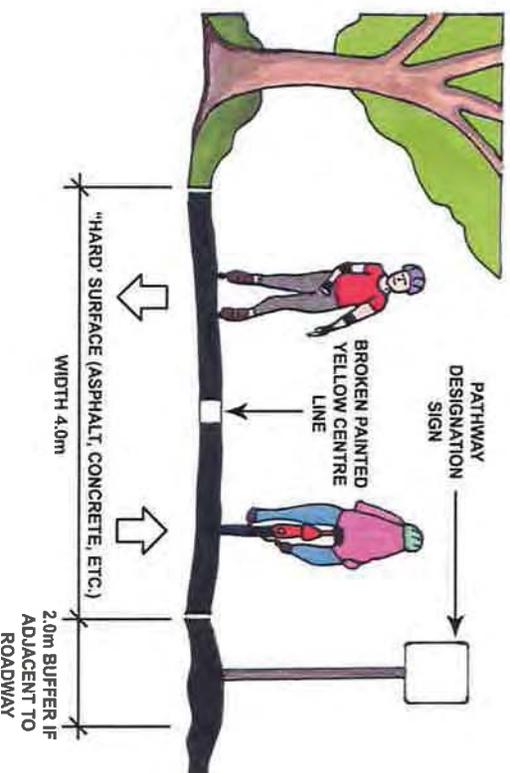
Located on the east side of Malden Road, it provides a natural connection to the Vollmer Culture and Recreation Complex, Sandwich Secondary School, and between residential neighbourhoods and the Town Centre to the north.

4. The preferred design includes a new pedestrian crossing at the realigned signalized intersection at Bouffard Road.

It is recommended that future opportunities be sought to provide additional pedestrian crossings of Malden Road.



Example of an Existing Multi-Use Trail

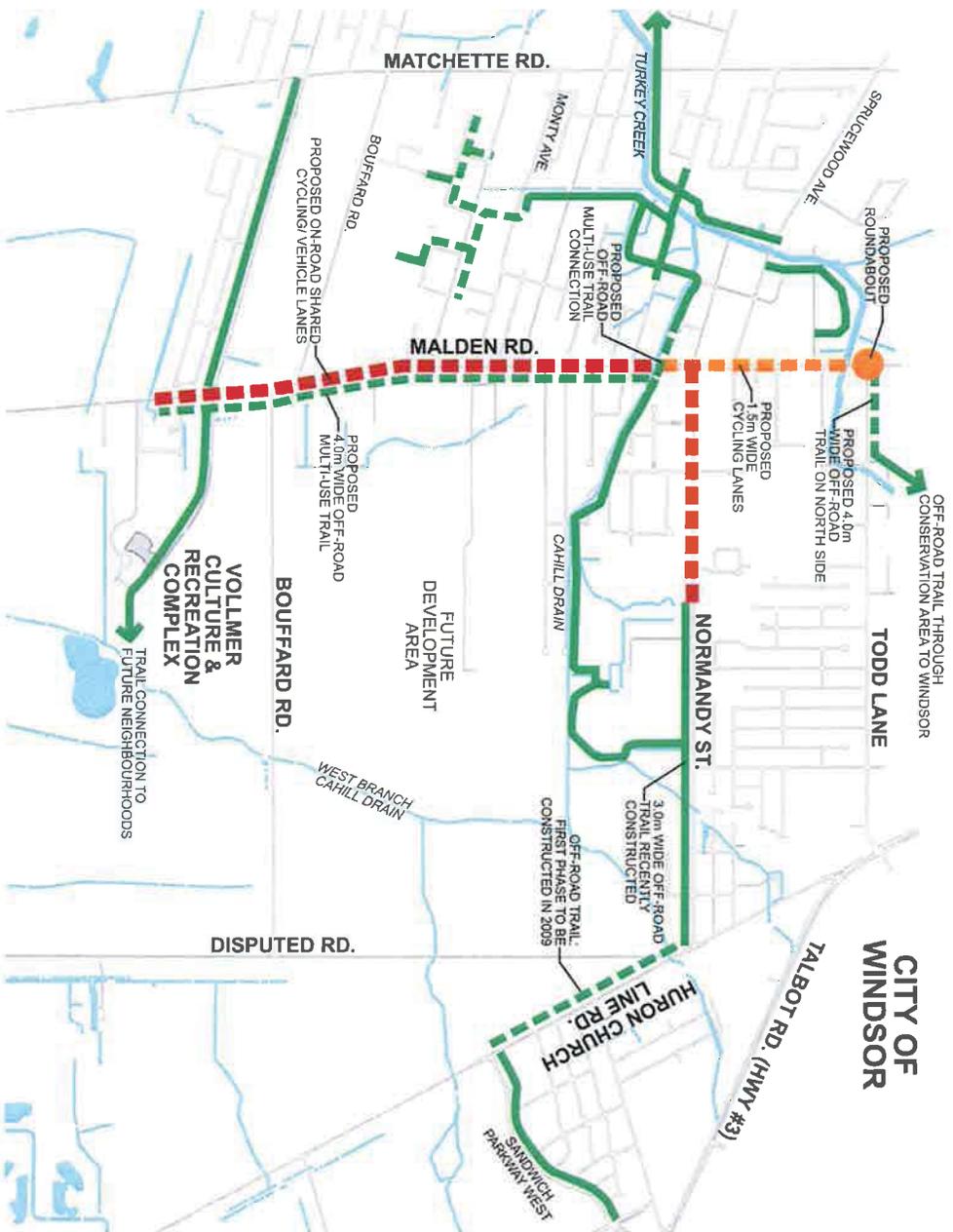


Cross-Section of a Multi-Use Pathway Component of the Preferred Design, within the Southern Part of the Study Area

9.7.3 Cycling and Pathway Connections Beyond the Study Area

In addition to proposed additional and enhanced cycling and pedestrian facilities within Malden Road, it is important to address cycling and pedestrian connections beyond the study area. In some cases, this is a matter of ensuring that transitions between new facilities and those that cross over Malden Road are properly designed. In other cases, opportunities have been identified to extend existing or proposed facilities, or to make new connections to nearby cycling and pedestrian facilities.

Successfully making these connections will improve the overall function and connectivity of cycling and pedestrian facilities within the Town and beyond, and will raise the profile of walking and cycling within the community, encouraging more residents to participate in these activities.



- ■ ■ ■ ON-ROAD SHARED CYCLING/
VEHICLE LANE (PROPOSED)
- ■ ■ ■ ON-ROAD CYCLING
LANE (PROPOSED)
- — — — OFF-ROAD MULTI-USE
PATHWAY (EXISTING)
- — — — OFF-ROAD MULTI-USE
PATHWAY (PROPOSED)

Summary Plan of Cycling and Pathway Connections Beyond the Study Area

Proposed and existing cycling and pathway connections are shown on the Summary Plan of Cycling and Pathway Connections. The major proposed and existing connections, starting from the north end of the study area, are as follows:

1. Malden Road north of this segment (beyond the municipal boundary, in Windsor) is also under-serviced for both pedestrians and cyclists. Encouraging the City of Windsor to connect their cycling and pedestrian facilities along Malden Road, to LaSalle would be a positive additional improvement.
2. A new pathway connection is proposed to connect the proposed multi-use pathway at the north-east of the roundabout at Todd Lane to the trails to and through the Spring Garden ANSI, which connects north from Todd Lane just east of Malden Road. This pathway, on the north side of Todd Lane, will be a 3.0-metre-wide, asphalt-surfaced multi-use pathway with a minimum setback of 1.5-metres from the roadway. The facility design including signage and markings will conform to or exceed current standards and best practices. Transitions between this and the facilities at the roundabout and in the ANSI will be user-friendly and well-marked.

This pathway will take advantage of an identified opportunity to connect new facilities in Malden Road to important cycling and pedestrian features nearby, improving the overall function and connectivity of these facilities within the Town and beyond. It will also address the lack of designated cycling or pedestrian facilities on Todd Lane. The connection will raise the profile of walking and cycling within the community, encouraging more residents to participate in these activities, and provide safer, convenient access for many residents to Spring Garden ANSI.

3. Designated shared vehicular and cycling lanes are being provided as part of a separate project, on both sides of Normandy Street, connecting from the east side of Malden Road. This connects further east to a multi-use pathway, proposed facilities on Huron Church Line Road, Sandwich Parkway West, and beyond.

While these facilities are not part of the scope of this project, it is important to ensure that transitions between these facilities and the cycling lanes on Malden Road be user-friendly, well-marked, and include signage and markings that conform to or exceed current standards and best practices.

A successful connection here will help to improve the overall function and connectivity of cycling and pedestrian facilities within the Town and beyond, and will raise the profile of walking and cycling within the community, encouraging more residents to participate in these activities.

4. A new pathway connection is proposed to connect the existing Cahill Drain Trail, which is discontinuous at Malden Road. This section pathway, connecting west from Malden Road, will be a 3.0-metre-wide, asphalt-surfaced multi-use pathway. The facility design including signage and markings will conform to or exceed current standards and best practices. Transitions between this pathway and the existing section of pathway further west, as well as the connections of the Cahill Drain Trail to the Malden Road cycling and pedestrian facilities (on both sides) will be user-friendly and well-marked.

This pathway connection will cross Malden Road at the new mid-block crossing, as discussed previously.

This pathway will take advantage of an identified opportunity to connect new facilities in Malden Road to important cycling and pedestrian features nearby, improving the overall function and connectivity of these facilities within the Town and beyond. The connection will raise the profile of walking and cycling within the community, encouraging more residents to participate in these activities, and provide safe, convenient access for many residents to Spring Garden ANSI and Windsor.

5. An existing multi-use pathway crosses Malden Road at Laurier Drive, and connects the west side of town to the Vollmer Culture and Recreation Complex. A future eastward extension of this pathway is planned, connecting these areas to future neighbourhoods. Transitions between this pathway to the Malden Road cycling and pedestrian facilities (on both sides) will be user-friendly and well-marked, and will include signage and pavement markings that conform to or exceed current standards and best practices.

6. At this time, no consideration has been given to implementing any additional pedestrian or cycling facilities in Malden Road, south of the study area. Adjacent land uses in this area are primarily agricultural, with no planned developments, suggesting that there the demand for cycling facilities may be restricted to tour-cycling-type users, who are generally comfortable cycling on this type of roadway without designated cycling improvements.

9.7.4 Differences Between the Preferred Design and the Latest Design Presented to the Public

The preferred design, as described above and shown in the illustrations included with this report, is consistent with what was shown at the second Public Information Centre, held on October 30th, 2008, with only minor adjustments. These adjustments were made in response to input from the public, project stakeholders and Town Staff. These adjustments are summarized as follows:

1. The landscaped boulevard between the roadway the multi-use pathway and sidewalk south of the Cahill Drain has been increased to 2 metres in width to improve the safety of these facilities and to provide a stronger urban design.
2. Trees have been included on the pedestrian and cycling facility sketches in the landscaped boulevard between the roadway the multi-use pathway and sidewalk south of the Cahill Drain. This has been done to ensure consistency with urban design illustrations for these areas.
3. The sketch of the “Shared Vehicle and Cycling Lane” has been adjusted to show the correct “Share the Road” signs.

9.7.5 Preferred Design – Cycling and Pedestrians – Conclusion

These exciting, enhanced cycling and pedestrian facilities, in combination with roadway and urban design improvement aspects of the preferred design will transform Malden Road from a corridor designed with a narrow focus on automobile movement into a dynamic, high-quality “complete street” corridor. Active transportation alternatives and aesthetic considerations will be balanced and integrated with vehicular traffic. It will be a functional and attractive space to live in, to do business in, to visit, or to pass through.

The proposed improved pedestrian and cycling facilities included in the preferred design will provide for improved, more continuous and safer cycling and pedestrian activities in the Malden Road corridor and beyond. All new facilities will conform to or exceed current standards and best practices. The profile of walking and cycling within the community will be significantly raised, encouraging more residents to participate in these activities. This will help the Town and individual residents to improve health and quality-of-life, and will move LaSalle in the direction of a more sustainable future for the community.

9.8 Urban Design

9.8.1 Todd Lane Northern Town Centre Gateway

Both a new roundabout and an improved and widened bridge crossing Turkey Creek signal arrival into LaSalle from Todd Lane. This location presents an excellent opportunity to create a uniquely green northern gateway to LaSalle's Town Centre. Naturalization and habitat improvements to the shoreline, slopes and immediately adjacent table lands of Turkey Creek can be combined with detailed design treatment of the new Todd Lane roundabout that include treating planting, public art, special lighting, benches and paving as major civic elements. The streetscape treatment in this area signals the special nature of arriving or departing the Town Centre by elevating LaSalle's particular 'sense of place.'

A number of elements stand out:

1. *A naturalized Turkey Creek displays a variety of sub-emergent, emergent, shoreline, slope and meadow land plant species support the ecological integrity of Turkey Creek and provide a demonstration of the Town's commitment to protect its natural heritage.*
2. *Provide 4-season feature horticultural displays in a 3m wide strip adjacent to the outer side of the pedestrian walkway/multi-use path.*
3. *The multi-use pathway, sidewalks and pedestrian crossings surrounding the roundabout are lit with pedestrian scaled luminaires and poles and 'Zebra' crosswalks and provide an important visual clue for drivers and pedestrians.*
4. *Pedestrian activated crossings and refuge islands across Todd Lane and Malden Road are designed as integrated urban design features of the roundabout.*
5. *Benches are provided at regular 15m intervals along the property side perimeter of the multi-use path.*
6. *The width of the pedestrian walkway as it approaches the Turkey Creek bridge is equal to the width of the multi-use path plus an additional metre on the bridge for a creek viewing platform accommodating benches and additional feature pedestrian lighting.*

9.8.2 LaSalle Town Centre - Todd Lane to the Cahill Drain

The LaSalle Town Centre area exhibits a 5 lane roadway cross-section 'book-ended' on its north end by the Todd Lane/Turkey Creek Gateway and on its south end by the Cahill Drain. Much of Malden Road in this character area is lined by parking lots.

With little flexibility or width available with the public ROW it's extremely important that pedestrian nodes at intersections are generous and the sidewalk treatment within these intensified pedestrian nodes should have decorative details and be designed with Urban Braille criteria (*a system of tactile information that meets the needs of the visually impaired by utilizing both colour and texture contrasts that provide warning signals and clues related to orientation*). Sidewalks are to be consistent in both alignment and surface treatment and continuous. Vehicular access and egress points that break this continuity need to be minimized in number and in width.

Pedestrian crosswalks across roadways should be constructed of materials with contrasting colour and texture, and serve as visual and auditory cues to slow vehicles (such as patterned, coloured concrete, or contrasting concrete pavers).

A stronger built edge adjacent to the right-of-way is preferable to fronting new parking lots directly adjacent to the pedestrian path. At a minimum, where this is not possible, new parking lots should be designed with a 3m landscape buffer setback (wide enough to include ground and shrub cover and shade tree planting) that will screen cars, diminish their impact in the pedestrian realm and provide a greener boulevard. A 1.5m strip of unit pavers immediately adjacent to the roadway curb will accommodate boulevard trees in structural soil spaced roughly on 10m intervals, and light poles with both traffic and pedestrian heads every 30m.

9.8.3 Southern LaSalle Town Centre Gateway at Cahill Drain

The Cahill Drain is the transition point between the 3-lane road way cross-section and the 5-lane section of LaSalle Town Centre. The off-road multi-use path running north from Laurier Parkway on the east side of Malden Road ends here, connecting eastward to a trail running along the north shore of the Cahill Drain and northerly, transitioning to an on-road cycle lane.

Moving north from Grillo Drive the middle left turn lane of the 3-lane roadway is replaced with a planted median that also provides a mid-road and pedestrian refuge over the Cahill Drain. Specially treated, enlarged 'merge' zones signal this area as a trailhead reducing potential pedestrian and cycle conflicts before the roadway widens to five lanes signaling arrival into the Town Centre.

A number of elements stand out:

1. *The urban design elements of lighting, public/civic art and/or signage used at this gateway recalls LaSalle's heritage, and are designed as an integrated whole.*

2. *The naturalization of the Cahill Drain in this area displays a variety of sub-emergent, emergent, shoreline; slope and meadow land plant species improve the ecological integrity of Cahill Drain and provide a demonstration of the Town's commitment to protect its natural heritage.*
3. *A mixed palette of native plant materials (shrubs, trees and ground covers) from the Cahill Drain is extended up to a 1.5m mown edge on the property side of the multi-use path.*
4. *The multi-use pathway, sidewalks and pedestrian crossings are lit with pedestrian scale luminaires and poles.*
5. *Urban design elements (lighting, civic gateway features and public art opportunities) are integrated with the planting programme for the median.*
6. *A enlarged 'spill over' area of paving where the Cahill Drain Trail meets the multi-use pathway north of the Cahill Bridge on the east side of Malden Road acts as a trail head, pedestrian queuing and rest zone, with benches and additional pedestrian lighting for the pedestrian activated crossing of Malden Road.*
7. *Provide benches on either side of Malden Road at this location.*

9.8.4 Mixed-Use Transition Area - Cahill Drain to Reaume Road

Some urban design treatments of the LaSalle Town Centre are continued in this section, such as a 1.5m continuous pedestrian walkway adjacent to the roadway on the west side of Malden Road and the curbside placement of compound luminaires (pedestrian and traffic) and street trees. Existing driveways to/from commercial and residential properties need to be of minimal width in order to limit sidewalk breaks.

Pedestrian crosswalks across intersections and driveways should be constructed of materials in contrasting colour and texture, which will serve as visual and auditory cues to pedestrians, cyclists and drivers and will slow vehicles (such as patterned, coloured concrete, or contrasting concrete pavers).

The on-road cycle lane on the east side of Malden Road ends just north of the Cahill Drain and the 4m multi-use off road path begins. A Town managed front-yard tree planting program is proposed with canopy trees provided on the property side of the multi-use path to help differentiate the public right-of-way from the private realm, and to provide an additional landscape feature and residential buffer.

9.8.5 Estate Residential/Vollmer Gateway - Reaume Road to Meagan Drive

Some urban design features continuous throughout the corridor also apply in the Estate Residential/Vollmer Gateway Area. Pedestrian crosswalks across intersections and driveways should be constructed of materials in contrasting colour and texture, which will serve as visual and auditory cues to pedestrians, cyclists and drivers and will slow vehicles (such as patterned, coloured concrete, or contrasting concrete pavers).

The on-road cycle lane on the east side of Malden Road ends just north of the Cahill Drain and the 4m multi-use off road path begins at Laurier Parkway.

A front-yard tree planting program is proposed with canopy trees provided on the property side of the multi-use path to help differentiate the public right-of-way and the private realm.

9.8.6 Laurier - Vollmer Community Gateway

This institutional and community centre gateway provides a transition point between more rural areas to the south, LaSalle's urban area, the new residential area surrounding the Vollmer Community Complex and the Complex itself which is a regional draw. It provides a special opportunity to combine the use of feature planting, public art, special lighting, benches and paving to create a major civic element and southern anchor to LaSalle's urban area.

A large planted median combined with enhanced corner nodes, civic signage and an improved landscaped treatment for the 'front yard' of the high school signals this transition.

The design of the intersection where the off-road multi-use path that began at the north end of the Cahill Drain turns east at Laurier Parkway to connect to the Vollmer Complex should be designed and integrated with the design and treatment of the landscaped area of Sandwiche High School facing Malden Road and the design and treatment of the enlarged median at this location. The intersection also acts as a trail head, and a pedestrian queuing and rest zone, and should include streetscape furnishings and lighting with the pedestrian and trail user in mind.

In summary, the recommended design and subsequent preferred design consists of:

Town Centre (between Todd Lane and the Cahill Drain):

- 5 lane cross-section with a left turn centre lane at intersections and a raised landscaped median elsewhere
- Roundabout and Gateway Feature at Todd Lane
- Cycling lanes / wider curb lanes to accommodate on street cycling
- Signalized intersections at Delmar, Sprucewood and Normandy
- Sidewalks on both sides of Malden Road
- Interconnection of trail system along Normandy, Huron Line, Sandwich West Parkway and Todd Lane
- Pedestrian signal for trail crossing north of the Cahill Drain
- Urban design features on both sides of Malden Road, including boulevards and streetscaping
- Enclosed drainage system (storm sewers)
- Removal of hydro poles and burial of overhead hydro
- New pedestrian and street lighting
- Complete acquisition of 30 m corridor

South of the Town Centre (between the Cahill Drain and Meagan Drive):

- 3 lane cross-section with a continuous left turn centre lane
- Share the road lanes
- Signalized intersection at Bouffard and Laurier
- Sidewalk on the west side of Malden Road
- Multi-use trail on the east side of Malden Road
- Urban design features on both sides of Malden Road, including boulevards and streetscaping
- Laurier-Vollmer Community Gateway in front of Sandwich High School
- Enclosed drainage system (storm sewers)
- Removal of utility poles on the east side of Malden Road
- 2.5m widening on the east side of the road and isolated widening (both sides) at intersections

Table 17 provides an evaluation of the Recommended Design.

Table 18 provides a summary of comments received at the Public Information Centre with responses.

As a result of public and agency comments, refinements to the Preferred Design shown at PIC #2 have been made as noted below.

They are shown on the Preferred Design Figures (*Figures 8.0 to 12.0*) and include:

- Insertion of a fence at the south-east corner of Todd Lane/Malden Road, along the property line.
- The asphalt pathway at Normandy Road/Malden Road was changed to a 1.5m sidewalk, including landscaping features.
- The roundabout was widened at the approaches/throats at each leg to accommodate truck traffic.
- The trail on Mike Raymond Drive was moved to Laurier Drive on the urban design drawings.

Table 17: Evaluation of the Recommended Design

Impacts of Recommended Designs on Natural, Social and Economic Environment				
	Description	Natural Environment	Social Environment	Economical Environment
Transportation				
	4 lanes plus left turn lane, north of Cahill Drain 2 lanes plus continuous left turn lane and a few right turn lanes, south of Cahill Drain	No major impacts Structure widening at Turkey Creek and Cahill Drain will impact fish habitat during construction. Obtain DFO/ERCA approvals with conditions non in-water works during fish spawning (March 15 - July 1)	Property taking to increase right-of-way at various locations kept to a minimum Property taking mostly on east side of corridor south of Cahill	Disruptions to business and residents during construction Left turn lane will improve access to businesses and residents
	Round-about at Todd Lane	Town owned land	Eliminates traffic signal	N/A
	Traffic signals at Delmar, Sprucewood, Normandy, Laurier		Signal timing to be adjusted to allow for safe pedestrian crossings	
	Alignment north of Normandy	Impact on buildings	Building relocation	Move municipal office to minimize impact on commercial block
	New service roads in and around Vollmer Complex/School Site	Limited impact	Better traffic flow, less waste time. Should relieve traffic congestion and access to Malden Road	
	Realignment of Wyoming and Bouffard	Will impact current use of property	Property required	Some costs can be recovered through Development Charges
Public Transit	No Changes	No impact	No impact	No impact
Utilities				
	New storm sewer Existing sanitary sewer and water mains to remain	Will improve drainage Some in-line storm water quality features can be implemented	Reduces flooding risks	
	Hydro poles north of Normandy to be removed Most utility poles south of Malden on east side to be removed	Limited impact	Removal of utility poles improves appearance of corridor	Utility pole relocation expensive, but needed to implement solution
Cycling				
	On-road cycling lanes north of Cahill Drain. Shared cycling / vehicle lanes south of Cahill Drain. Separated multi-use path on east side of road right of way south of Normandy. Connections of shared lanes/ path to Heritage via Normandy, Huron Line, Sandwich West Parkway. Crossing of Malden Road at Cahill Drain. Connection to Vollmer Complex and subdivision in south and multi-use path connection adjacent to Todd Lane connecting to conservation authority and Windsor to the north.	No significant impacts, since all work within or adjacent existing to right-of-ways	Some property taking, supports Town vision and addresses problems and opportunity statements	Not a significant cost
Pedestrians				
	Sidewalks and multi-use path along Malden Road	No significant impacts, since all work within or adjacent existing to right-of-ways	Some property taking, supports Town vision and addresses problems and opportunity statements	Not a significant cost
Urban Design				
	Landscape boulevards, median, round-abouts	Limited right-of-way (used by road and trails) has resulted in significant scaling back of available urban design corridor. Cooperation with private owners would enhance corridor in commercial district (north of Cahill)	Some property taking, supports Town vision and addresses problems and opportunity statements with cooperation of land owners, urban design features can be extended on private property	Not a significant cost
	Lighting improvements		Enhance corridor appearance. Softens impact of road improvements	

Table 18: Summary of Public Information Centre #2 Comments

Overall, sixty-nine (69) individuals were recorded as attendees of Public Information Centre #2 (PIC #2). The following is a summary of the public’s comments, submitted either in writing or spoken verbally at PIC #2.

Contact Information	Summary of Comments	Response
Kevin O’Neil 1465 Lisgar Drive LaSalle, ON, N9J 3N1 (248) 512-7566 (work) ekoneil@cogeco.ca	<ul style="list-style-type: none"> ▪ Is there any need feasibility for a traffic signal at realigned Wyoming, Orford, and Malden? ▪ Strongly supports pedestrian crossing at Strathcona. ▪ Suggests additional pedestrian crossing at the north end, near Turkey Creek, to connect to Turkey Creek Trails behind Scotia bank. ▪ Recommends a complete connection between Delmar and Wyoming. 	<ul style="list-style-type: none"> ▪ Based on a review of existing and future traffic projections, the warrants for the installation of traffic signals would not be met. In addition, the close proximity of the intersection to the signals are Delmar Street is relatively close and would potentially cause operational issues. ▪ The Turkey Creek Trails will be serviced through a pedestrian crossing at the future proposed roundabout location located just north of the Turkey Creek. The installation of a stand alone signalized pedestrian crossing is not possible due to the close proximity of the roundabout. ▪ Town has future plans to construct Trinity, between Delmar and Wyoming. The timing will be dependent on development in the area.
Guido Benvenuto 8870 Broderick (519) 978-9863 g.benvenuto@sympatico.ca	<ul style="list-style-type: none"> ▪ Why won’t the widening be continued down Malden Road to Kelly Road due to the fact that there is a school there? 	<ul style="list-style-type: none"> ▪ Forecasted future traffic volumes do not warrant additional lanes south of the study area within the 2021 planning horizon.

Contact Information	Summary of Comments	Response
<p>Rob Lauzon 266 Ramblewood (519) 978-1113 numbers@jet2.net</p>	<ul style="list-style-type: none"> ▪ Roads to west of Malden Road need a curb along centre line, 20 feet from intersection. The width of centre line would be adequate rising to six inches in height. This will keep everyone on their side, as law suggests, and is cheaper than law enforcement. ▪ Heading west on Sprucewood from Malden, many people turn left into plaza where Schwab's and LaSalle Post are located. Road is not wide enough and too many people come around corner and are not aware of stopped vehicles. Left turn lane into new Rexall Plaza and this other plaza referred to will alleviate problem. 	<ul style="list-style-type: none"> ▪ The installation of raised medians along the side streets could potentially introduced additional safety concerns, obstruct the turning capabilities of larger vehicles that require access and potentially may restrict existing access points to properties. During the detail design phase, sight line requirements will be further refined to ensure adequate visibility is provided for vehicles turning from the minor street. ▪ Due to the large number of eastbound left turns at Sprucewood and Malden, a westbound left turn lanes is not feasible at this location. The Town will explore the potential for a no left turn restriction into the plaza during the peak hours to alleviate potential backups. The reconfiguration of the intersection (i.e. removal of the southbound right turn channelization) will in part reduce the speeds at which people turn onto Sprucewood, allowing them additional time to recognize the traffic conditions in the area.
<p>916849 Ontario Inc. R.J. Charron 5805 Malden Road LaSalle, ON, N9H 1S3 (519) 981-0325</p>	<ul style="list-style-type: none"> ▪ After project, will I receive an updated survey? Who incurs legal costs? ▪ Is there a compensation for anything removed during construction (e.g. evergreens)? 	<ul style="list-style-type: none"> ▪ Town will pay legal survey costs. Revised plan of frontage can be provided. ▪ Landscaping removed as part of the road reconstruction is given to the property owner to be replanted elsewhere on their property. Further discussion can be held

Contact Information	Summary of Comments	Response
	<ul style="list-style-type: none"> ▪ Who covers the cost to move an existing sign? ▪ Who makes change to property value (MPAC-New Survey=New Value)? Do I have to chase them? ▪ If all frontage is taken, does property still fall under “frontage” even with loss of depth? ▪ Orford side will lose frontage - same question applies here. ▪ Does driveway structure change? Who incurs costs? ▪ Electricity and telephone are fed from a pole on Orford, at rear of property. Will they need to be buried? 	<p>during property negotiations.</p> <ul style="list-style-type: none"> ▪ Costs associated with relocating a sign due to the road improvements will be covered under the overall project costs paid for by the Town. ▪ Any changes to property value will be done when your property is reassessed. ▪ Only a portion of the frontage will be taken. Any setback non-conformance will be a legal non-conforming use. Assessment office will notify of property changes. ▪ Driveway structure remains the same and is covered under the costs for the improvements. ▪ This will be addressed during detailed design.
<p>Ed Mielke Re: 5990-6000 Malden Rd Fax: (519) 737-1929</p>	<ul style="list-style-type: none"> ▪ What is proposed in front of 5990 – 6000 Malden Road? Would like clarification on width of the trail/sidewalk on his commercial property. 	<ul style="list-style-type: none"> ▪ A 1.5 m sidewalk is proposed from Normandy southerly to first entrance into the plaza, including landscaping within the municipal right-of-way.

Contact Information	Summary of Comments	Response
Unknown	<ul style="list-style-type: none"> ▪ Looks good. 	
Cindy Robitaille 6375 Malden Road (519) 978-2328 crobitaille1@cogeco.ca	<ul style="list-style-type: none"> ▪ Please no tree in my driveway – we share the driveways and it allows us to turn and pull out straight onto Malden – not back out. 	<ul style="list-style-type: none"> ▪ The configuration of the driveways will remain the same and landscaping will be done outside of the immediate location.
Claudia Corro Dethomasis 312 Bouffard Road LaSalle, ON, N9J 1G2 (519) 978-9743 cdethomasis@stclaircollege.ca	<ul style="list-style-type: none"> ▪ Improvements at intersections (especially at the older Bouffard) are definitely needed. Thank you! ▪ I agree that removing the offset in the intersections of Bouffard and Malden is a good idea for thru traffic on Bouffard but I wonder if any thought was given to the impact to left turn movements from Bouffard to Malden and the traffic volumes for the intersection as a 4 leg intersection versus two 3 lane leg intersections. Specifically if this becomes a 4 leg intersection, will left turn movements from Bouffard to Malden be more difficult despite the addition of left turn lanes? ▪ Has any thought been given to improving the configuration at Reaume at Malden? Currently, the intersection is not quite a 90 angle which makes sight lines when you are on Reaume trying to turn left onto Malden a bit difficult. 	<ul style="list-style-type: none"> ▪ Under future conditions, the intersection of Bouffard and Malden requires signalization to deal with the projected traffic volumes. During detail design, consideration will be given to the immediate implementation of traffic signals at the time of the reconstruction of Malden Road and the proposed realignment. ▪ During detail design, the alignment of the Reaume and Malden intersection will be optimized within the existing property and right of way limitations.

Contact Information	Summary of Comments	Response
<p>Matt Mills 1654 Maple Ave (519) 978-3369 mmills5@cogeco.ca</p>	<ul style="list-style-type: none"> ▪ It appears that you are on the right track. Congratulations! ▪ Progressive thinking/planning obvious. ▪ As a cycling commuter, I can appreciate designated lanes. Presently, I do ride on the road not the multi-use lane (jumping curbs – unsafe for myself and vehicles approaching intersections). Also, walking on present lanes can be a test of fate as well. 	<ul style="list-style-type: none"> ▪ No response needed.
<p>Glenys Rawle 1820 Bouffard Road</p>	<ul style="list-style-type: none"> ▪ Move proposed cul-de-sac further easterly along Bouffard so that their driveway access onto Bouffard directs them westerly to Malden Rd (see diagram on comment sheet). 	<ul style="list-style-type: none"> ▪ The location of the proposed cul-de-sac is to limit access onto Malden and direct traffic onto Bouffard.
<p>Bob Duschaine 6760 Malden Road</p>	<ul style="list-style-type: none"> ▪ Requests that ownership of old alleyway be checked beside his property. ▪ Requests a driveway access onto Bouffard (in addition to his existing access onto Malden Road). ▪ Is there an opportunity to swap land along Bouffard for Malden? 	<ul style="list-style-type: none"> ▪ Town will check ownership and advise. ▪ This can be addressed during detailed design. ▪ This can be addressed during property negotiations.
<p>Monica Banda 1810 Meagan Drive (519) 734-6375 mbanda@sympatico.ca</p>	<ul style="list-style-type: none"> ▪ Very informative. ▪ A lot of my questions were answered. ▪ Excellent planning. 	<ul style="list-style-type: none"> ▪ No response needed.

Contact Information	Summary of Comments	Response
<p>Tom & Sue Omstead tsomstead@sympatico.ca</p>	<ul style="list-style-type: none"> ▪ Supports roundabout. ▪ Supports cyclist lane but prefers to have sufficient paved shoulder space along with “Share the Road” signage. ▪ Supports multi-use pathways adjacent to road only if they cross very few driveways per kilometre and if “Share the Road” signage is installed. ▪ For consistency would like to see “Share the Road” signage also in areas where the road narrows down to 3 lanes. ▪ Prefers installation of mountable curbs rather than barrier curbs. ▪ Would like to see lanes right-sized rather than over-sizing (except middle turning lane) to allow edge lining and paved shoulders as in point 2 above. 	<ul style="list-style-type: none"> ▪ Cycling facilities will be provided along the entire corridor, both on road and through the implementation of off road trails. ▪ Share the Road signage will be implemented throughout the corridor. ▪ Barrier curbs are required as safety measures for pedestrians along the corridor and should not impede cyclists as they will have designated space along the roadway.
<p>Karen Mauro silhouette@cogeco.ca</p>	<ul style="list-style-type: none"> ▪ Estimated cost of project? ▪ Estimated time frame? 	<ul style="list-style-type: none"> ▪ Estimate will be shown in ESR which should be available at the end of the year. ▪ Construction will be done in phases. Up to Council to decide pace.

Contact Information	Summary of Comments	Response
	<ul style="list-style-type: none"> ▪ Which area of Malden Rd will 2.5m be needed? ▪ How long will Turkey Creek Bridge be under construction? When? Will it be closed? ▪ Will road be closed anywhere? How long? ▪ When do you estimate project will begin and where? 	<ul style="list-style-type: none"> ▪ Generally along east side of Malden, south of Cahill Drain. Other areas that property will be required as shown on plan presented at public meeting and included in ESR. ▪ Approximately 4-6 months to widen bridge. Existing bridge would remain open during construction; therefore Malden Rd will not be closed. Timing will depend on Council. ▪ Road will remain open during construction and traffic maintained throughout construction site. May be short periods of time where access to properties is restricted. ▪ Phasing will be based on Council approval and on funding. It is recommended that intersections will be given priority.
<p>Lyle Hodginson 1805 Todd Lane LaSalle, ON, N9H 1J6</p>	<ul style="list-style-type: none"> ▪ Supportive of a roundabout. ▪ Concerned about increased noise when existing home is demolished to install the roundabout. ▪ Would be happy with a noise wall. Suggests a 3 metre high solid wood fence. 	<ul style="list-style-type: none"> ▪ Sent letter with plan to install an acoustical wood fence along west property line. ▪ Acoustical fence shown on preferred design.

Contact Information	Summary of Comments	Response
Tom Desjarlais 21 Adams Lane LaSalle, ON (519) 978-3131 Protourist2@aol.com	<ul style="list-style-type: none">Has a concern regarding 18-wheeler driving through the study area, specifically the roundabout.	<ul style="list-style-type: none">Roundabout widened at approaches/ throats to accommodate truck traffic.

9.9 Rationale for Selection of the Preferred Design Concepts

The Preferred Design addresses the comments and concerns of the Town and the County, and many of the property owners in the study area. It provides the solution to resolving roadway operational deficiencies, future transportation capacity needs for the next 20 years, and a balance between transportation (vehicle) needs, cycling and pedestrian needs, while incorporating urban design features along Malden Road, between Todd Lane and Meagan Drive.

It also provides a balanced and sustainable transportation corridor for people and places, as well as traffic, it provides interconnected neighbourhoods/precincts via the roads, sidewalks and multi-use trails, and the enhancement/provision of alternative transportation modes to promote and foster a healthy lifestyle.

The incorporation and integration of the active transportation alternatives included in the Preferred Design (such as multi-use trails, sidewalks, cycling facilities, pedestrian crossings) will transform Malden Road from a traffic oriented corridor to a community oriented, “complete street”, corridor.

The Preferred Design Concept will also improve safety in the corridor with the construction of a continuous left turn lane, barrier curbs, medians and protected left turn storage lanes, sidewalks and/or multi-use trail on each side of the road, traffic signal coordination and timing adjustments to facilitate traffic flow and pedestrian crossing, and dedicated cycling lanes and share the road cycling lanes. The provision of no on-street parking will also improve road function and security.

Traffic flow will be improved at Todd Lane with the construction of a roundabout, as well as improvements at the access to the Vollmer Culture and Recreation Complex with the construction of new roads. The realignment of the Wyoming and of the Bouffard intersections will also improve traffic movement and safety.

The enclosure of the open drains along the corridor is necessary for road improvements and vehicular safety.

9.10 Recommended Design Components

The following design components are recommended for the preferred design of Malden Road and are shown on *Figures 8.0 to 12.0*:

- 5 lane (urban) cross-section in Town Centre (Todd Lane to Cahill Drain);
- 3 lane (urban) cross-section, south of Cahill Drain;
- Cycling lanes / wider curb lanes to accommodate on street cycling;
- Realign and signalize Bouffard Road intersection, including the provision of pedestrian crossings;
- Pedestrian walkways on both sides of road in Town Centre;
- Sidewalk on west side of road, south of Town Centre;
- Multi-use Pathway on east side of road, south of Town Centre;
- Urban design features along entire corridor;
- Enclosed drainage system (storm sewers);
- Roundabout at Todd Lane to improve safety and to enhance urban design features;
- Utility pole relocation at various locations on Malden Road; and
- Property acquisition at various locations.

9.11 Council Comments

On April 14, 2009, a presentation to Council was made of the Preferred Design by members of the study team. Members of the Steering Committee were present at this meeting and participated in the presentation and discussions.

Council's questions and a summary of the consulting team responses are included in *Table 19*.

Table 19: Summary of LaSalle Council Comments on April 14, 2009 and Responses

On April 14, 2009, a slide presentation was made to Council updating them on the progress of the study. A copy of the slide presentation can be found in *Appendix M*. The following is a summary of Council questions and Study Team responses.

ITEM	SUMMARY OF COMMENTS	RESPONSES
Balance of Needs; Transportation, Transit, Pedestrians, Cyclists, Community Identity, Safety and Impacts on Abutting Owners	There were general discussions about prioritizing some needs (like transportation) over others.	<p>The Study Team was challenged to balance the needs of several competing interests along the corridor. These needs included improvements to traffic capacity (more lanes), safe use and access for pedestrians and cyclists, ability to provide transit facilities, improvements to the appearance and identity along the corridor, the safety of abutting owners (driveway ingress and egress), limiting the acquisition of property and impacts on abutting property. These competing interests were identified by workshop participants and those that attended the public meetings.</p> <p>The preferred design provides a balanced approach to address these needs and to minimize impacts at a reasonable cost.</p>
Transportation Capacity of Preferred Design	There were questions raised regarding insufficient road capacity to deal with present and future traffic volumes on Malden Road. There was a suggestion that 5 lanes should continue south to Reaume Road and that the raised median at the Cahill Drain Gateway and Vollmer Community Gateway would provide only two lanes of traffic.	The transportation analysis considered that the completion of Laurier Drive from Malden to Howard, the realignment of Bouffard East with Bouffard West, coordination of traffic signal timing and the 5 lane/3 lane roads will accommodate the projected transportation demands. The third lane of the 3 lane road is a

ITEM	SUMMARY OF COMMENTS	RESPONSES
		<p>continuous centre turn lane which provides for safe access to driveways. The absence of this lane at the gateway feature does not affect road capacity.</p>
<p>Trail Crossing at Cahill Drain</p>	<p>A suggestion was made to go “under or over” Malden Road rather than a level crossing.</p>	<p>The preferred design consists of a level crossing with “safe refuge” between the north bound and south bound lanes. The crossing also includes a pedestrian activated signal to increase safety for pedestrians and cyclists. The pedestrian signal will be hard wired to the traffic signals at Normandy to coordinate timing.</p> <p>Both the under and over crossings were considered.</p> <p>An overpass would need a clearance of approximately 4.6 metres. To accommodate all users (including physically challenged), ramp lengths would have a slope of 10:1, making the ramp approximately 50 metres long. This would have significant impact on adjacent properties. As well, anecdotal evidence suggests that without physical barriers, users will continue to cross at grade.</p> <p>Crossing under Malden Road introduces perceived safety issues (users may not feel safe crossing in a tunnel) as well as on-going maintenance issues (snow removal). The crossing would need a pump station because of its proximity to Cahill Drain.</p>

ITEM	SUMMARY OF COMMENTS	RESPONSES
Traffic Congestion at Sandwich Secondary School	Historically, there are traffic back-ups as south bound school buses turn left into the school. Will the Vollmer Community Gateway and the preferred design improve or aggravate the problem?	<p>During the public consultation process, meetings were held with Administration of the School Board. The majority of bus traffic arrives from and departs to the north. The circulation is clockwise (in north entrance, exit south entrance). As a result of this study, several improvements are identified (some have been implemented) including:</p> <ol style="list-style-type: none"> 1. Closing of the south exit and replacement with exit onto Mike Raymond Drive with left and right turn lanes at Malden Road. 2. A new second entrance (doubles the number of entrances) from Laurier Parkway. 3. New road (Diotte) connecting Bouffard to Laurier Parkway and Mike Raymond Drive thus alleviating the need for buses on Bouffard to access Malden Road. 4. Future realignment of Bouffard East leg with Bouffard West leg, allowing buses an alternate route for the west (rather than using Malden Road). 5. The Vollmer Community Gateway length has been set to still provide an exclusive left turn lane to the entrance to the school and to Mike Raymond Drive. 6. Malden Road/Laurier Drive preferred intersection design increases the left turn lane storage lengths.

ITEM	SUMMARY OF COMMENTS	RESPONSES
Bouffard Road Realignment	There were opposing views expressed about realigning the east leg of Bouffard with the west leg.	<p>The preferred design will create a standard cross street signalized intersection at Bouffard Road. This avoids short trips on Malden Road with left turn movements at an unsignalized intersection for users heading east-west. Based on feedback received at the Public Information Centre #2, the residents along the proposed cul-de-sac on old Bouffard Road, as well as the residents directly across from the intersection, are happy with the realignment.</p> <p>Bouffard Road serves as an important improved east-west collector road in the Town's Transportation Network and provides an alternate access point to the Vollmer Complex and Sandwich Secondary School.</p> <p>This realignment will improve the transportation function of the corridor, and will significantly reduce delays for the side streets.</p>
Traffic Flow and Traffic Signals	Concern was expressed that traffic signals will slow down the movement of traffic.	<p>There are 5 existing signalized intersections (Todd, Delmar, Sprucewood, Normandy, and Laurier).</p> <p>The proposed design will have 5 signalized intersections with the signal at Todd Lane being removed and replaced with a signal at Bouffard.</p> <p>As well, a pedestrian activated signal is planned at the trail crossing at Cahill (similar to the set up at Sprucewood near Turkey Creek), which will only</p>

ITEM	SUMMARY OF COMMENTS	RESPONSES
		<p>stop traffic when activated by pedestrians or other trail users. Signals timing will be coordinated and hard wired throughout the corridor.</p>
<p>Roundabout at Malden Road and Todd Lane</p>	<p>Some were in favour of the roundabout and some were opposed. A comment was noted about the difficulty in accessing Tim Horton's and the Clinic.</p>	<p>Roundabouts are not new but are new to this area. Roundabouts have been constructed in Leamington and Chatham-Kent. A roundabout is under construction in Tecumseh. A roundabout is planned as part of the Windsor Essex Parkway (DRIC) at Howard Avenue.</p> <p>Roundabouts are safer (fewer collisions), more environmentally friendly as they reduce idling, significantly reduce the amount of delay and backups. The roundabout was specifically designed to allow for the northbound free flow of traffic onto Todd Lane through a by-pass lane that will alleviate the queuing that takes place in the a.m. going north.</p> <p>Left turn access to Tim Horton's is provided with a left turn lane and protected with a short raised median.</p> <p>Left turn access to the clinic can be achieved by proceeding through the roundabout and then entering from the south bound direction.</p> <p>Left turn egress from Tim Horton's and the clinic is permitted in the design, with the use of the middle left turn lane that they can jump into and</p>

ITEM	SUMMARY OF COMMENTS	RESPONSES
		only have to cross two lanes of traffic. Egress should be easier.
Accessibility Issues – Pedestrian and Cycling Safety	<p>Comments were raised on how to prevent or improve safety for wheelchairs and motorized scooters when using the road, how safety for the visually impaired would be improved, and the mandatory use of bells for cyclists using the multi-use paths.</p> <p>There was also a comment to include the cycling as part of the sidewalk (European experience)</p>	<p>Wheelchairs and motorized scooters are suggested to be used only on multi-use pathways and sidewalks, and NOT on any on-road bicycle lanes or shared lanes. The cycling and pedestrian pamphlet will be modified to reflect this.</p> <p>Pedestrian road crossings will be constructed with textured materials to assist the visually impaired. Count down pedestrian crossings can be equipped with audible alarms.</p> <p>The use of bells for cyclists using multi-use trails will be highlighted in the pamphlet and signage can be used.</p> <p>The preferred design accommodates both the commuter and experienced cyclist with on-road cycling lanes and a safer area on the multi-use trail for young children, seniors, and those wanting a more casual or relaxed experience. Both types of uses have been accommodated.</p>
Funding	Questions were raised about source of funding.	<p>The preferred design provides a balanced approach to meet the goals set out at the beginning of the study (see Item 1 above).</p> <p>To achieve these goals requires a significant capital investment for utility relocates, bridge and</p>

ITEM	SUMMARY OF COMMENTS	RESPONSES
		<p>culvert modifications, cycling and pedestrian facilities, and urban design and safety improvements.</p> <p>The study recommends that this work be undertaken in phases to spread out the financial costs. Intersection work should proceed early in the implementation since this can provide the highest benefit to improve the function of the corridor.</p>

10.0 PROJECT IMPLEMENTATION AND MITIGATION OF ENVIRONMENTAL IMPACTS DURING CONSTRUCTION

10.1 Schedule

Subject to the resolution of any issues and concerns brought forward once the Notice of Completion is filed, and subject to Council approval, the Town can proceed with:

- Property acquisitions, utility relocations and construction;
- At the present time, no funding has been allocated for this work; and
- It is recommended that the work be undertaken in phases, with work at intersections being the highest priority.

10.2 Environmental Impacts

During the course of the work, the project will be monitored for environmental provisions and commitments. These will include any fish habitat issues at Turkey Creek and Cahill Drain and the control of dust during construction and traffic during construction.

10.2.1 Natural Environment

The natural environment around the water crossings will receive special attention in conjunction with securing permits from the Essex Region Conservation Authority.

10.2.2 Social Environment

Construction operations will occur during the daytime to minimize noise impacts to abutting residences. All commercial properties will continue to have access to their sites with minimal disruption. Access for residential properties will be maintained as much as possible. School bus traffic and emergency vehicles will have access throughout the construction.

10.2.3 Cultural Resources

No known archaeological or cultural resources are expected to be present.

10.2.4 Economic Impacts

Access will be maintained throughout construction to all commercial properties. Temporary entrances will be provided if necessary.

11.0 COST ESTIMATE

Order of magnitude cost estimates have been developed to undertake the work. Utility companies provided relocation costs for their plants. Since these cost estimates have been developed without the benefit of detailed or preliminary drawings, a contingency allowance of 15% of the construction costs (excluding utility relocation costs) was added. A 15% allowance has been added for professional design and contract administration services.

No costs have been added to acquire the needed property along the corridor. It is recommended that a qualified appraiser develop the costs for land acquisitions.

Appendix O includes the functional design of the storm sewer for both the existing and future storm drainage areas.

The total cost (excluding land and G.S.T.) is approximately \$19 Million.

Table 20 is a breakdown of the cost estimate based on 2008 construction prices.

The costs include:

- Removals
- Earth Excavation
- Granular Base
- Asphalt Pavement
- Curb and Gutter
- Trails
- Sidewalks
- Street Lighting
- Traffic Signals
- Widening of Pavement Meeting Turkey Creek Bridge
- Widening of Cahill Drain Culvert
- New Storm Sewer

*Malden Road Transportation, Public Safety & Urban Design Improvements
Corporation of the Town of LaSalle
Class Environmental Assessment*

- Streetscaping Allowance of \$300,000
- Miscellaneous Restoration

No costs have been included for sanitary sewers or watermains, since they are in good condition.

Table 20 - Cost Estimate Summary

Area	Construction Costs	Utility Relocation Costs				Contingency Allowance (15% of Construction Costs)	Professional Design and Contract Administration Services (15% of Construction Costs and Contingency Allowance)	Total
		Hydro One	Essex Power	Bell Canada	Cogeco Cable			
<u>LASALLE TOWN CENTRE</u> <i>Todd Lane to Cahill Drain</i>	\$4,620,000.00	\$450,000.00	\$1,290,000.00	\$14,000.00	\$38,000.00	\$700,000.00	\$800,000.00	\$7,912,000.00
<u>TRANSITIONAL AREA</u> <i>Cahill Drain to Reaume Road</i>	\$3,380,000.00	\$ -	\$460,000.00	\$25,000.00	\$41,000.00	\$510,000.00	\$590,000.00	\$5,006,000.00
<u>RESIDENTIAL - VOLLMER COMPLEX</u> <i>Reaume Road to Meagan Drive</i>	\$4,120,000.00	\$ -	\$465,000.00	\$30,000.00	\$60,000.00	\$620,000.00	\$720,000.00	\$6,015,000.00
<u>TOTAL</u>	\$12,120,000.00	\$450,000.00	\$2,215,000.00	\$69,000.00	\$139,000.00	\$1,830,000.00	\$2,110,000.00	\$18,933,000.00

Notes:

- Cost Estimates are based on 2008 construction costs. These costs should be adjusted to reflect market conditions prior to construction.
- The above costs do not include land acquisition.
- Utility Costs include new services to houses on the east side and have been provided by the utility companies.
- Excludes G.S.T.

FIGURES

FIGURES



Malden Road Study Area

	<p>Malden Road Transportation, Public Safety & Urban Design Improvements Project Class Environmental Assessment</p>
	<p>Figure 1.0 Study Area / Location Plan</p>

PHASE 1

PROBLEM OR OPPORTUNITY

PHASE 2

ALTERNATIVE SOLUTIONS

PHASE 3

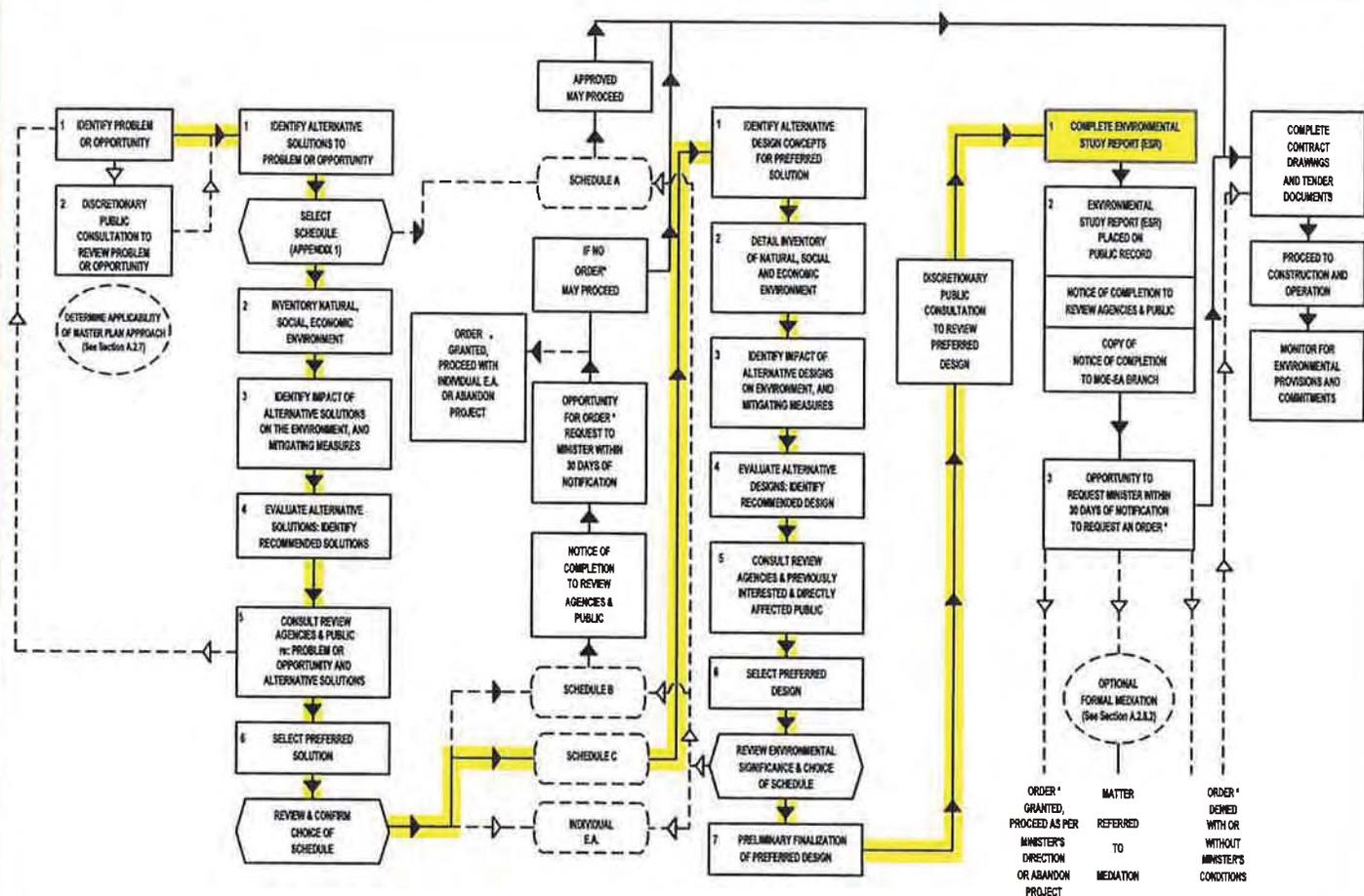
ALTERNATIVE DESIGN CONCEPT FOR PREFERRED SOLUTION

PHASE 4

ENVIRONMENTAL STUDY REPORT

PHASE 5

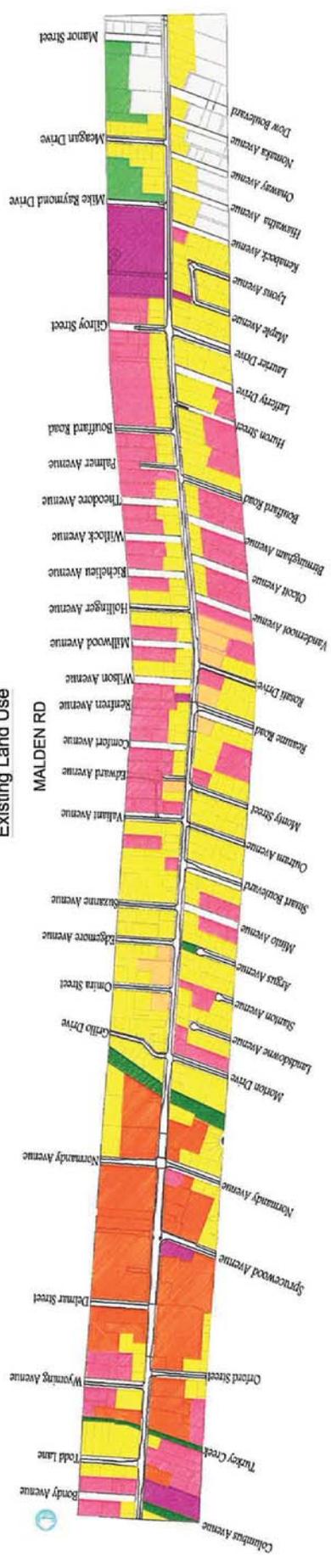
IMPLEMENTATION



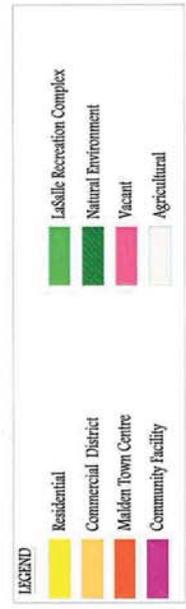
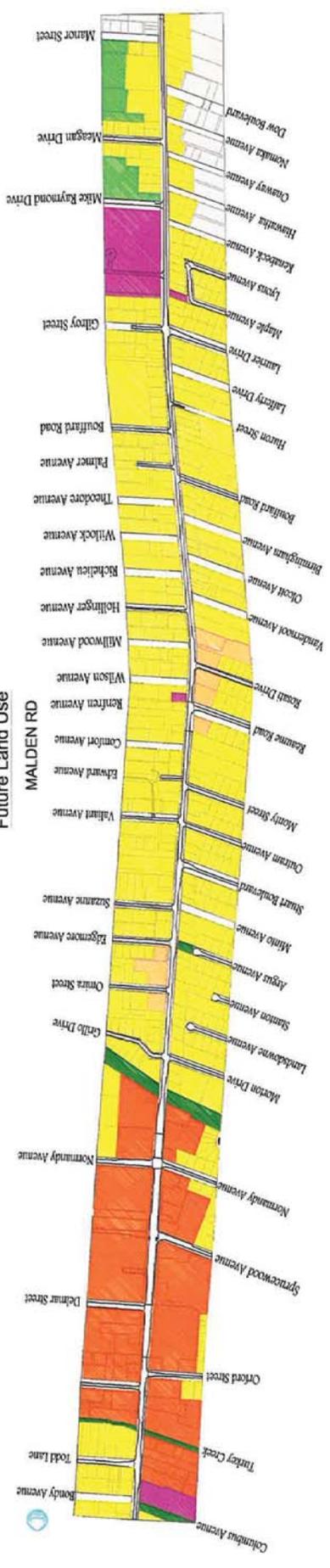
NOTE: THIS FLOWCHART IS TO BE READ IN CONJUNCTION WITH PART A OF THE MUNICIPAL CLASS EA
* PART B ORDER (SEE SECTION A.2.8)

	<p>Malden Road Transportation, Public Safety & Urban Design Improvements Project</p>
	<p>Class Environmental Assessment</p> <p>Figure 2.0 Class Environmental Assessment Process</p>

Existing Land Use



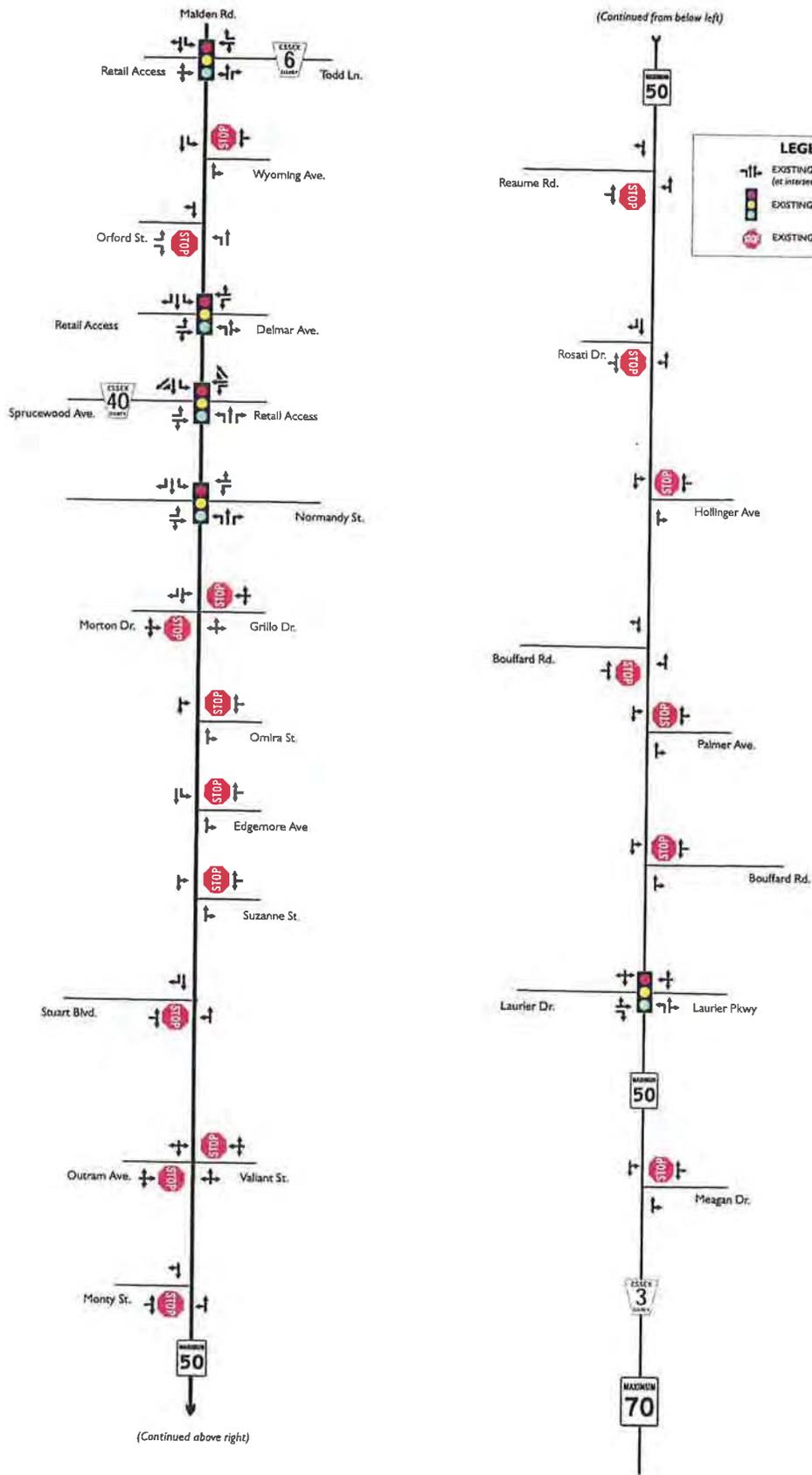
Future Land Use



Malden Road Transportation Planning and Urban Design Improvement Project in the Town of LaSalle

FIGURE 3.0 Existing and Future Land Use Plan
Malden Road from Todd Lane to Mesagan Drive

PHILIPSON
PLANNING & DESIGN
INCORPORATED
1000
1000
1000



Malden Road
 Transportation Public safety and Urban Design Improvement Project

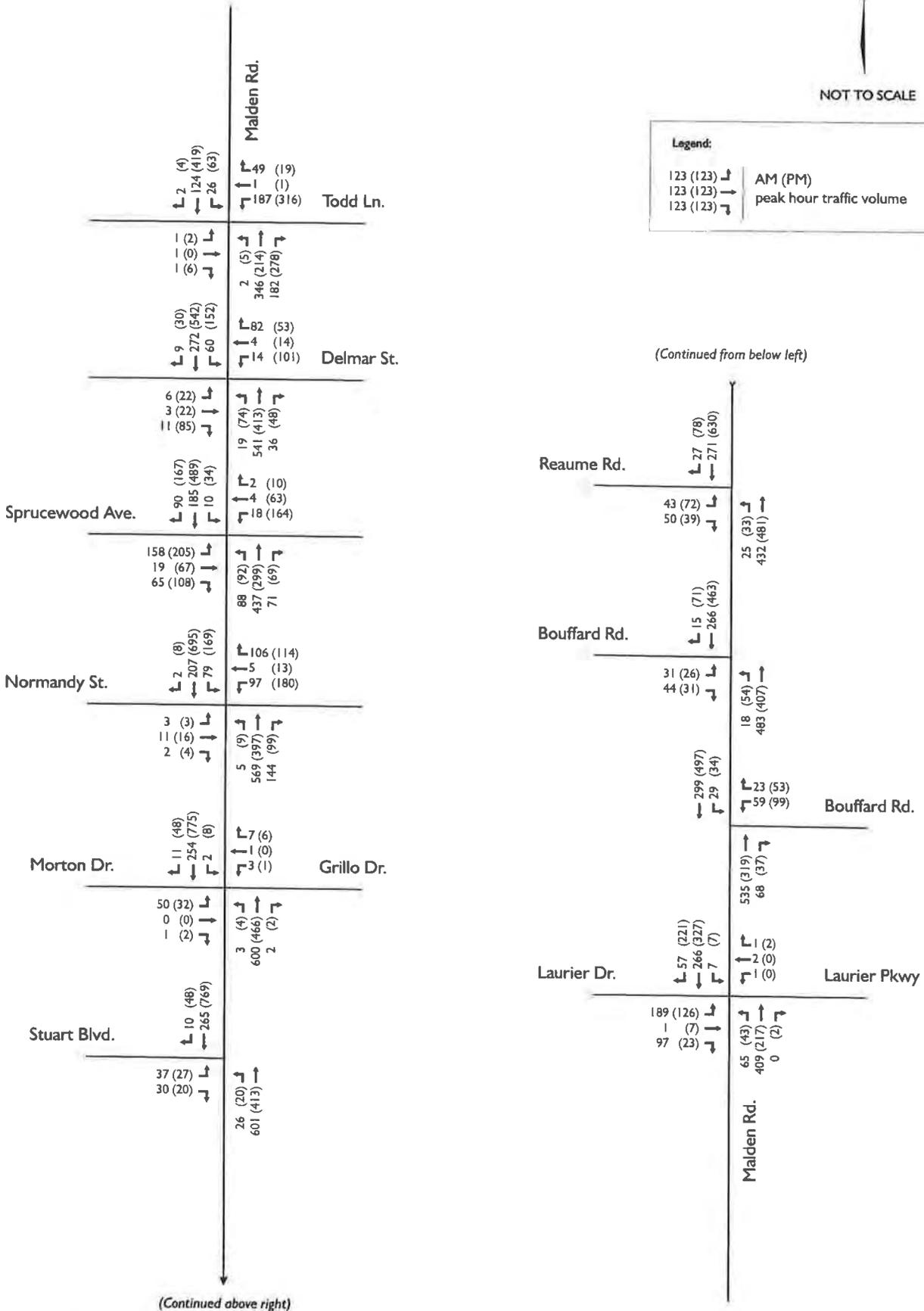
Figure 4.0:
EXISTING LANE CONFIGURATION AND INTERSECTION CONTROL



NOT TO SCALE

Legend:

123 (123) ↕ AM (PM)
 123 (123) → peak hour traffic volume



(Continued above right)

(Continued from below left)

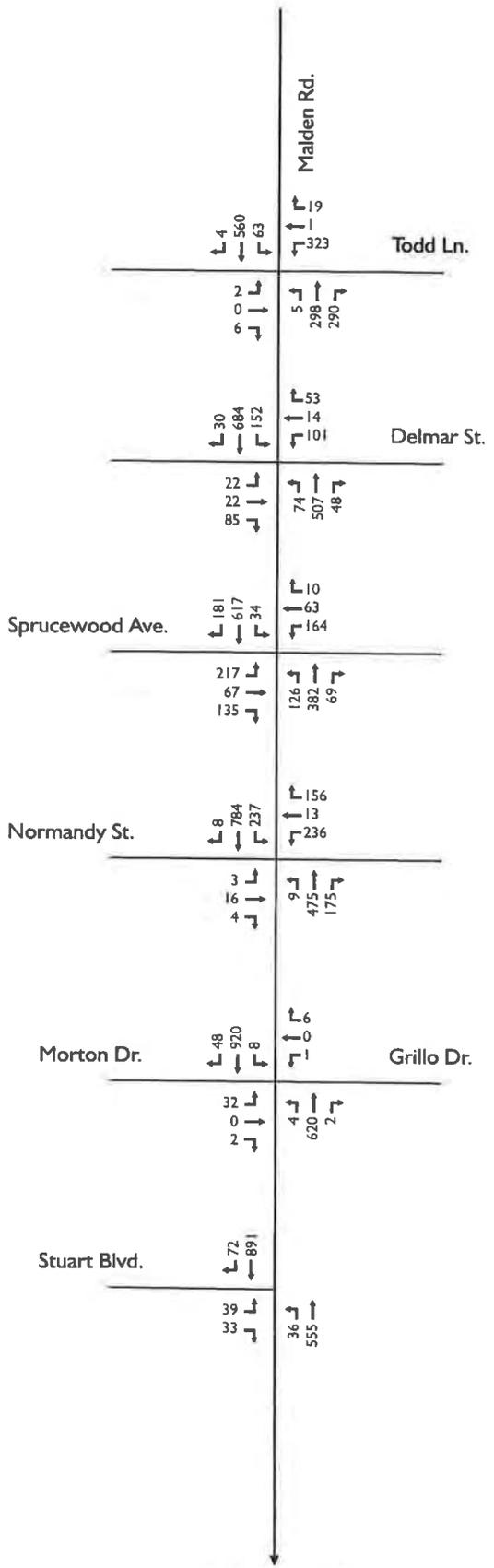




NOT TO SCALE

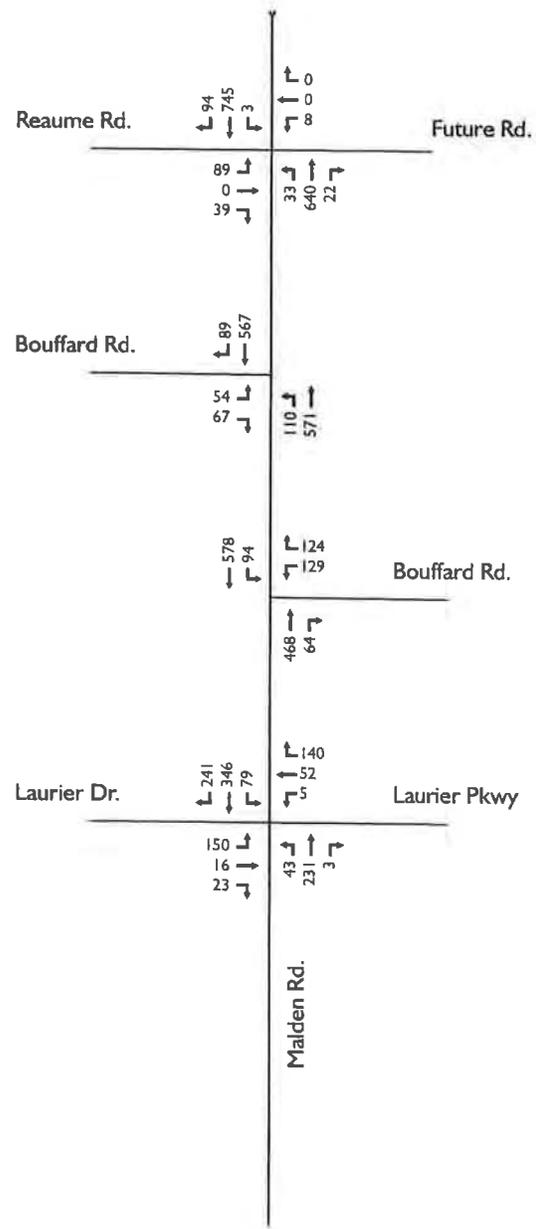
Legend:

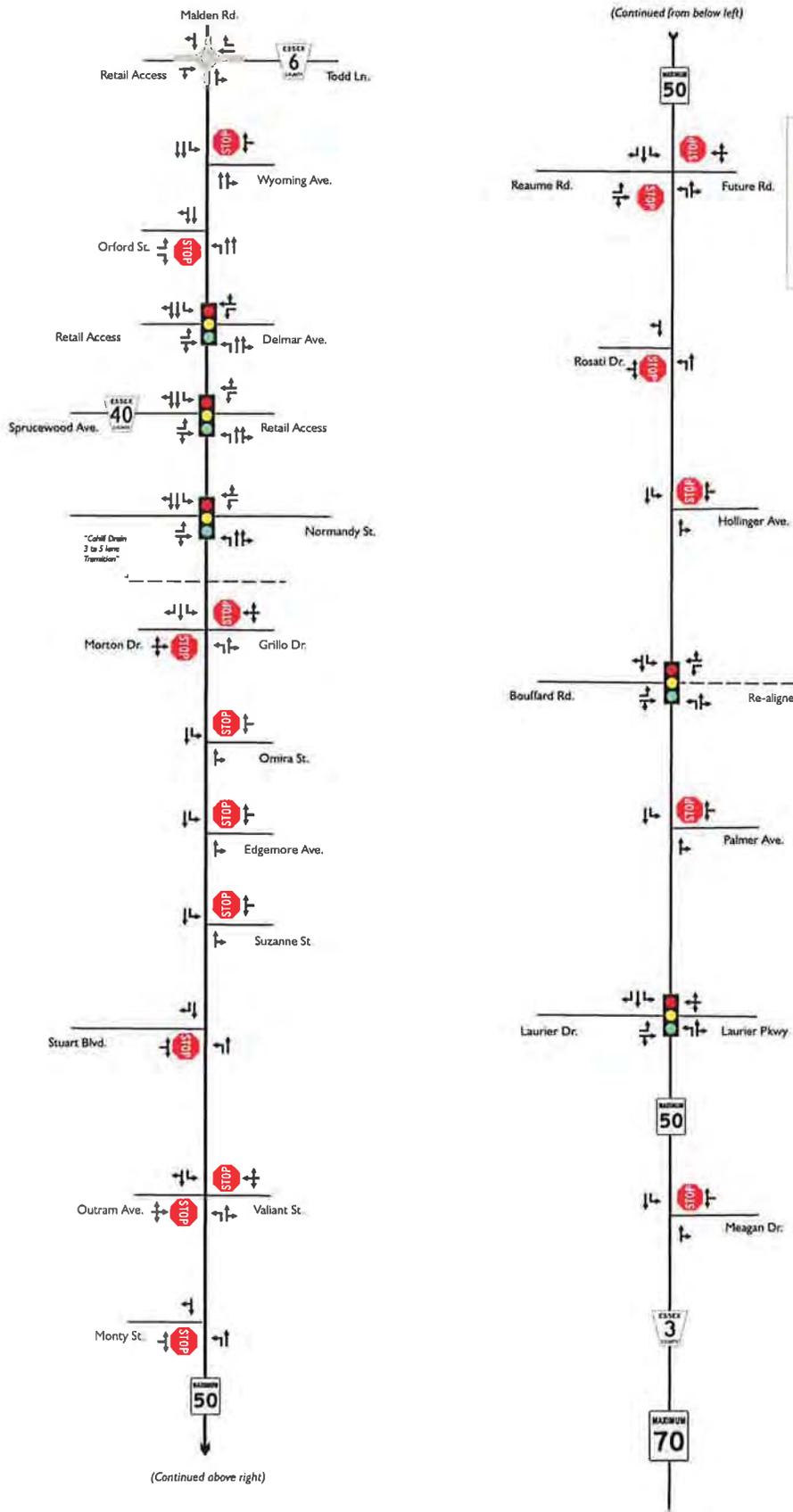
123	↑	} PM peak hour traffic volume
123	↓	
123	↔	



(Continued above right)

(Continued from below left)





(Continued from below left)



LEGEND:

- FUTURE LANE CONFIGURATION (at intersection)
- FUTURE TRAFFIC SIGNAL
- FUTURE STOP SIGN
- FUTURE ROUNDABOUT

(Continued above right)

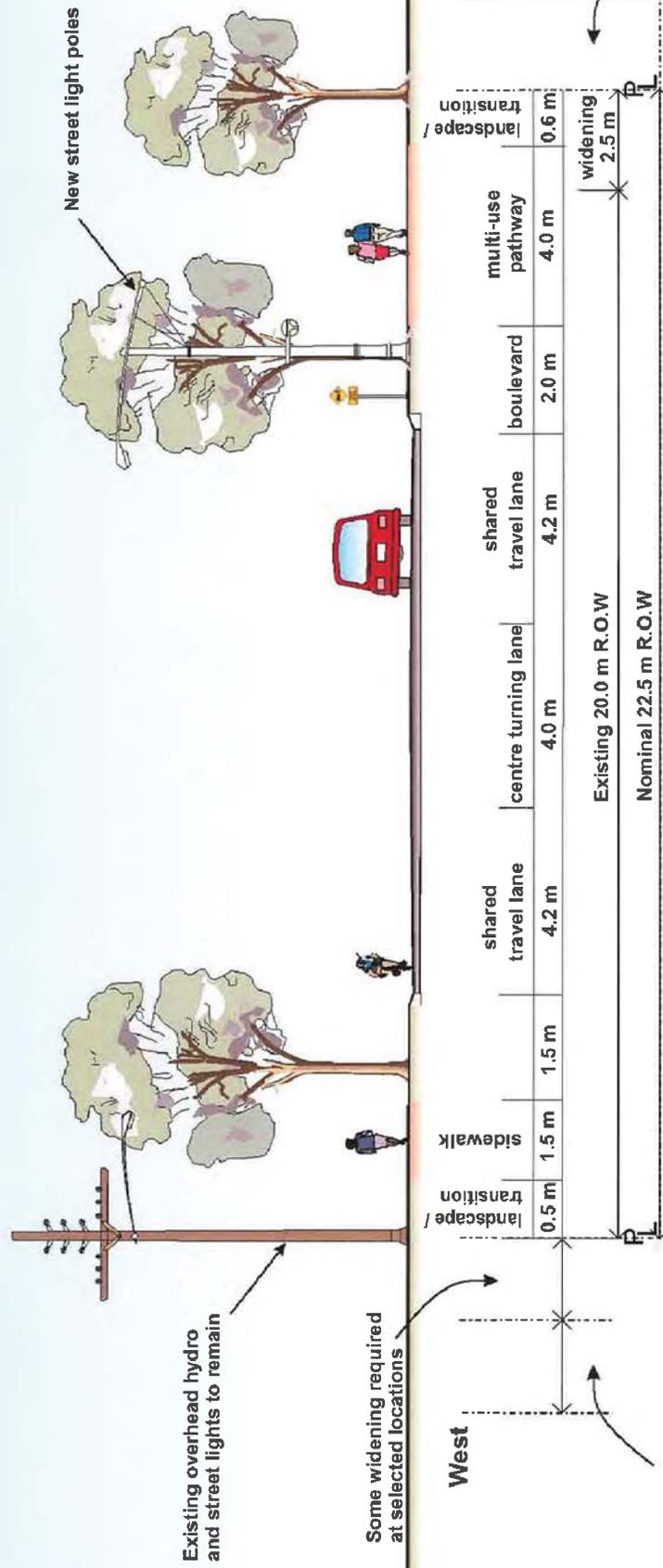


Malden Road
Transportation Public safety and Urban Design Improvement Project

Figure 7:

FUTURE LANE CONFIGURATION AND INTERSECTION CONTROL

PREFERRED DESIGN FIGURES



Existing overhead hydro and street lights to remain

Some widening required at selected locations

West

East

Building setback varies - refer to plans

Building setback varies - refer to plans

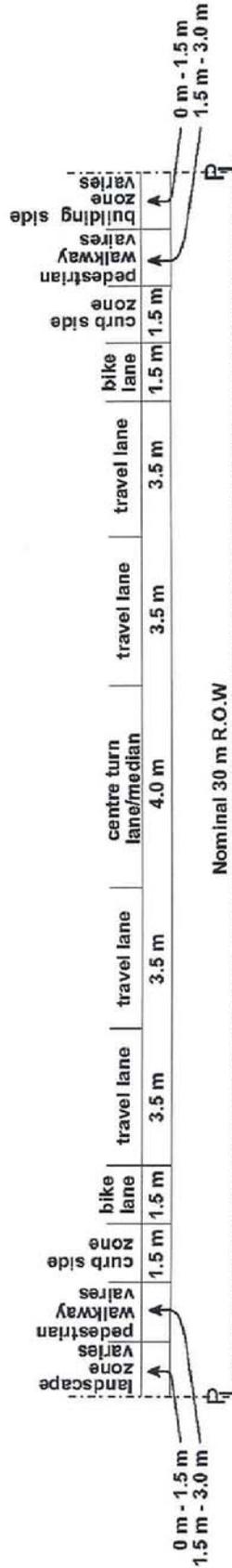
Urban Three Lane With Centre Turn Lane

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

Existing overhead hydro removed and buried, Normandy Avenue to Todd Lane

New street light poles

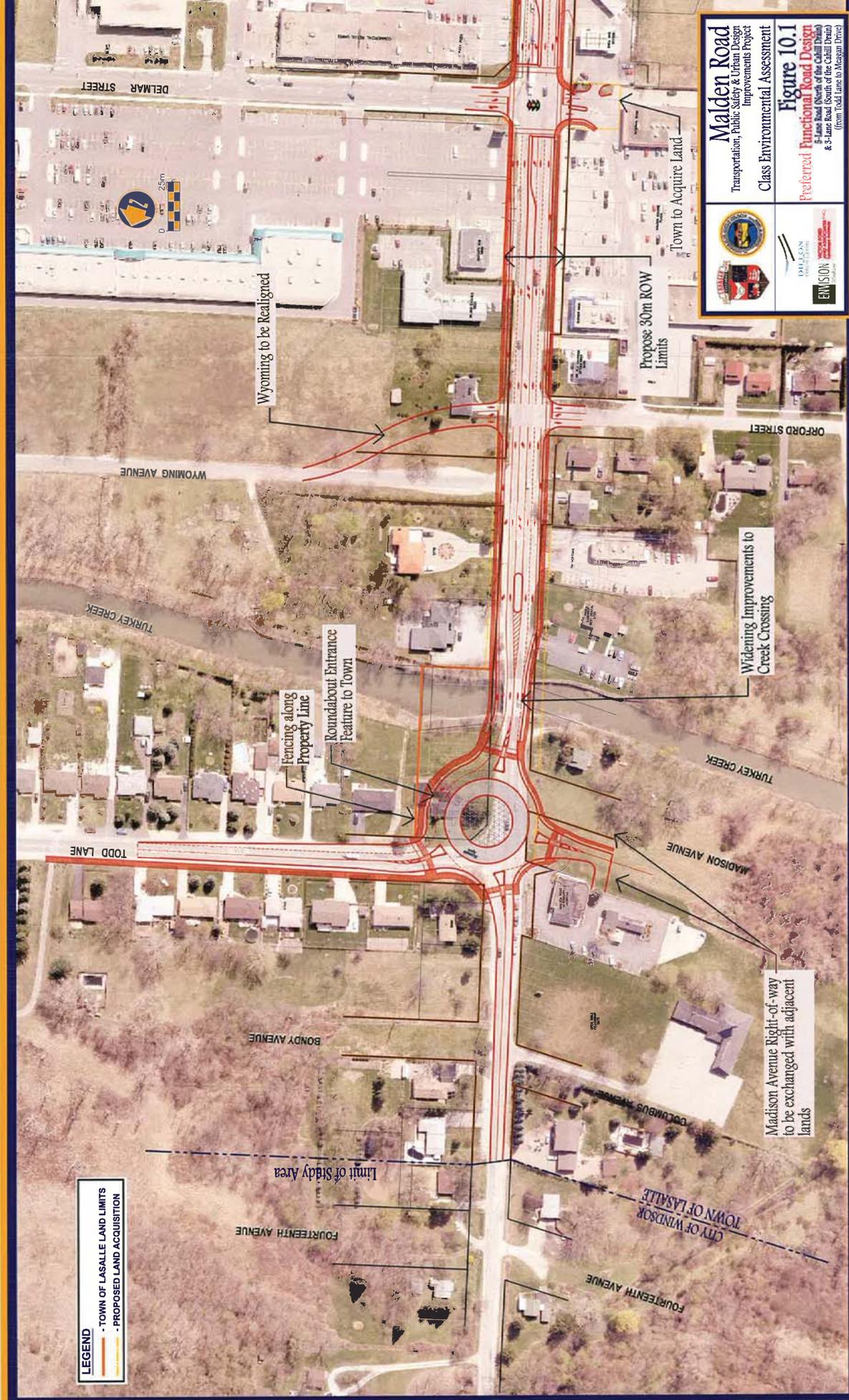
Parking Area



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Figure 9.0
5-Lane Road

Class Environmental Assessment



LEGEND
 - TOWN OF LASALLE LAND LIMITS
 - PROPOSED LAND ACQUISITION

Malden Road
 Transportation, Public Safety & Lincan Design
 Improvements Project

Class Environmental Assessment

Figure 10.1
Preferred Functional Road Design
 4-Lane Road (North of the Chalk Drive)
 & 3-Lane Road (South of the Chalk Drive)
 (from Todd Lane to Mexican Drive)

Wyoming to be Realigned

Propose 30m ROW Limits

Widening Improvements to Creek Crossing

Roundabout Entrance Feature to Town

Fencing along Property Line

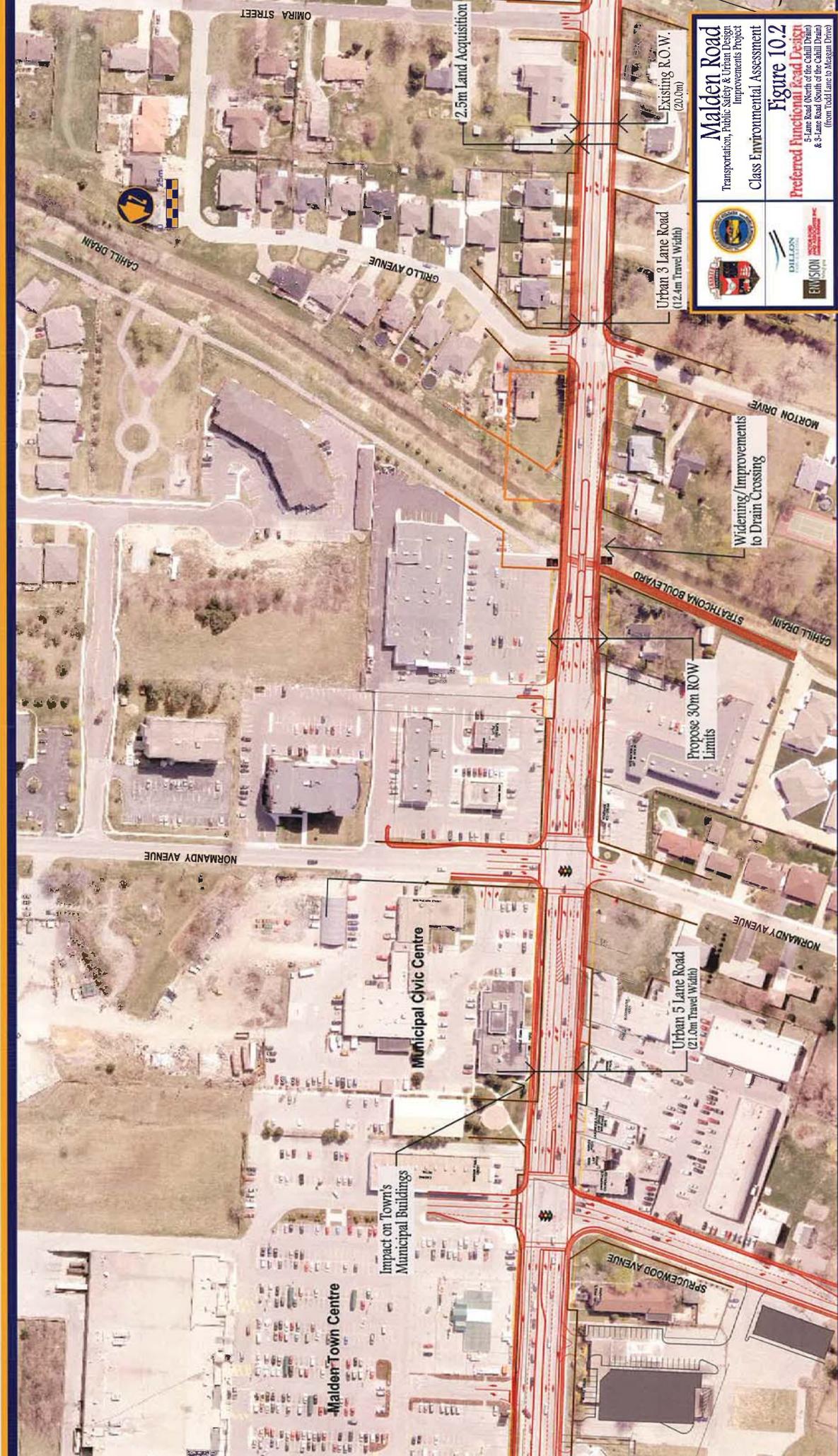
Madison Avenue Right-of-way to be exchanged with adjacent lands

Limit of Stiddy Area

TOWN OF LASALLE

CITY OF WINDSOR

Town to Acquire Land



Malden Road
 Transportation, Public Safety & Urban Design
 Improvements Project

Class Environmental Assessment

Figure 10.2
Preferred Function & Road Design
 5-Lane Road (North of the Cahill Drive) & 3-Lane Road (South of the Cahill Drive)
 (from 100m Lane to 100m Lane)

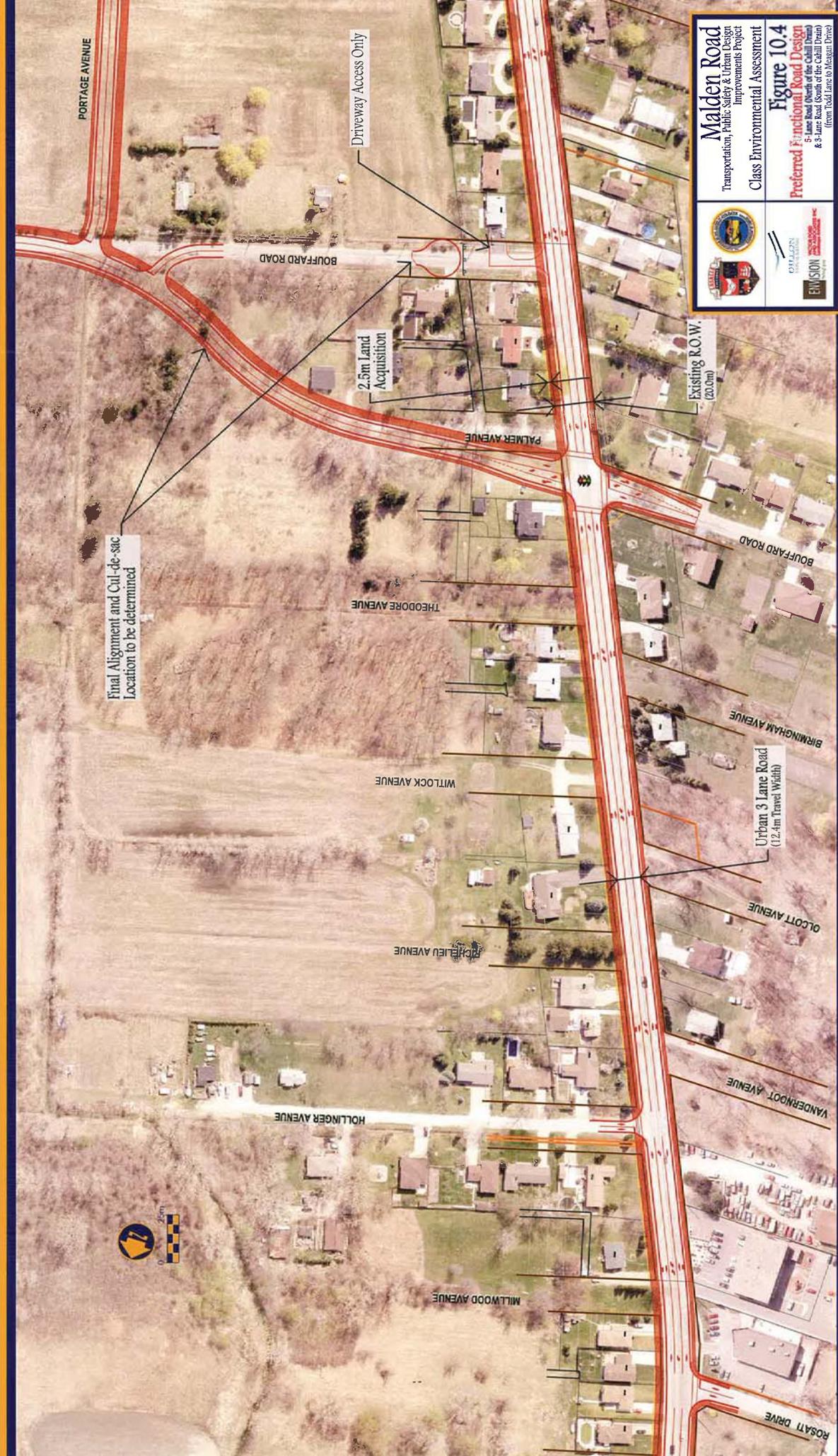
MALDEN ROAD



Malden Road
Transportation, Public Safety & Urban Design
Improvements Project

Figure 10.3
Preferred Function Road Design
4-Lane Road (South of the Callaghan
& 3-Lane Road (South of the Callaghan)
(from Todd Lane to Mexican Drive)

The complex block contains three logos. On the left is the City of Malden logo, featuring a shield with a scale and a sword. In the center is the City of Boston logo, featuring a figure holding a bow. On the right is the EWS ON logo, with the text 'Environmental & Water Solutions' below it.



Final Alignment and Cul-de-sac Location to be determined

2.5m Land Acquisition

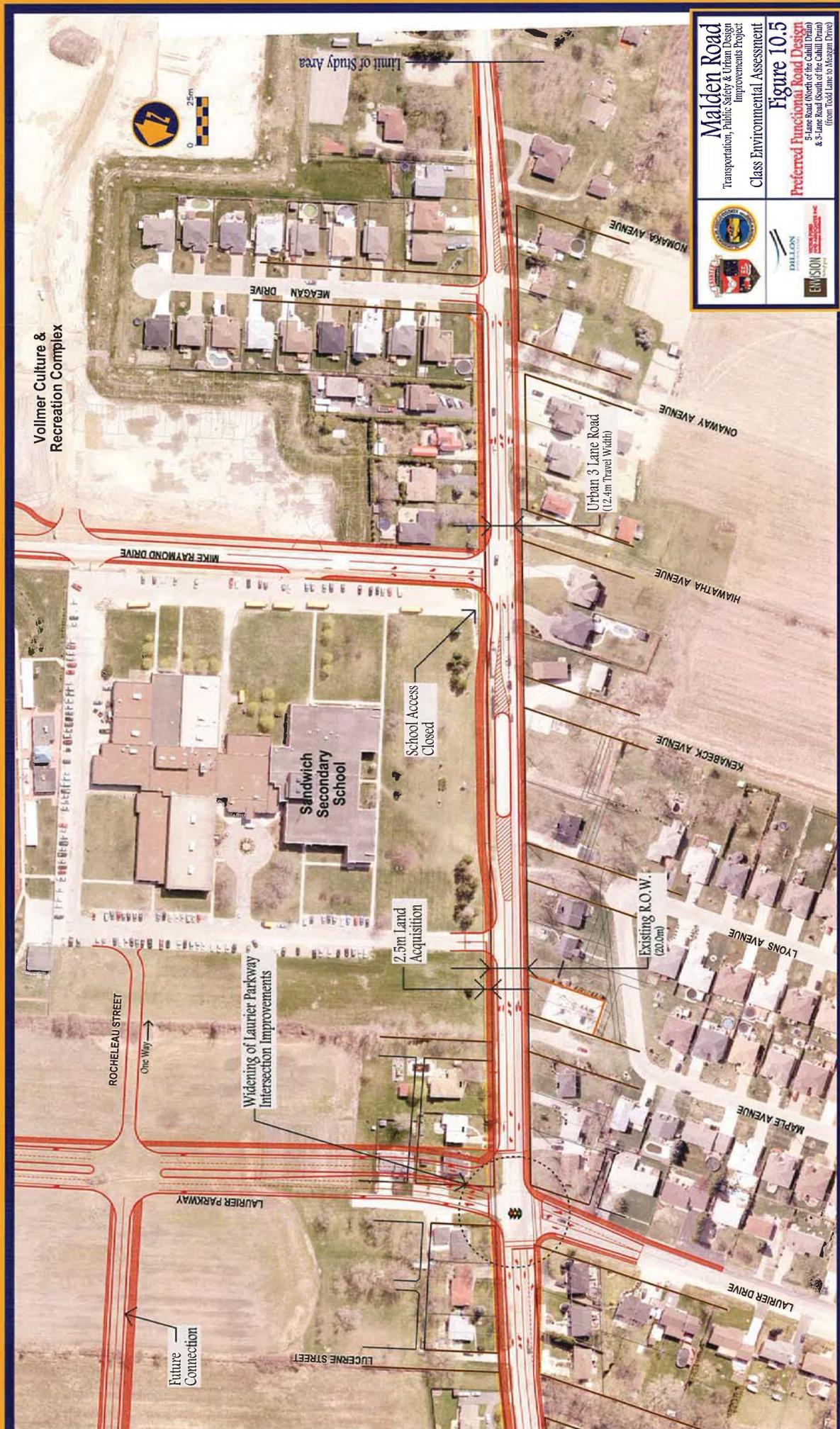
Driveway Access Only

Existing R.O.W. (20.0m)

Urban 3 Lane Road (12.4m Travel Width)

	Malden Road Transportation, Public Safety & Urban Design Improvements Project Class Environmental Assessment
	Figure 10.4 Preferred Functional Road Design 3-Lane Road (South of the Cahill Freeway) & 3-Lane Road (South of the Cahill Freeway) (from Todd Lane to Magellan Drive)

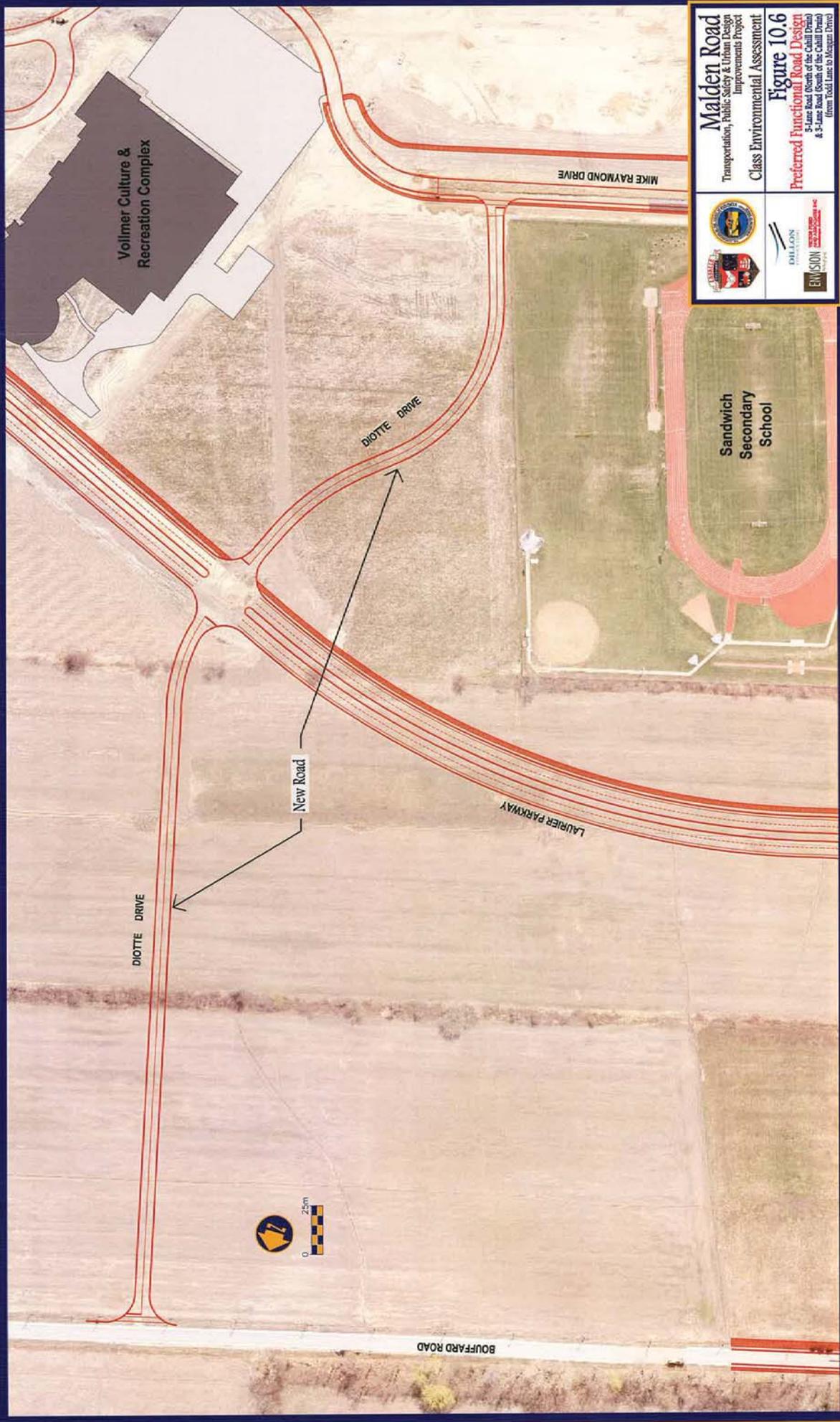
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Malden Road
 Transportation, Public Safety & Urban Design
 Improvements Project

Class Environmental Assessment

Figure 10.5
Preferred Functional Road Design
 5-Lane Road (South of the Cabell Drain)
 & 3-Lane Road (South of the Cabell Drain)
 (from Todd Lane to Meagan Drive)



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 Improvements Project

Class Environmental Assessment

Figure 10.6
Preferred Functional Road Design
 4-Lane Road (North of the Cabell Drive) & 2-Lane Road (South of the Cabell Drive) (from Todd Lane to Meagan Drive)

Logos:
 City of Malden, Dillon, ENVISSION



5770

5760

MALDEN ROAD

TURKEY CREEK

5735

MADISON AVENUE

Movable Apron

TODD LANE

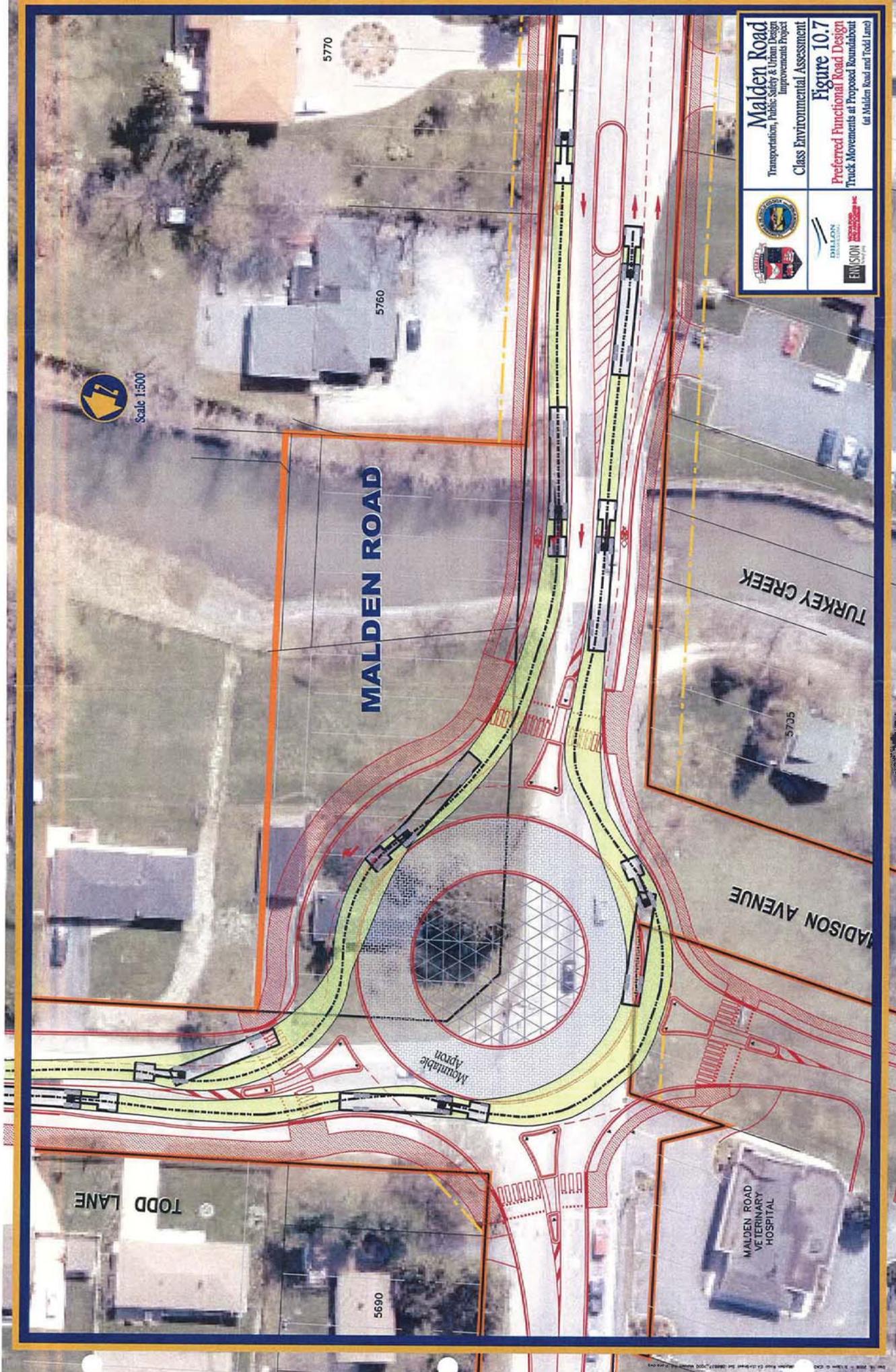
5690

MALDEN ROAD VETERINARY HOSPITAL

Malden Road
Transportation, Public Safety & Urban Design
Improvements Project

Class Environmental Assessment

Figure 10.7
Preferred Functional Road Design
Truck Movements at Proposed Roundabout
(at Malden Road and Todd Lane)

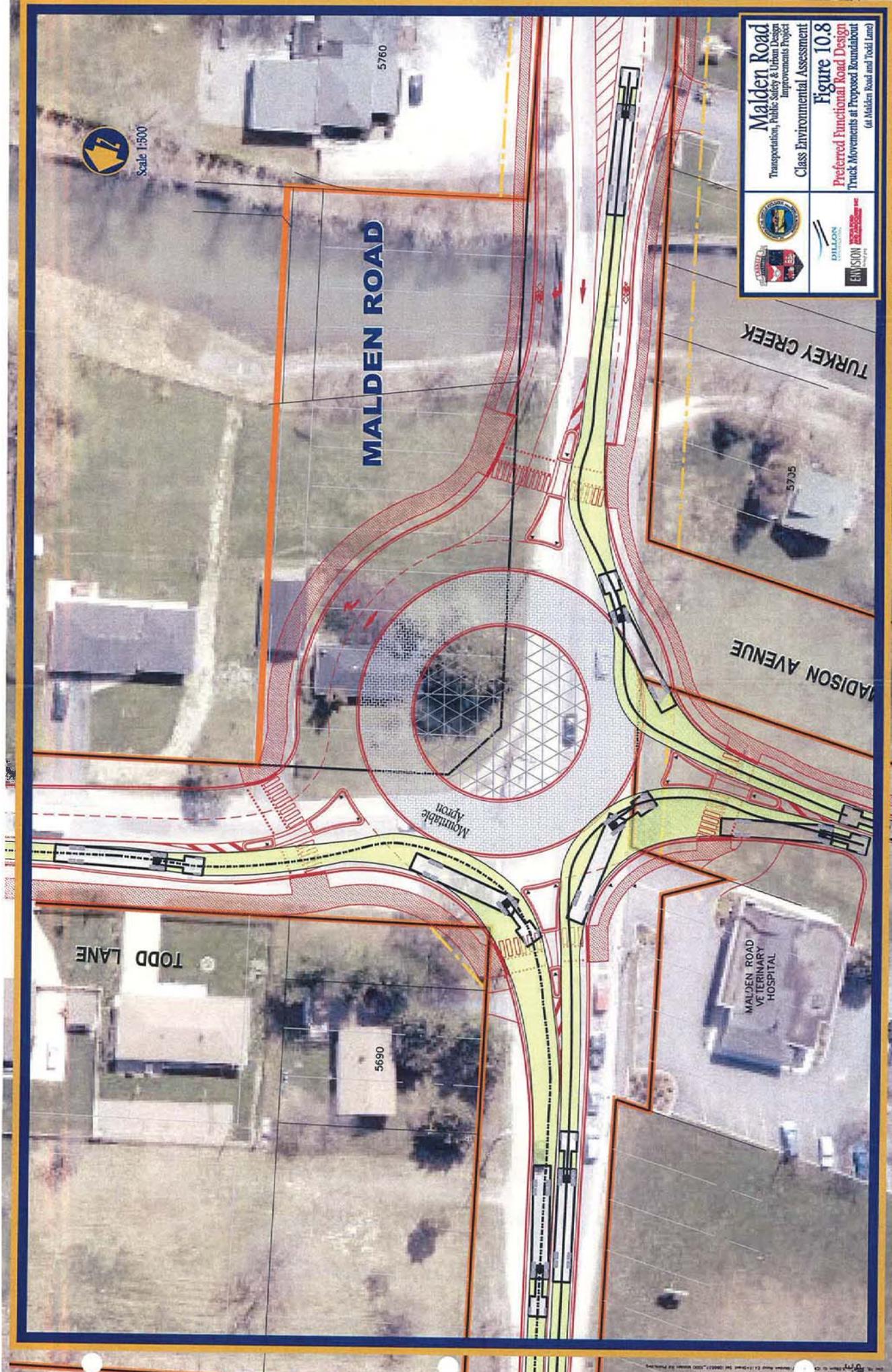


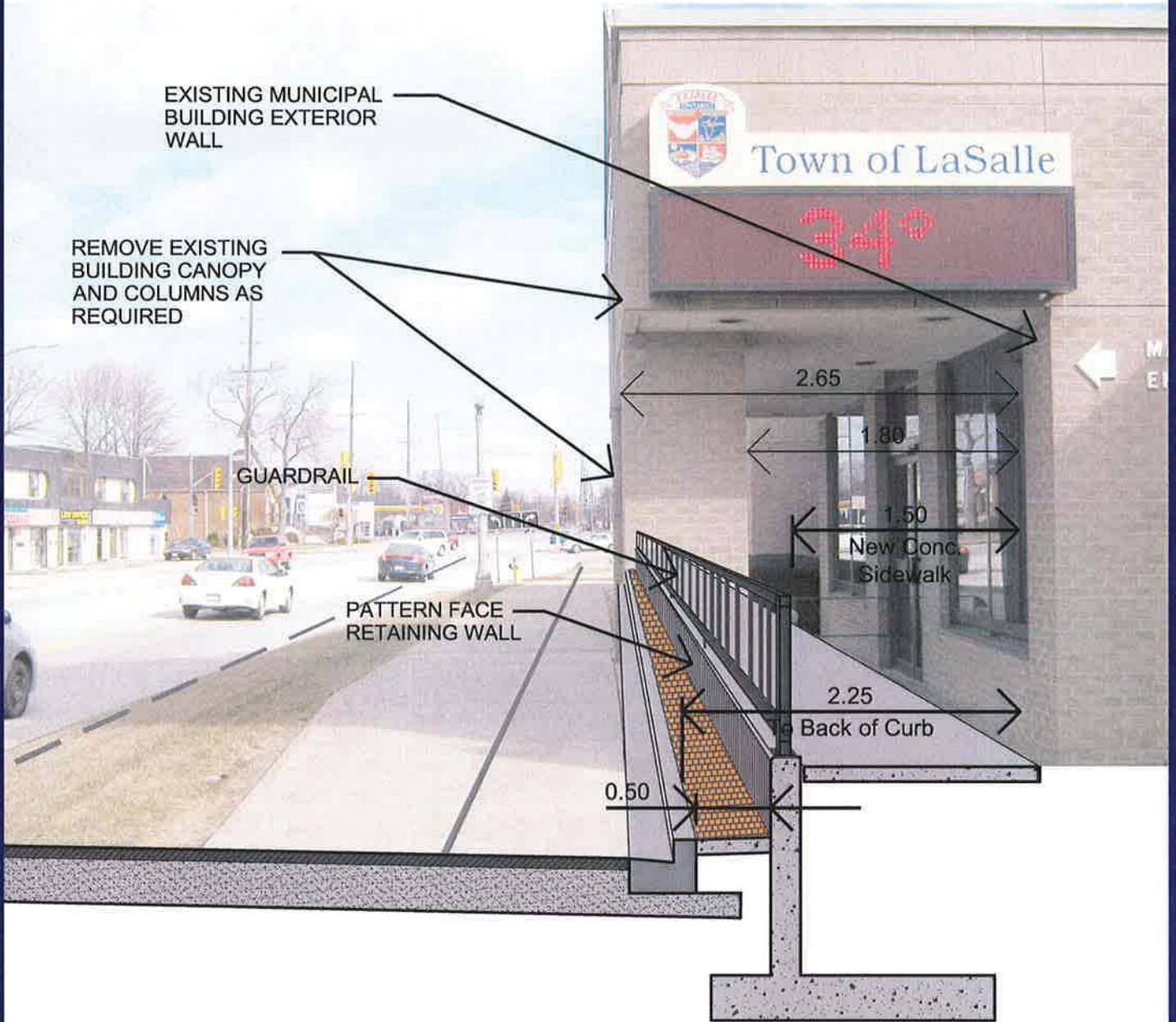
Malden Road
 Transportation, Public Safety & Urban Design
 Improvements Project

Class Environmental Assessment

Figure 10.8
Preferred Functional Road Design
 Truck Movements at Proposed Roundabout
 (at Malden Road and Todd Lane)

Scale 1:500





 	<p>Malden Road Transportation, Public Safety & Urban Design Improvements Project</p> <p>Class Environmental Assessment</p>
  	<p>Figure 10.9 Malden Road Section at Municipal Building (Looking North)</p>

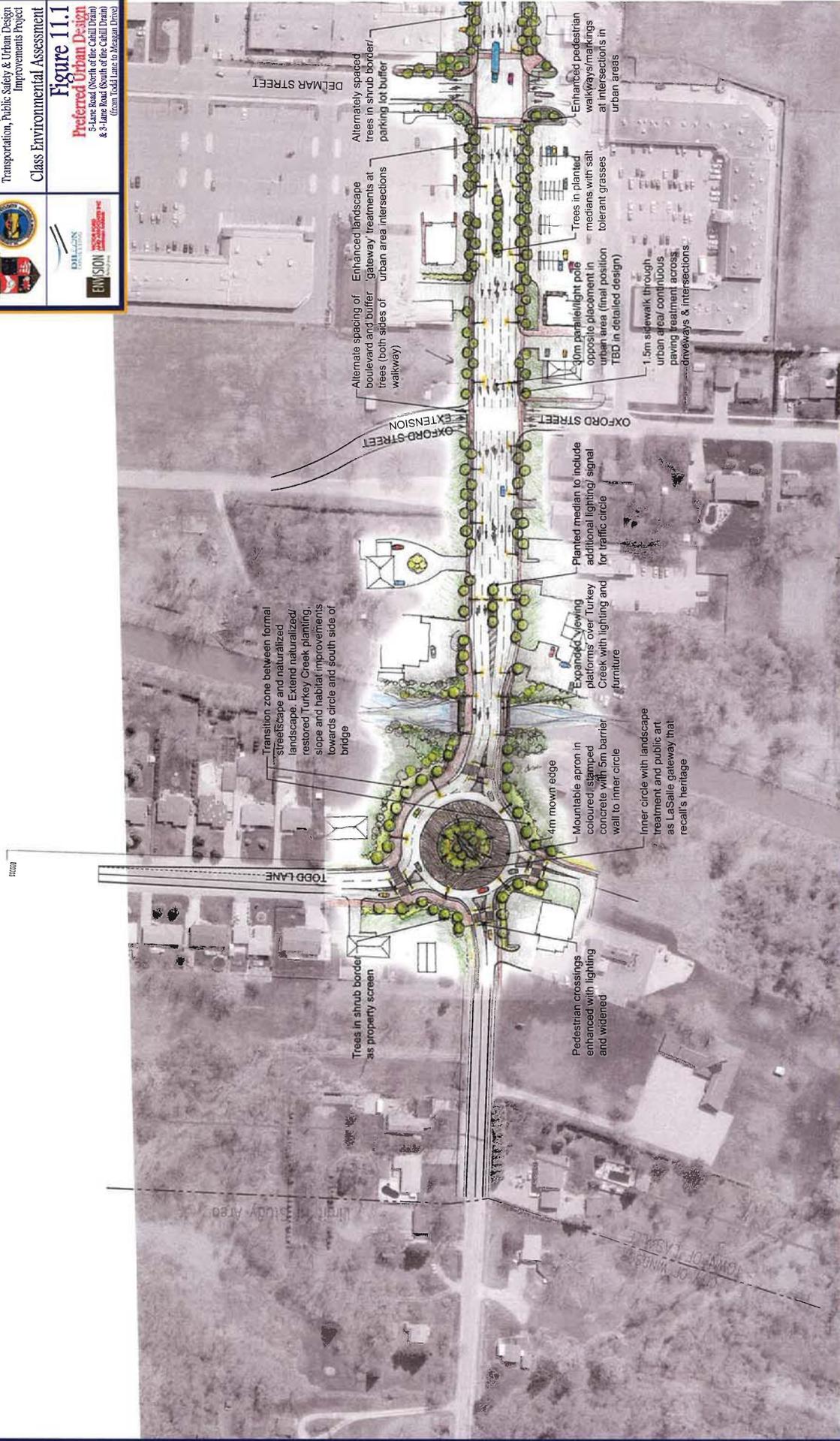
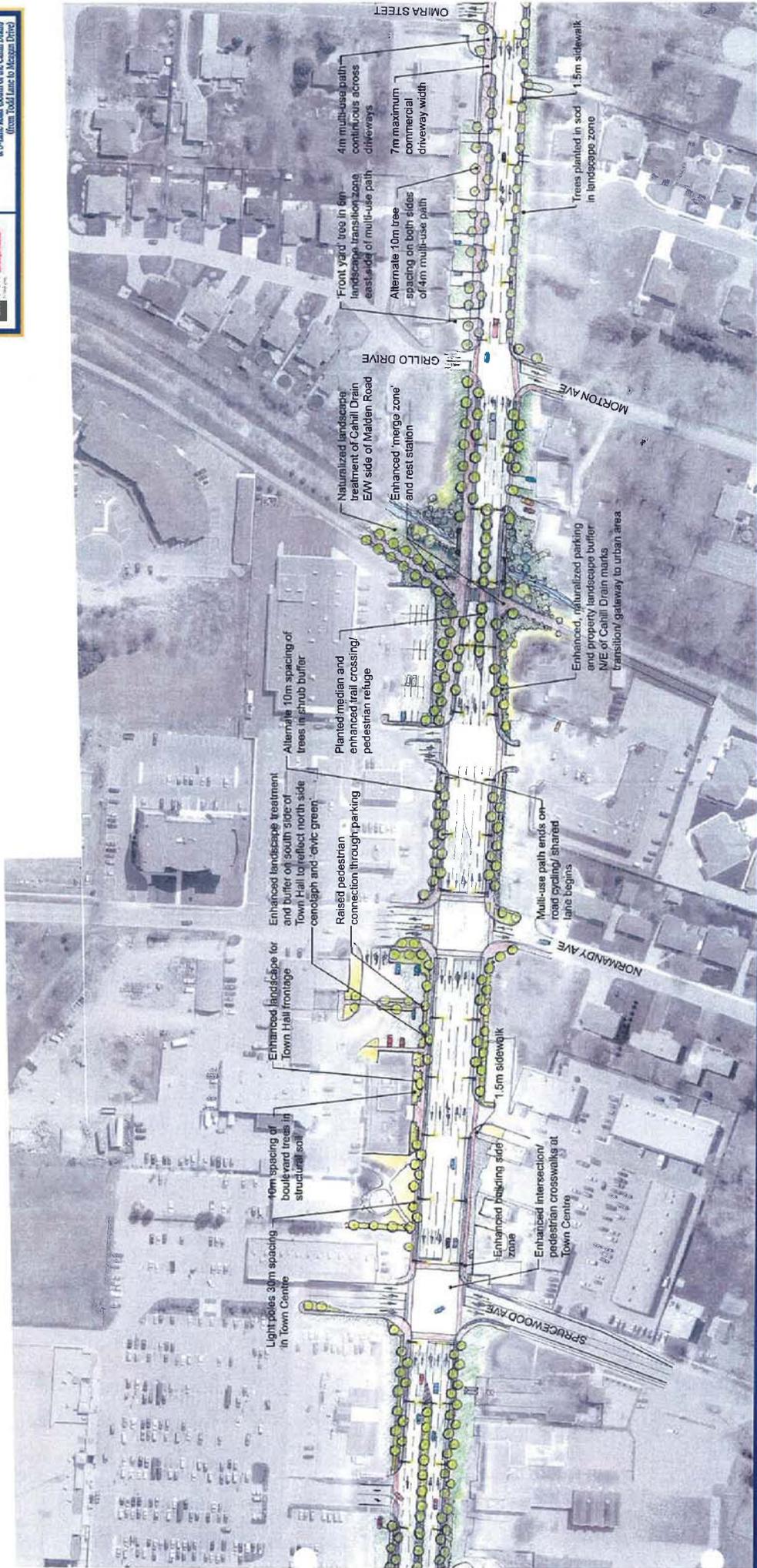




Figure 11.2
Preferred Urban Design
 5-Lane Road (North of the Cahill Drain)
 & 3-Lane Road (South of the Cahill Drain)
 (from Road Layout to Design Unit)





MALDEN ROAD



Malden Road
Transportation, Public Safety & Urban Design
Improvements Project
Class Environmental Assessment



Figure 11.4
Preferred Urban Design
5-Lane Road (North of the Cahill Drive)
& 3-Lane Road (South of the Cahill Drive)
(from Todd Lane to Mexican Drive)



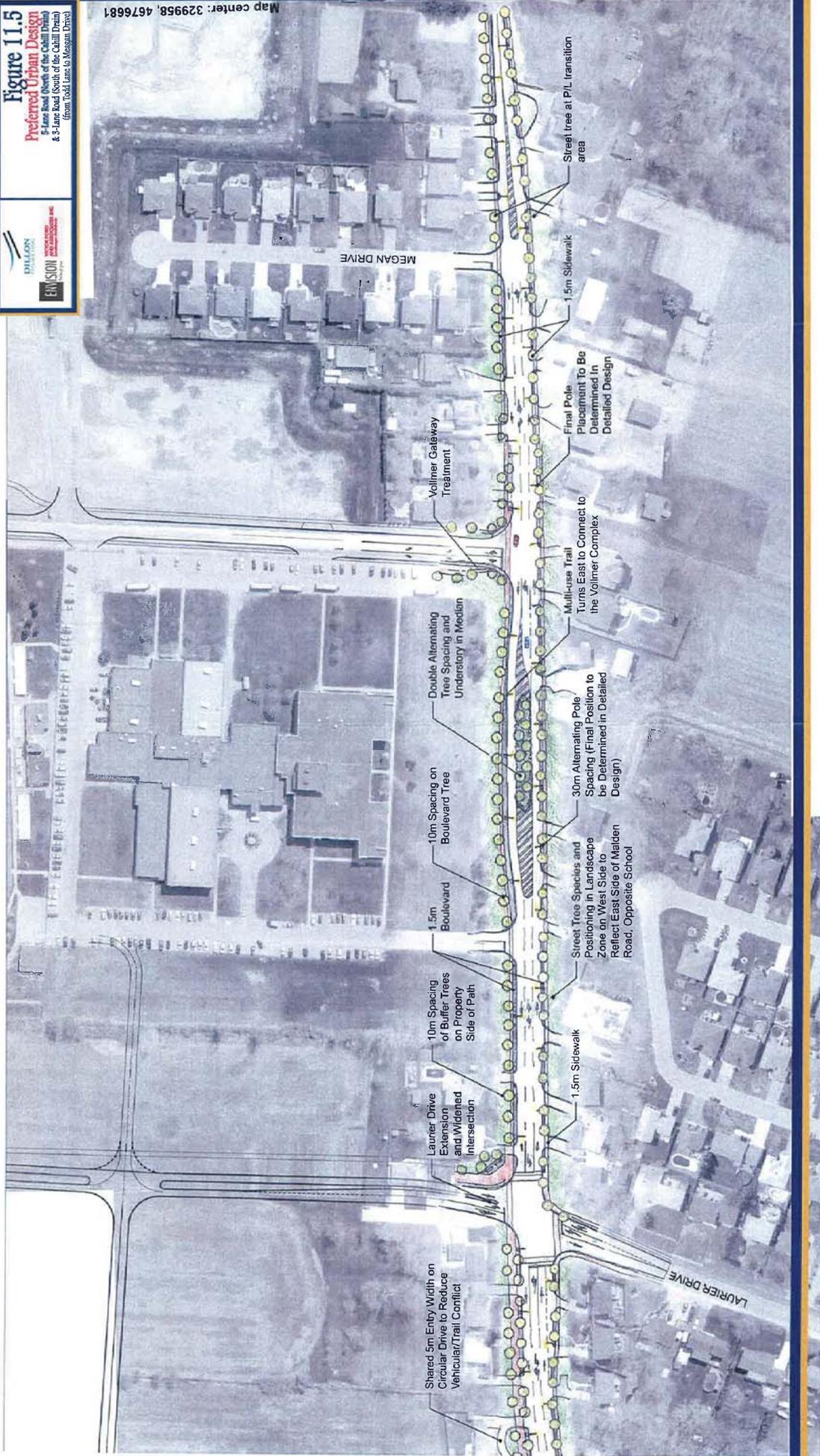
Malden Road
 Transportation, Public Safety & Urban Design
 Improvements Project
 Class Environmental Assessment

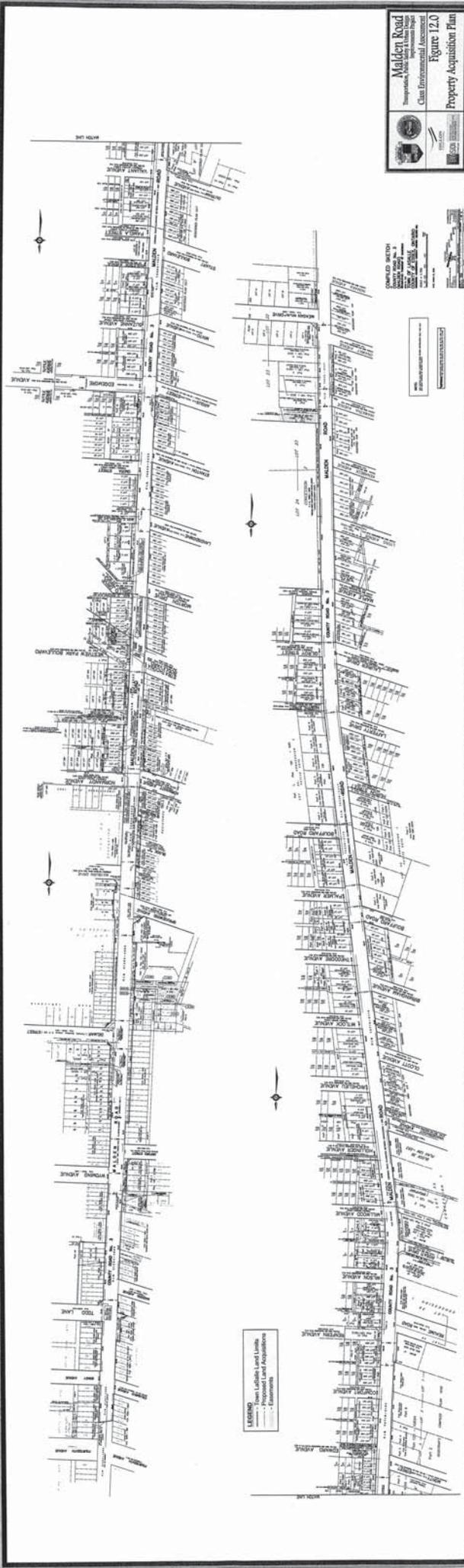


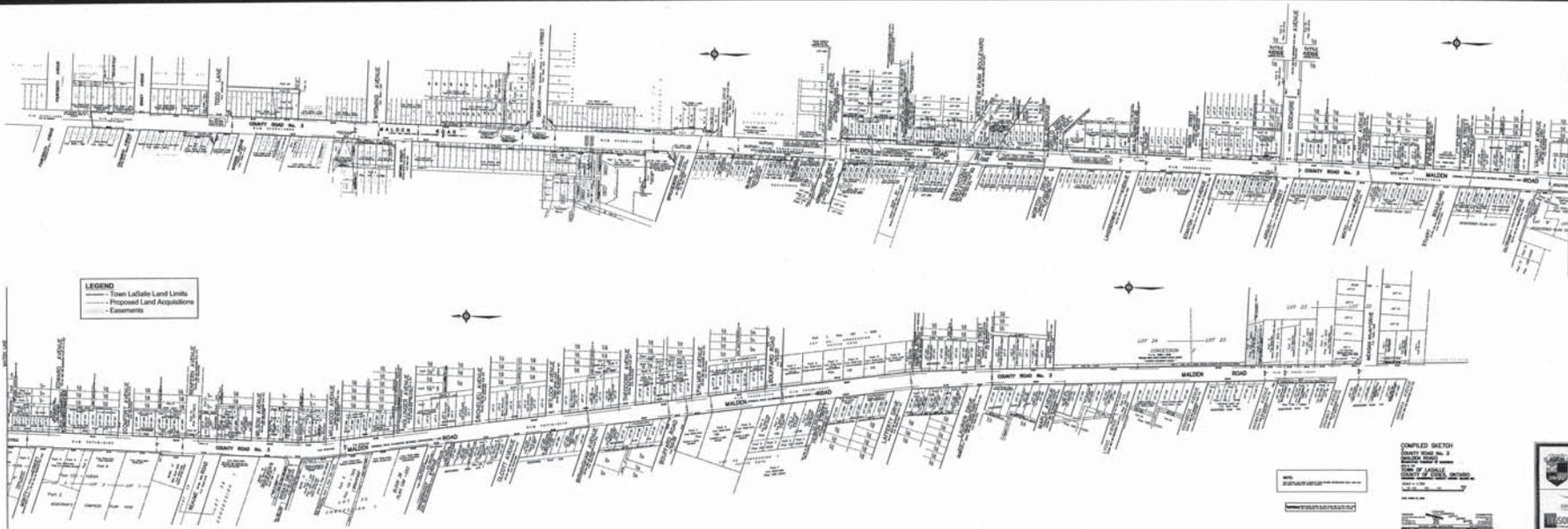
Figure 11.5
Preferred Urban Design
 Lane Road (North of the Capital Trail) & 2-Lane Boulevard (South of the Capital Trail)
 From Road Gate to Mergan Drive



Map center: 329958, 4676681







APPENDIX A
PROPERTY OWNERS MAILING LIST

NAME_1	NAME_2	MAIL_ADDR1	MAIL_ADDR2	MAIL_ADDR3	PROVINCE	POSTAL
KIRCHNER WOLFGANG LUDWIG	KIRCHNER ROSALIA	5670 MALDEN RD			WINDSOR ON	N9H 1S1
HYDRO ONE NETWORKS INC		ASSESSMENT & TAXATION REAL	PO BOX 4300		MARKHAM ON	L3R 5Z5
GEOGHEGAN MARY ANN	SIMON JOSEPH ANDREW	C/O 113 VANSITTART AVE			WOODSTOCK ON	N4S 6E5
THOMSON AARON HOWARD LYSTER	THOMSON ROSE MARIE	1880 TODD LANE			WINDSOR ON	N9H 1J5
TESOLIN ENZO	TESOLIN JOYCE	1800 TODD LANE			WINDSOR ON	N9H 1J5
HOLLISTER ROBERT HAROLD	HOLLISTER DARLENE IRIS	1820 TODD LANE			WINDSOR ON	N9H 1J5
VOLTIC VJEKOSLAV	VOLTIC KATA	1830 TODD LANE			WINDSOR ON	N9H 1J5
CRUNDWELL ROBERT MARC	CRUNDWELL CINDY MARIE	1850 TODD LANE			WINDSOR ON	N9H 1J5
MCQUILLAN ELWIN		1870 TODD LANE			WINDSOR ON	N9H 1J5
HODGSON LYALL C	HODGSON DEBRA R	1805 TODD LANE			WINDSOR ON	N9H 1J6
GEREIGE SARKIS	GEREIGE MOUNIRA	1815 TODD LANE			WINDSOR ON	N9H 1J6
ZHANG ZUOCHEN	ZHANG FANGYUAN	1825 TODD LANE			WINDSOR ON	N9H 1J6
KALVIN HOWARD WILLIAM	WALCHUK BARBARA LYNNE	1835 TODD LANE			WINDSOR ON	N9H 1J6
NEWELL MICHELE ANNE		1845 TODD LANE			WINDSOR ON	N9H 1J6
GRAHAM GUY HARRY	BUDINSKY HELEN LOUISE	4035 GRAND MARAIS RD E			WINDSOR ON	N8W 1W9
LASALLE TOWN		5950 MALDEN RD			WINDSOR ON	N9H 1S4
DE ROSE GIOVANNI RAFFEALE	DE ROSE LUCIA MARIA	5770 MALDEN RD			WINDSOR ON	N9H 1S2
1627035 ONTARIO INC		4005 VILLA BORGHESE DR			WINDSOR ON	N9G 2K3
BERNER ORVAL EDWIN	BERNER GALE LORRAINE	1675 LYONS AVE			WINDSOR ON	N9J 3K4
KWIATKOWSKI JEFFREY LAWRENCE	KWIATKOWSKI BRENDA MARIE	1681 LYONS AVE			WINDSOR ON	N9J 3K4
PRSA STEVE	PRSA MARY	1074 LAPORTE AVE			WINDSOR ON	N8S 3R7
KIDD MURRAY	KIDD FREDA	546C LAKE DRIVE S			KESWICK ON	L4P 1S5
1318804 ONTARIO LIMITED		C/O 5685 MALDEN RD			WINDSOR ON	N9H 1R9
PHELPS MARGARET JEAN		86 CLUETT DR			AJAX ON	L1S 7G2
JONES DENISE MARIE		2100 OLD FRONT RD			LASALLE ON	N9J 2C9
PETROZZI MICHAEL JOSEPH	PETROZZI BEVERLY ANN	1740 ORFORD ST			WINDSOR ON	N9J 1X3
ALLEN RODNEY LEE	ALLEN LAURA LEE	1735 ORFORD ST			WINDSOR ON	N9J 1X2
DADALT MARIO	DADALT CARLA	1755 ORFORD ST			WINDSOR ON	N9J 1X2
MALDEN SQUARE INC		C/O GERALD DUTHIE & CO	525 WINDSOR AVE		WINDSOR ON	N9A 1J4
DUFFY KATHERINE JEAN		1690 NORMANDY ST			WINDSOR ON	N9J 1Y2
VERSLYPE KENNETH CHARLES		5660 MALDEN RD			WINDSOR ON	N9H 1S1
KIRCHNER WOLFGANG LUDWIG	KIRCHNER ROSALIA	5670 MALDEN RD			WINDSOR ON	N9H 1S1
GEOGHEGAN MARY ANN	SIMON JOSEPH ANDREW	C/O 113 VANSITTART AVE			WOODSTOCK ON	N4S 6E5
MEJALLI JOHN	MEJALLI THERESE	5690 MALDEN RD			WINDSOR ON	N9H 1S1
SANDWICH WEST DENTAL CENTRE	LTD	5725 MALDEN RD			WINDSOR ON	N9H 1R9
GIRL GUIDES OF CANADA	WINDSOR	50 MERTON ST			TORONTO ON	M4S 1A3
DE ROSE GIOVANNI RAFFEALE	DE ROSE LUCIA MARIA	5770 MALDEN RD			WINDSOR ON	N9H 1S2
916849 ONTARIO INC		C/O ROBERT J CHARRON	5805 MALDEN RD		WINDSOR ON	N9H 1S3
ROMAN CATHOLIC EPISCOPAL	CORPORATION LONDON DIOCESE	LIMITED	ST PAUL'S CHURCH	5885 MALDEN RD	WINDSOR ON	N9H 1S5
WINDSOR GLASS COMPANY		620 SPRUCEWOOD	P.O. BOX 7177		WINDSOR ON	N9C 3Z1
KEN LANOUE INSURANCE	AGENCY LTD	5915 MALDEN RD			WINDSOR ON	N9H 1S6
DROUILLARD JANETTE MARY	DROUILLARD DANIEL	DROUILLARD SUZANNE	1710 NORMANDY ST		WINDSOR ON	N9J 1Y2
DAWSON RONALD GEORGE	DAWSON JACQUELINE THERESA	1730 NORMANDY ST			WINDSOR ON	N9J 1Y2
KIM MEHEE	CHU WING NIN	1740 NORMANDY ST			WINDSOR ON	N9J 1Y2
DI PIERDOMENICO PATRICIA	EMROSE INVESTMENTS INC	290 SANDWICH ST S			AMHERSTBURG ON	N9V 2A8
MULLIGAN MICHELLE MARIE		1715 NORMANDY ST			WINDSOR ON	N9J 1X9
GIFFORD TERENCE GEORGE	GIFFORD CECILE MARIE THERESE	1725 NORMANDY ST			WINDSOR ON	N9J 1X9
HENNIN ERNEST JOSEPH		1745 NORMANDY ST			WINDSOR ON	N9J 1X9
LINMAY HOLDINGS INC		5965 MALDEN RD			WINDSOR ON	N9H 1S7
LIEM TIANG-HAM	LIEM NATHANIA	LIEM JESSE	LIEM JOEL	4021 KENNEDY DR E	WINDSOR ON	N9G 1X9
BRNARDIC STEVE	BRNARDIC JAYNE ANNE	1750 MORTON DR			WINDSOR ON	N9J 2Y3
FAKHURI SUBHIEH	FAKHURI AKRAM	RR 3	8820 DISPUTED RD		WINDSOR ON	N9A 6Z6

MANCINI ANNE	MANCINI ROCCO	2521 VILLA BORGHESE CRT		WINDSOR ON	N9G 2K3
BONDAR RYAN EDWARD	BONDAR GIOVANNA	1820 GRILLO DR		WINDSOR ON	N9H 2L9
/256486 ONTARIO LTD		C/O 2504 BINDER CRES	RR 1	OLDCASTLE ON	N0R 1L0
GUARASCI DANIEL JAMES	GUARASCI SHARON	1830 GRILLO DR		WINDSOR ON	N9H 2L9
LEAVITT DANA		1840 GRILLO DR		WINDSOR ON	N9H 2L9
1256486 ONTARIO LTD		C/O TONY MASCIOTRA	PRESIDENT	2504 BINDER CRES	OLDCASTLE ON
GALVAN ADRIAN		487 RICHMOND ST		AMHERSTBURG ON	N9V 3G3
BECHARD JEFFREY	BECHARD SHANNON	6108 MALDEN RD		WINDSOR ON	N9H 1S8
CHO YANG SOO	JOO EUNJA	1860 GRILLO DR		WINDSOR ON	N9H 2L9
NESBETH DOROTHY ST HELEN		1870 GRILLO DR		WINDSOR ON	N9H 2L9
DI PIETRANTONIO FABIO	DI PIETRANTONIO ADA	1815 GRILLO DR		WINDSOR ON	N9H 2L9
YOUSSEF YOUSSEF	YOUSSEF ADELE	6116 MALDEN RD		WINDSOR ON	N9H 1S8
DI MAGGIO ANTONINO	DI MAGGIO MARIA	1825 GRILLO DR		WINDSOR ON	N9H 2L9
CAPOCCIA NICOLA	CAPOCCIA MAFALDA	1835 GRILLO DR		WINDSOR ON	N9H 2L9
ST PIERRE JACQUELINE ROXANE	SALEM ALICE MARY	6124 MALDEN RD		WINDSOR ON	N9H 1S8
SWIATOSCHIK SUSAN KATHLEEN		1845 GRILLO DR		WINDSOR ON	N9H 2L9
SILVESTRI GIUSEPPE	PICCOLO DIANE	1855 GRILLO DR		WINDSOR ON	N9H 2L9
URBANO FRANCESCO	URBANO SANTINA	1865 GRILLO DR		WINDSOR ON	N9H 2L9
DABBOUSSI SAMIR	DABBOUSSI SONIA LOUISE	6132 MALDEN RD		WINDSOR ON	N9H 1S8
BULKIEWICZ STANLEY ANDREW	BULKIEWICZ COLLEEN BETH	1770 STANTON AVE		WINDSOR ON	N9H 3H3
CHEMELLO DAVID DANIEL	CHEMELLO MELISSA ANN	6135 MALDEN RD		WINDSOR ON	N9H 1S9
OUELLETTE KATHLEEN		6155 MALDEN RD		WINDSOR ON	N9H 1S9
DI GIORGIO CAMILLO	DI CHIRO VITTORIO	1825 OMIRA ST		WINDSOR ON	N9H 1R3
ROBERTS DOUGLAS RICHARD JR	ROBERTS BRENDA MARIE	1820 OMIRA ST		WINDSOR ON	N9H 1R2
OUELLETTE KATHLEEN		6155 MALDEN RD		WINDSOR ON	N9H 1S9
TEDESCO JOHN ANTHONY	PITTAO RAYMOND C JR IN TRUST	C/O LIGHTING BOUTIQUE	4072 WALKER RD	WINDSOR ON	N8W 3T5
DYER DAVID STEWART	DYER KIMBERLEY ANN	1770 ARGUS ST		WINDSOR ON	N9J 3G5
CENCE PEPPINO	CENCE SIOBHAN	1815 OMIRA ST		WINDSOR ON	N9H 1R3
SARUNA RAMZA MARIE		1776 ARGUS ST		WINDSOR ON	N9J 3G5
PAVLICH IVAN	PAVLICH NANCY KATHERINE	1782 ARGUS ST		WINDSOR ON	N9J 3G4
ALDOUS GREGORY JOHN	ALDOUS CHARLENE BETH	1788 ARGUS ST		WINDSOR ON	N9J 3G4
LAMB DOUGLAS ANDREW	LAMB LAURIE ELLEN	1794 ARGUS ST		WINDSOR ON	N9J 3G4
DECIA SALVATORE		4171 HAMPTON RIDGE BLVD		HOWELL MI	48843
J T'S INVESTMENTS INC	PITTAO RAYMOND C	C/O LIGHTING BOUTIQUE	4072 WALKER RD	WINDSOR ON	N8W 3T5
FRANCHI CLAUDIO ROBERT	FRANCHI LAURA LISA	1822 EDGEMORE AVE		WINDSOR ON	N9H 2J4
ELLWOOD CONRAD CORDEL	ELLWOOD CATHERINE DIANE	1832 EDGEMORE AVE		WINDSOR ON	N9H 2J4
LUVISOTTO RYAN MATTHEW	HERNIMAN PAMELA KATHLEEN	1842 EDGEMORE AVE		WINDSOR ON	N9H 2J4
DUMEAH DONALD MURRAY	DUMEAH PAMELA ESTHER	1862 EDGEMORE AVE		WINDSOR ON	N9H 2J5
ADAMS JOHN	KLEIN CHRISTINE ANNA	1872 EDGEMORE AVE		WINDSOR ON	N9H 2J5
CHAMBERLAIN ALBERT BRUCE	DAABOUS VIOLETTE M	1775 ARGUS ST		WINDSOR ON	N9J 3G5
VEGH RICHARD DANIEL	VEGH MARIE JOSEPHINA	6205 MALDEN RD		WINDSOR ON	N9H 1S9
FADDOUL MOURICE	ABI-SAMRA KAY MARIE C	1781 ARGUS ST		WINDSOR ON	N9J 3G4
KLINGBILE RAYMOND WILLIAM	KLINGBILE JOAN RUBY	1505 STUART BLVD		WINDSOR ON	N9J 1Y5
KLINGBILE TIMOTHY RAY	KLINGBYLE DARLENE	1515 STUART BLVD		WINDSOR ON	N9J 1Y5
BURGESS WAYNE		1525 STUART BLVD		WINDSOR ON	N9J 1Y5
HERBST JORG CHRIS	HERBST LISA MARLENE	1535 STUART BLVD		WINDSOR ON	N9J 1Y5
NANTAIS LLOYD		6265 MALDEN RD		WINDSOR ON	N9H 1S9
BURGESS WAYNE		1525 STUART BLVD		WINDSOR ON	N9J 1Y5
HERBST JORG CHRIS	HERBST LISA MARLENE	1535 STUART BLVD		WINDSOR ON	N9J 1Y5
MURPHY TERENCE LAWRENCE	MURPHY SHARON ANN	1545 STUART BLVD		WINDSOR ON	N9J 1Y5
WIGLE LANNY RAYMOND	WIGLE JUANITA SHIRLEY	6295 MALDEN RD		WINDSOR ON	N9H 1S9
TOLES ROBERT JAMES	TOLES SHIRLEY ANNE	1530 STUART BLVD		WINDSOR ON	N9J 1Y6
SPARTINOS SOFIA		6335 MALDEN RD		WINDSOR ON	N9H 1T4

CARRICK RANDY TIMOTHY		6345 MALDEN RD		WINDSOR ON	N9H 1T4
GILLEBAARD JASON		6310 MALDEN RD		WINDSOR ON	N9H 1T2
SNOWDON DOUGLAS		6316 MALDEN RD		WINDSOR ON	N9H 1T2
KLINGBYLE GARY GORDON	KLINGBYLE JOAN VERONICA	1880 VALIANT ST		WINDSOR ON	N9H 1Z2
FERGUSON JAMES		6320 MALDEN RD		WINDSOR ON	N9H 1T2
GINN EDWARD SIMON	GINN JENNIFER MAY-LEIGH	1555 MONTY ST		WINDSOR ON	N9J 3J1
BOGAERT RICHARD	BOGAERT ROBIN	1565 MONTY ST		WINDSOR ON	N9J 3J1
HILL ROBYN		1575 MONTY ST		WINDSOR ON	N9J 3J1
BOYER JOHN ANTHONY	BOYER DONNA MARIE	1585 MONTY ST		WINDSOR ON	N9J 3J1
ROBITAILLE JAMES	ROBITAILLE CYNTHIA	6375 MALDEN RD		WINDSOR ON	N9H 1T4
SBROCCA NICOLA	SBROCCA MARIA	1595 MONTY ST		WINDSOR ON	N9J 3J1
CARRICK JOHN RICHARD	CARRICK JOAN MARILYN	6380 MALDEN RD		WINDSOR ON	N9H 1T3
ANGELINI TERESA		6395 MALDEN RD		WINDSOR ON	N9H 1T4
GUTHRIE KIM RONALD		1540 MONTY ST		WINDSOR ON	N9J 3J1
BAUMERT FRANK PETER	BAUMERT VICKI LYNN	1550 MONTY ST		WINDSOR ON	N9J 3J1
JASEY ALBERT	JASEY SYLVIA MILTON	6370 MALDEN RD		WINDSOR ON	N9H 1T3
GALIPEAU RONALD EDMOND	GALIPEAU KATHERINE HELEN	1560 MONTY ST		WINDSOR ON	N9J 3J1
ALP DONOVAN JAMES	ALP ELIZABETH JOSEPHINE	1570 MONTY ST		WINDSOR ON	N9J 3J1
LANGILLE KENNETH LLOYD G	LANGILLE CHRISTINA ANN	1580 MONTY ST		WINDSOR ON	N9J 3J1
CARRICK JOHN RICHARD	CARRICK JOAN MARILYN	6380 MALDEN RD		WINDSOR ON	N9H 1T3
ST DENIS JOSEPH CHARLES	ST DENIS STACEY LYNN	1590 MONTY ST		WINDSOR ON	N9J 3J1
MELOCHE EARL GERALD	MELOCHE CATHERINE LEONA	6475 MALDEN RD		WINDSOR ON	N9H 1T4
ROY DENIS		RR 2	18 ADA CRES	TOBERMORY ON	N0H 2R0
KLINGBYLE RONALD		1298 FRONT RD N		AMHERSTBURG ON	N9V 3R3
KLINGBYLE RONALD		1298 FRONT RD N	RR 3	AMHERSTBURG ON	N9V 3R3
CENTRAL MANHATTAN	DEVELOPMENTS INC	1298 FRONT RD N	RR 3	AMHERSTBURG ON	N9V 3R3
'L A LAND CORPORATION		C/O 2985 DOUGALL AVE		WINDSOR ON	N9E 1S1
FOSTI KELLY MARIE	TOSTI REMIGIO	1555 REAUME RD		WINDSOR ON	N9J 1C3
LUCIER JAMES JOSEPH	LUCIER CAROLYN LILLIAN	1559 REAUME RD		WINDSOR ON	N9J 1C3
PENNY DAVID	PENNY MARILYN	1565 REAUME RD		WINDSOR ON	N9J 1C3
WOODRICH JAMES W	WOODRICH MARY ANN GAIL	6440 MALDEN RD		WINDSOR ON	N9H 1T3
NIZZER SATNAM SINGH		1580 REAUME RD		WINDSOR ON	N9J 1C2
WOODRICH JAMES W	WOODRICH MARY ANN GAIL	6440 MALDEN RD		WINDSOR ON	N9H 1T3
CENTRAL MANHATTAN	DEVELOPMENTS INC	1298 FRONT RD N	RR 3	AMHERSTBURG ON	N9V 3R3
MARTIN DANIEL CLIFFORD	MARTIN BEATRICE MARIA	1579 REAUME RD		WINDSOR ON	N9J 1C3
838793 ONTARIO LIMITED		6495 MALDEN RD		WINDSOR ON	N9H 1T4
MELOCHE ANTHONY DANIEL	MELOCHE NOELLE MARIE C	1560 REAUME RD		WINDSOR ON	N9J 1C2
LA PONDER ROSALINE SYLVIA	LA PONDER WYNAND	1570 REAUME RD		WINDSOR ON	N9J 1C2
NIZZER SATNAM SINGH		1580 REAUME RD		WINDSOR ON	N9J 1C2
FRENETTE ERIC JOSEPH	FRENETTE TAMMY-LYNN	1590 REAUME RD		WINDSOR ON	N9J 1C2
L A LAND CORPORATION		2985 DOUGALL AVE		WINDSOR ON	N9E 1S1
LEE WOO-SUK	LEE JONATHAN CHUL-HO	4221 NORTH TOWNLINE RD	RR 3 STN A	WINDSOR ON	N9A 6Z6
UNTCH JOHN	UNTCH ERIKA	1543 ROSATI DR		WINDSOR ON	N9J 2Z7
BROWNE GEORGE THOMAS	BROWNE LUELLA IDA	1557 ROSATI DR		WINDSOR ON	N9J 2Z7
RAYMAX CONSTRUCTION LTD		1126 LESPERANCE RD		WINDSOR ON	N8N 1X2
FATHY FOWZY	FATHY SALMA	3400 ERSKINE ST	APT 1007	WINDSOR ON	N8Y 4T5
SCALIA JOHN	SCALIA TOM	4415 VILLA PARADISO CRES		WINDSOR ON	N9G 2L7
MALENFANT MARK LEO JOSEPH	MALENFANT HELGA ANITA	1577 ROSATI DR		WINDSOR ON	N9J 2Z7
OLIVITO MARK DOMENIC	HORN-OLIVITO HEIDI ANNA	403 RAMBLEWOOD DR		WINDSOR ON	N9J 3B8
LEE WOO-SUK	LEE JONATHAN CHUL-HO	4221 NORTH TOWNLINE RD	RR 3 STN A	WINDSOR ON	N9A 6Z6
NARDONE GIUSEPPE PETER	NARDONE ROBIN JARDINE	1542 ROSATI DR		WINDSOR ON	N9J 2Z8
ATHANASOPOULOS JOHN	ATHANASOPOULOS PATTY	1554 ROSATI DR		WINDSOR ON	N9J 2Z8
BROWN JOANN	BROWN RONALD DAVID	1562 ROSATI DR		WINDSOR ON	N9J 2Z8

JERSE ANTON		3300 ASKIN AVE		WINDSOR ON	N9E 3J5
MC FADDEN KEVIN REGINALD	MC FADDEN DEBRA ANN	6690 MALDEN RD		WINDSOR ON	N9H 1T6
DI DUCA VINCENZO ANTONIO	DI DUCA IOLANDA DOMENICA	1770 BOUFFARD RD		WINDSOR ON	N9J 1H2
FAUBERT CHARLES MAURICE	FAUBERT VERONICA LYNN	6675 MALDEN RD		WINDSOR ON	N9H 1T5
DI DUCA VINCENZO ANTONIO	DI DUCA IOLANDA DOMENICA	1770 BOUFFARD RD		WINDSOR ON	N9J 1H2
NOHRA CHAKER		18 LAKE CRES		LEAMINGTON ON	N8H 5J1
MORRISON PAULA MARIE	MARTINELLO NICHOLAS	1790 BOUFFARD RD		WINDSOR ON	N9J 1H2
FAUBERT CHARLES MAURICE	FAUBERT VERONICA LYNN	6675 MALDEN RD		WINDSOR ON	N9H 1T5
DELIO CONSTRUCTION LIMITED		6720 MALDEN RD		WINDSOR ON	N9H 1Z4
1413506 ONTARIO LIMITED		16 ISLAND PARK CRT		LEAMINGTON ON	N8H 5C9
MOULDER JAY	MOULDER FRANCINE MARIE H	1755 BOUFFARD RD		WINDSOR ON	N9J 1H1
MAGRI ANTONIO	MAGRI GIOVANNINA	1765 BOUFFARD RD		WINDSOR ON	N9J 1H1
HEATON COLIN PETER	HEATON RUTH KATHLEEN	1775 BOUFFARD RD		WINDSOR ON	N9J 1H1
PUZZUOLI ANTHONY		6720 MALDEN RD		WINDSOR ON	N9H 1Z4
VITALE PIETRO	VITALE ELIZABETH	1785 BOUFFARD RD		WINDSOR ON	N9J 1H1
MCDONALD JON JAMES		1795 BOUFFARD RD		WINDSOR ON	20071214
1413506 ONTARIO LIMITED		16 ISLAND PARK CRT		LEAMINGTON ON	N8H 5C9
DELIO CONSTRUCTION LIMITED		6720 MALDEN RD		WINDSOR ON	N9H 1Z4
BOUCHER DONALD MICHAEL	BOUCHER SUSAN MARILYN	1799 BOUFFARD RD		WINDSOR ON	N9J 1H1
REAUME LAWRENCE PAUL	REAUME ERIN RENEE	6705 MALDEN RD		WINDSOR ON	N9J 2K9
LANGLOIS LAWRENCE HENRY	LANGLOIS JACQUELINE NOEL	6740 MALDEN RD		WINDSOR ON	N9H 1T7
POLEGATO MARTIN SECONDO		1805 PALMER AVE		WINDSOR ON	N9H 1R8
SAVONE SALVATORE	SAVONE LOREDANA	8545 MALDEN RD		WINDSOR ON	N9J 2V6
GALLANT ROMEO ALPHONSE	GALLANT PATRICIA MARY	6750 MALDEN RD		WINDSOR ON	N9H 1T7
RAWLE GLENYS LORRAINE		1820 BOUFFARD RD		WINDSOR ON	N9H 1V7
SAVONE SALVATORE	SAVONE LOREDANA	8545 MALDEN RD		WINDSOR ON	N9J 2V6
DESCHAINÉ ROBERT CHAM	DESCHAINÉ MARILYN ANN	6760 MALDEN RD		WINDSOR ON	N9H 1T7
MAGDA DAVID		1835 BOUFFARD RD		WINDSOR ON	N9H 1V8
CERVI BARBARA		5970 EMPRESS ST		WINDSOR ON	N8T 1B5
JANSEN HARRY LOUIS	JANSEN MARIE LORRAINE	1325 BOUFFARD RD		WINDSOR ON	N9J 1G8
WELLS ALAN RAYMOND	WELLS MARLA BERNICE	1635 LAURIER DR		WINDSOR ON	N9J 1N4
SANTORO ENNIO GUISEPPE		1954 EDGEMORE AVE		WINDSOR ON	N9H 2J7
SOUTH WINDSOR PROPERTIES INC		C/O SOUTH WINDSOR DEV CO LTD	801 - 374 OUELLETTE AVE	WINDSOR ON	N9A 1A8
ROY VICTOR	ROY JO-ANNE	1665 LAURIER DR		WINDSOR ON	N9J 1N4
MORENCY MICHAEL ROBERT	MORENCY SANDRA LYN	1675 LAURIER DR		WINDSOR ON	N9J 1N4
EVON BRADLEY JOSEPH	EVON JOANNE KATHRYN	1645 LAURIER DR		WINDSOR ON	N9J 1N4
BRYANT JUDITH ANNE		1685 LAURIER DR		WINDSOR ON	N9J 1N4
ZANETTIN ROGER	ZANETTIN SHARON	1655 LAURIER DR		WINDSOR ON	N9J 1N4
GAZO WILLIAM JOHN	GAZO RENEE MICHELLE	6865 MALDEN RD		WINDSOR ON	N9J 2L1
MORENCY MICHAEL ROBERT	MORENCY SANDRA LYN	1675 LAURIER DR		WINDSOR ON	N9J 1N4
DEAN WENDY BONNIE		6875 MALDEN RD		WINDSOR ON	N9J 2L1
DI PIETRO FRANCESCA		1095 ST MARY'S BLVD		WINDSOR ON	N8S 2V3
PHILLIPS RONALD	PHILLIPS EMILY	1564 GLADSTONE AVE		WINDSOR ON	N8X 2R1
SMITH DAVID WALTER	SMITH CAROL PATRICIA	6885 MALDEN RD		WINDSOR ON	N9J 2L1
CURTIS WILLIAM CHAPMAN	CURTIS ANNE	1650 LAURIER DR		WINDSOR ON	N9J 1N5
DI PIETRO SEBASTIANO		C/O FRANCESCA DI PIETRO	1095 ST MARY'S BLVD	WINDSOR ON	N8S 2V3
GUARASCI TERESA		1765 CALIFORNIA AVE		WINDSOR ON	N9B 3T5
VALENTE ANTONIETTA		6175 MALDEN RD		WINDSOR ON	N9H 1S9
LABUTTE LAWRENCE RICHARD	LABUTTE JANET PHYLLIS	1660 LAURIER DR		WINDSOR ON	N9J 1N5
BENJAMIN BONITA LYNN		1670 LAURIER DR		WINDSOR ON	N9J 1N5
DUROCHER NORBERT ULRICK	DUROCHER HEDWIG MARY	1680 LAURIER DR		WINDSOR ON	N9J 1N5
VIGLIARESE CONSTANZA		1690 LAURIER DR		WINDSOR ON	N9J 1N5
MILLS MATTHEW GARLAND	MILLS JENNIFER LYNN	1654 MAPLE AVE		WINDSOR ON	N9J 3L2

KULYK EDWARD JOHN	KULYK FILOMENA	1660 MAPLE AVE		WINDSOR ON	N9J 3L2
HAWLEY DONALD KEITH	HAWLEY JUNE DOLORES	6905 MALDEN RD		WINDSOR ON	N9J 2T6
ROVERE PETER PAUL	ROVERE VIVIAN MARIE	1670 MAPLE AVE		WINDSOR ON	N9J 3L2
MINARDI GIOVANNI	MINARDI MARIA	6910 MALDEN RD		WINDSOR ON	N9J 2T5
DURLING ROBERT S	DURLING ANGELA JULIE	1680 MAPLE AVE		WINDSOR ON	N9J 3L2
RUDAK JOHANNA HENDRIKA		1905 GILROY ST		WINDSOR ON	N9J 2X8
COSTA BRUNO	COSTA BERTILLA	3455 EVERTS AVE		WINDSOR ON	N9E 2V9
VALENTE ANTONIETTA		6175 MALDEN RD		WINDSOR ON	N9H 1S9
BAUER BRADLEY JAMES	BAUER KELLY LEE-ANNE	1690 MAPLE AVE		WINDSOR ON	N9J 3L2
MILLS ANDREW WILLIAM	MILLS JODI	6915 MALDEN RD		WINDSOR ON	N9J 2T6
CHAUVIN JAMES JONATHAN	CHAUVIN CHRISTINE MARIE	6916 MALDEN RD		WINDSOR ON	N9J 2T5
MATISZ TED WILLIAM	MATISZ DIANE LYNN	1659 MAPLE AVE		WINDSOR ON	N9J 3L2
FRANK LINDA E		6925 MALDEN RD		WINDSOR ON	N9J 2T6
COJOCAR GEORGE	COJOCAR MARY JANE	6920 MALDEN RD		WINDSOR ON	N9J 2T5
ALOISIO ADAM	ALOISIO THERESA	1059 LAKEVIEW AVE		WINDSOR ON	N8P 1K9
MARRA ANTONIO	MARRA LUIGINA	12195 ST THOMAS CRES		WINDSOR ON	N8N 3P5
MINER STEVEN RUSSELL		1665 MAPLE AVE		WINDSOR ON	N9J 3L2
MAZZORINI GISELLA	MAZZORINI MARINA	MAZZORINI PAOLA	2734 NORFOLK PINE CRES	WINDSOR ON	N9E 4S5
BONDY JULIE		121 SOUTH RIVERVIEW ST		AMHESTBURG ON	N9V 3R3
ROELENS DENISE	TOTH SANDOR	1285 LYONESS CRT		WINDSOR ON	N9J 3Y5
LAFORÉ MARK JOSEPH	LAFORÉ LAURIE ANN	1689 MAPLE AVE		WINDSOR ON	N9J 3L2
ESSEX POWERLINES CORPORATION		360 FAIRVIEW AVE W SUITE 218		ESSEX ON	N8M 3G4
MCLEAN RUTH PAULINE		6975 MALDEN RD		WINDSOR ON	N9J 2T6
HOWELL JOHN FRANKLIN		6995 MALDEN RD		WINDSOR ON	N9J 2T6
BONDY MARY KATHLEEN		1691 LYONS AVE		WINDSOR ON	N9J 3K4
COGLIATI BRIAN RICHARD	COGLIATI MARY GAIL	1695 LYONS AVE		WINDSOR ON	N9J 3K4
BROCKMANN JOACHIM	BROCKMANN DENISE	1697 LYONS AVE		WINDSOR ON	N9J 3K4
FLEMING EILEEN LORRAINE		7045 MALDEN RD		WINDSOR ON	N9J 2T6
BROCKMANN JOACHIM	BROCKMANN DENISE	1697 LYONS AVE		WINDSOR ON	N9J 3K4
838793 ONTARIO LIMITED		1569 REAUME RD		WINDSOR ON	N9J 1C3
DIPONIO GIOVANNI		855 GILES BLVD E		WINDSOR ON	N9A 4E9
JORDANOVSKI NIKOLA	PERLAS KATARINA	7120 MALDEN RD		WINDSOR ON	N9J 2T7
DIPONIO GIOVANNI		855 GILES BLVD E		WINDSOR ON	N9A 4E9
BENVENUTO GUIDO	BENVENUTO MICHELE	RR 3	8870 BRODERICK RD	LASALLE ON	N9A 6Z6
EVERINGHAM TIMOTHY JAMES	EVERINGHAM BARBARA ANN	7130 MALDEN RD		WINDSOR ON	N9J 2T7
PHILLIPS DAVID ROY	PHILLIPS JOYCE VALERIE	7140 MALDEN RD		WINDSOR ON	N9J 2T7
MOON JAMES IVAN	MOON SUZANNE FLORENCE	7235 MALDEN RD		WINDSOR ON	N9J 2T8
LEVERGOOD DOUGLAS WILLIAM	LEVERGOOD MYRTLE MC RAE	7150 MALDEN RD		WINDSOR ON	N9J 2T7
LANGBRIDGE ERNEST E	LANGBRIDGE MARILYN	3855 SOUTHWINDS DR UNIT 205		WINDSOR ON	N9G 2N2
SIDDALL GARY ISRAEL	SIDDALL CAROL JOAN	BANDA MONICA LYNN	1810 MEAGAN DR	WINDSOR ON	N9J 3K7
VEGH ERNEST	VEGH KIYOKO KAYE	7145 MALDEN RD		WINDSOR ON	N9J 2T8
HASHMI TAUSIF		1820 MEAGAN DR		WINDSOR ON	N9J 3K7
BUDZIOSZ ALINA	BUDZIOSZ ROBERT	1830 MEAGAN DR		WINDSOR ON	N9J 3K7
WANG YING		265 ENFIELD PL		MISSISSAUGA ON	L5B 3Y7
GILLIGAN DEREK A	MCNEIL KRISTINA L	1850 MEAGAN DR		WINDSOR ON	N9J 3K7
HEENAN ROSEMARY ANNE	CLARKE JOHN EDWARD	1860 MEAGAN DR		WINDSOR ON	N9J 3K7
BEAUSOLEIL PETER CHARLES		1870 MEAGAN DR		WINDSOR ON	N9J 3K7
VEGH ERNEST	VEGH KIYOKO KAYE	7145 MALDEN RD		WINDSOR ON	N9J 2T8
GATES MARY ANN ELIZABETH	WOODMAN SANDRA JANE	1880 MEAGAN DR		WINDSOR ON	N9J 3K7
MAINWARING JOHN	BECKWORTH CHARLES	7155 MALDEN RD		WINDSOR ON	N9J 2T8
VANCE GEORGE HAROLD	NAVIN JANE MERNA	VANCE GEORGE SCOTT	7165 MALDEN RD	WINDSOR ON	N9J 2T8
HALUDEK DANNY	HALUDEK JEANETTE MICHELLE	1825 MEAGAN DR		WINDSOR ON	N9J 3K7
LANGLOIS REGENT	LANGLOIS CECILE	1835 MEAGAN DR		WINDSOR ON	N9J 3K7

RENAUD SUSAN FREDI		1845 MEAGAN DR		WINDSOR ON	N9J 3K7
SZKODLARSKI HENRYK TADEUSZ		1855 MEAGAN DR		WINDSOR ON	N9J 3K7
CHURCH CHARLES	SZKODLARSKI MIROSLAWA	1865 MEAGAN DR		WINDSOR ON	N9J 3K7
PLATT DANIEL JAMES	CHURCH JERRILYN	1875 MEAGAN DR		WINDSOR ON	N9J 3K7
PRSA STEVE	PLATT KELLY ANNE	1074 LAPORTE AVE		WINDSOR ON	N8S 3R6
SCIGLIANO ANTONIA	PRSA MARY	7175 MALDEN RD		WINDSOR ON	N9J 2T8
STADDON JAMES MAXWELL		7230 MALDEN RD		WINDSOR ON	N9J 2T7
SCIGLIANO ANTONIA	STADDON CHARLENE HELEN	7175 MALDEN RD		WINDSOR ON	N9J 2T8
PIGNANELLI MARIO		7175 MALDEN RD		LASALLE ON	N9J 2T8
PIGNANELLI MARIO ROSARIO	PIGNANELLI ANTONIA	7175 MALDEN RD		LASALLE ON	N9J 2T8
ST LOUIS WAYNE JOSEPH	PIGNANELLI ANTONIA	7215 MALDEN RD		WINDSOR ON	N9J 2T8
PRICE GREGORY		7225 MALDEN RD		WINDSOR ON	N9J 2T8
LASALLE TOWN	PRICE JANICE ELIZABETH	5950 MALDEN RD		WINDSOR ON	N9H 1S4
BOISMIER RONALD JOSEPH		7245 MALDEN RD		WINDSOR ON	N9J 2T8
KENNY JACQUES JOSEPH	BOISMIER SUZANNE V	7296 MALDEN RD		WINDSOR ON	N9J 2T7
JONES CARRIE ANN	KENNY GLORIA DIANE	1810 SUZANNE ST		WINDSOR ON	N9H 1R5
BOUTILIER BEATRICE JOYCE	PERCY DARLENE ARPENIG	1818 SUZANNE ST		WINDSOR ON	N9H 1R5
WELLS VICTOR LESLIE		1822 SUZANNE ST		WINDSOR ON	N9H 1R5
WELLS BARBARA	WELLS BARBARA	1822 SUZANNE ST		WINDSOR ON	N9H 1R5
EDGLEY FRANCIS JAMES		1840 SUZANNE ST		WINDSOR ON	N9H 1R5
GRAY WESLEY JOHN	EDGLEY MICHELLE ELIZABETH	1800 SUZANNE ST		WINDSOR ON	N9H 1R5
MARROCCO FILOMENA	HEBERT ARLIS ARLENE	6220 MALDEN RD		WINDSOR ON	N9H 1T1
WELLS VICTOR LESLIE		1822 SUZANNE ST		WINDSOR ON	N9H 1R5
O'SULLIVAN DENNIS	WELLS BARBARA	1881 EDGEMORE AVE		WINDSOR ON	N9H 2J5
MARROCCO FILOMENA	O'SULLIVAN SHEILA	6220 MALDEN RD		WINDSOR ON	N9H 1T1
HEINE PATRICK MARKUS		1815 SUZANNE ST		WINDSOR ON	N9H 1R6
HEINE THOMAS	HEINE SHARON ANN ELIZABETH	304 CENTENNIAL CRES		FLIN FLON MB	R8A 1T1
ROBINET RAYMOND LEO		1845 SUZANNE ST		WINDSOR ON	N9H 1R6
ROMANO FRANCO	ROBINET LOUISE FRANCES	2485 VIA VITA ST		WINDSOR ON	N9E 4C7
CASSIDY DALE PETER	ROMANO ROSA	1865 SUZANNE ST		WINDSOR ON	N9H 1R6
HOLT SEAN	CASSIDY SUSAN ELIZABETH	6280 MALDEN RD		WINDSOR ON	N9H 1T1
LAPOINTE GORDON FRANCIS		1755 NORMANDY ST		WINDSOR ON	N9J 1X9
MALDEN SQUARE INC	LAPOINTE SHIRLEY CATHARINE	C/O GERALD DUTHIE & CO	525 WINDSOR AVE	WINDSOR ON	N9A 1J4
STEKAN PETROLEUM LTD		1515 MAPLE AVE		LASALLE ON	N9J 3L3
MALDEN SQUARE INC		C/O GERALD DUTHIE & CO	525 WINDSOR AVE	WINDSOR ON	N9A 1J4
1659475 ONTARIO LTD		12300 TECUMSEH RD E		TECUSMEH ON	N8N 1M4
LOWRIE SCOTT WILLIAM	LOWRIE JODY CATHERINE	6275 MALDEN RD		WINDSOR ON	N9H 1S9
RICE DAVID	RICE MARIE	1555 STUART BLVD		WINDSOR ON	N9J 1Y5
BENNETT EVELYN		7210 MALDEN RD		WINDSOR ON	N9J 2T7
CANTO FERNANDO HENRIQUE	CANTO MARIA	7220 MALDEN RD		WINDSOR ON	N9J 2T7
LASALLE TOWN		5950 MALDEN RD		WINDSOR ON	N9H 1S4
PESCE MARY ESTATE		C/O PETER PESCE	1100 MARTIN LANE	WINDSOR ON	N9J 2X1
VEGH ERNEST	VEGH KIYOKO KAYE	7145 MALDEN RD		WINDSOR ON	N9J 2T8
VEGH KENNETH MICHAEL	VEGH SHERRILYNN T	1485 BOUFFARD RD		WINDSOR ON	N9J 1G8
VEGH ERNEST	VEGH KIYOKO KAYE	7145 MALDEN RD		WINDSOR ON	N9J 2T8
HEINE PATRICK MARKUS	HEINE SHARON ANN ELIZABETH	1815 SUZANNE ST		WINDSOR ON	N9H 1R6
DIGIORGIO GIUSEPPE	SORGE FILOMENA	6140 MALDEN RD		WINDSOR ON	N9H 1S8
DI GIORGIO ANTONIETTA		1825 OMIRA ST		WINDSOR ON	N9H 1R3
BENVENUTO GUIDO	BENVENUTO MICHELE PATRICIA	RR 3	8870 BRODERICK RD	WINDSOR ON	N9A 6Z6
URBAN SELECTIONS INC		5975 MALDEN RD		WINDSOR ON	N9H 1S7
LANGLOIS MARY		1698 MAPLE AVE		WINDSOR ON	N9J 3L2
CHARTRAND RICHARD ALFRED	CHARTRAND MONIQUE	1670 LYONS AVE		WINDSOR ON	N9J 3K4
MODESTINO ROBERT	MODESTINO MICHELE	1676 LYONS AVE		WINDSOR ON	N9J 3K4

MARDEGAN ANGELO		1682 LYONS AVE		WINDSOR ON	N9J 3K4
TUSZEWSKI MARIAN	TUSZEWSKI BOZENA	1692 LYONS AVE		WINDSOR ON	N9J 3K4
SILAS RONALD GEORGE	SILAS SAROJ CHRISTINA	1698 LYONS AVE		WINDSOR ON	N9J 3K4
1659475 ONTARIO LTD		12300 TECUMSEH RD E		TECUMSEH ON	N8N 1M4
RENAUD JOSEPH EARL	RENAUD COLLEEN PATRICIA	6554 MALDEN RD		WINDSOR ON	N9H 1T3
OLTEAN TERENCE ALLAN	OLTEAN BETTY JEAN	6530 MALDEN RD		WINDSOR ON	N9H 1T3
ENVIRONMENT AND ENERGY	MINISTRY	C/O ORC FACILITY SUPPORT	11TH FLOOR FERGUSON BLOCK	77 WELLESLEY ST W	TORONTO ON
RENAUD KEVIN RICHARD		6620 MALDEN RD		WINDSOR ON	M7A 1N3
OFNER JOSEF JR	OFNER IRENE	6306 MALDEN RD		WINDSOR ON	N9H 1T6
KLINGBYLE GARY GORDON		1880 VALIANT ST		WINDSOR ON	N9H 1T2
KLINGBYLE GARY GORDON	KLINGBYLE JOAN VERONICA	1880 VALIANT ST		WINDSOR ON	N9H 1Z2
AUSTIN A W ESTATE		C/O JACK L NELSON	800 PARKSIDE AVE	WINDSOR ON	N9H 1Z2
KLINGBYLE GARY GORDON	KLINGBYLE JOAN VERONICA	1880 VALIANT ST		PITTSBURGH PA	15228
L A LAND CORPORATION		2985 DOUGALL AVE		WINDSOR ON	N9H 1Z2
PAVAO JOSEPH LOUIS	PAVAO EMILIANA MARIA	6542 MALDEN RD		WINDSOR ON	N9E 1S1
LOFTHOUSE-ALDI BRENT GARETH		6548 MALDEN RD		WINDSOR ON	N9H 1T3
MOSS CLIFFORD LEE	MOSS MARY JEAN	6050 MALDEN RD		WINDSOR ON	N9H 1T3
LASALLE TOWN		5950 MALDEN RD		WINDSOR ON	N9H 1S8
LASALLE BELLA VISTA LTD		C/O DARRON PROPERTY ADVISOR	257 ADELAIDE ST W SUITE 400	WINDSOR ON	N9H 1S4
SCALZI HOLDINGS INC		2056 EDGEMORE AVE		TORONTO ON	M5H 1X9
RACINE DOUGLAS ROY	RACINE SHIRLEY L	1735 NORMANDY ST		WINDSOR ON	N9H 2J8
FORTIN WAYNE PATRICK		6045 MALDEN RD		WINDSOR ON	N9J 1X9
CANJI VLADIMIR	CANJI LJUBICA	C/O 6055 MALDEN RD		WINDSOR ON	N9H 1S7
COSGRAVE CLARENCE JUNIOR		6035 MALDEN RD		WINDSOR ON	N9H 1S7
VINCENT DANIEL WAYNE	VINCENT JANICE ROSE	674 STEVEN DR		LASALLE ON	N9J 3C2
ALDOUS GREGORY JOHN	ALDOUS CHARLENE BETH	1788 ARGUS ST		WINDSOR ON	N9J 3G4
PAVLICH IVAN	PAVLICH NANCY K	1782 ARGUS ST		WINDSOR ON	N9J 3G4
SARUNA RAMZA MARIE		1776 ARGUS ST		WINDSOR ON	N9J 3G5
TANNOUS ANN-MARIE		1775 STANTON AVE		WINDSOR ON	N9J 3H3
STEFANCZYK DANIEL JOHN	STEFANCZYK GILLIAN MARY	1765 STANTON AVE		WINDSOR ON	N9J 3H3
CHAMBERLAIN ALBERT BRUCE	DAABOUS VIOLETTE M	1775 ARGUS ST		WINDSOR ON	N9J 3G5
FADDOUL MOURICE	ABI-SAMRA KAY MARIE C	1781 ARGUS ST		WINDSOR ON	N9J 3G4
CHARRON ROBERT T JOSEPH	LUCIW-CHARRON SHARON	1787 ARGUS ST		WINDSOR ON	N9J 3G4
GERMANESE AUGUSTINO	GERMANESE CATHY	1793 ARGUS ST		WINDSOR ON	N9J 3G4
SMITH ANDREW JOHN	SMITH KELLEY JEAN	1799 ARGUS ST		WINDSOR ON	N9J 3G4
VINCENT HOWARD ALVIN	VINCENT IRENE	6225 MALDEN RD		WINDSOR ON	N9J 3G4
PETERS ALEXANDRA		6245 MALDEN RD		WINDSOR ON	N9H 1S9
BENETEAU JAMES JOSEPH	BENETEAU MARY DEBRA LYNN	6365 MALDEN RD		WINDSOR ON	N9H 1S9
OLIVER ROBERT JAMES	OLIVER VIRGINIA LOUISE	1546 STUART BLVD		WINDSOR ON	N9H 1T4
MAYRAND WILFRED YVON	MAYRAND LORRAINE MARIE	1550 STUART BLVD		WINDSOR ON	N9J 1Y6
JOHNSON DAVID ALFRED	JOHNSON JANET ELIZABETH	1560 STUART BLVD		WINDSOR ON	N9J 1Y6
CORRENT RICCARDO DOMENICO	CORRENT SONIA SUSAN	RR 3	6185 HURON CHURCH LINE RD	WINDSOR ON	N9J 1Y6
WINDSOR OPEN BIBLE	FELLOWSHIP	C/O 161-5060 TECUMSEH RD E		WINDSOR ON	N9A 6Z6
1318804 ONTARIO LIMITED		5685 MALDEN RD		WINDSOR ON	N8T 1C1
PHELPS MARGARET JEAN		86 CLUETT DR		WINDSOR ON	N9H 1R9
DI GIOIA MARIA		5645 MALDEN RD		AJAX ON	L1S 7G2
GREATER ESSEX COUNTY	DISTRICT SCHOOL BOARD	451 PARK ST W		WINDSOR ON	N9H 1R9
POTVIN RAYMOND WILLIAM		6880 MALDEN RD		WINDSOR ON	N9A 5V4
BROWN STEPHEN CRAIG		6870 MALDEN RD		WINDSOR ON	N9J 2T5
MATT HERMAN EDWARD		6890 MALDEN RD		WINDSOR ON	N9J 2T5
VALENTE CONSTRUCTION LIMITED		23B-25 AMY CROFT DR		WINDSOR ON	N9J 2T5
JOHNSON SHEILA A		6860 MALDEN RD		WINDSOR ON	N9K 1C7
KARBOWSKI JOHN HENRY	KARBOWSKI JANET	6850 MALDEN RD		WINDSOR ON	N9J 2T5

DESROSIERS PAULETTE MAY		6840 MALDEN RD				WINDSOR ON	N9J 2T5
BROSSEAU PAUL F	BROSSEAU MARILYN J	6830 MALDEN RD				WINDSOR ON	N9J 2T5
3AGNIER WILFRED ROGER	GAGNIER RUTH MARGARET	6820 MALDEN RD				WINDSOR ON	N9J 2T5
GREENWOOD VICTOR TERRANCE	GREENWOOD DONNA MAE	6845 MALDEN RD				WINDSOR ON	N9J 2L1
JENKINS WENDY CAROL		6715 MALDEN RD				WINDSOR ON	N9J 2K9
WENZLER JOSEPH FRANCIS	HEINRICH-WENZLER ERIKA	6709 MALDEN RD				WINDSOR ON	N9J 2K9
BIETOLA LUIGI	BIETOLA ELISA	1795 HURON ST				WINDSOR ON	N9J 1J8
RIVEST PAUL VICTOR	RIVEST WILFRED	291 LINCOLN RD				WINDSOR ON	N8Y 2G3
SCHOLEY ERIC ALLEN	SCHOLEY STEPHANIE	6733 MALDEN RD				WINDSOR ON	N9J 2K9
KACHLER JACOB PHILIP	KACHLER TERI LYNN	6725 MALDEN RD				WINDSOR ON	N9J 2K9
TOLEDO DANIEL RUBIM DE	TOLEDO DEBRA LYN	6721 MALDEN RD				WINDSOR ON	N9J 2K9
CRUNDWELL ALVIN	CRUNDWELL MARIANN KAY	6810 MALDEN RD				WINDSOR ON	N9J 2T5
VALENTE DEVELOPMENT CORP.		C/O 2985 DOUGALL AVE				WINDSOR ON	N9E 1S1
428731 ONTARIO INC		6565 MALDEN RD				WINDSOR ON	N9H 1T5
ROSCON HOLDINGS LIMITED		6555 MALDEN RD				WINDSOR ON	N9H 1T5
905375 ONTARIO INC		C/O ARMANDO GERARDI	3202 WALKER RD			WINDSOR ON	N8W 3R8
MONFORTON DONALD	MONFORTON SANDRA LYNN MARY	7240 MALDEN RD				WINDSOR ON	N9J 2T7
RYAN EARL MARK	RYAN EVA LEONA	7250 MALDEN RD				WINDSOR ON	N9J 2T7
QUENNEVILLE IRENE		7300 MALDEN RD				WINDSOR ON	N9J 2T7
MC DOUGALL ROSEMARY LUCILLE		1799 LANSDOWNE AVE				WINDSOR ON	N9J 3X8
MANCHESTER RONALD ROSS		6355 MALDEN RD				WINDSOR ON	N9H 1T4
SOOS WAYNE FRANCIS		1570 STUART BLVD				WINDSOR ON	N9J 1Y6
DECASTRO-BROWN CHRISTINA	BROWN DONALD ERNEST	1575 OUTRAM AVE				WINDSOR ON	N9J 3M3
MIELKE EDWARD	MIELKE THERESA	7915 MATCHETTE RD				LASALLE ON	N9J 2X6
TALERICO CATERINA		1830 OMIRA ST				WINDSOR ON	N9H 1R2
TALERICO FRANK		1830 OMIRA ST				WINDSOR ON	N9H 1R2
MENARD DONALD HAROLD		569 MARTIN LANE				WINDSOR ON	N9J 2M7
VINCENT JANICE ROSE		674 STEVEN DR				WINDSOR ON	N9J 3C2
USSOLETTI CONSTRUCTION	LIMITED	1464 LANGLOIS AVE				WINDSOR ON	N8X 4M1
CROMBIE PROPERTY HOLDINGS	LIMITED	ATTN: JOHN WALKER	PROPERTY TAX MANAGER	115 KING ST		STELLARTON, NS	B0K1S0
GREENWOOD HOMES INC		PO BOX 580				RUTHVEN ON	N0P 2G0
NIZZER SATNAM		1569 REAUME				WINDSOR ON	N9J 1C3
TAVOLIERI ITALO	TAVOLIERI LIVIA	7075 MALDEN RD				WINDSOR ON	N9J 2T8
LOBLAW PROPERTIES LIMITED		MUNICIPAL ASSESSMENTS	1 PRESIDENT'S CHOICE CIRCLE	4TH FLOOR		BRAMPTON ON	L6Y 5S5
RADAKOVICH RADE ROY	RADAKOVICH MIRJANA MARY ANN	C/O TIM HORTONS	TIM LIPTON	874 SINCLAIR RD		OAKVILLE ON	L6K 2Y1
SOVEREIGN WOODS ESTATES INC		C/O 1774 SPRUCEWOOD DR				WINDSOR ON	N9J 1X7
TEDESCO TOMMASO	TEDESCO MARIA TERESA	1760 LANSDOWNE AVE				WINDSOR ON	N9J 3X8
FARRUGIA GEORGE	FARRUGIA NINETTA	1740 LANSDOWNE AVE				LA SALLE ON	N9J 3X8
GIANNOTTI ANTONIO	GIANNOTTI ANNA MARIA	1750 LANSDOWNE AVE				LASALLE ON	N9J 3X8
VIN-PICO CONSTRUCTION LTD		2694 ST CLAIR				WINDSOR ON	N9E 4L6
SHEEHAN THOMAS	ST AMOUR PETER	1780 LANSDOWNE AVE				WINDSOR ON	N9J 3X8
SYMONS STEVEN	GRECO ADELINA	898 SORGE CRES				WINDSOR ON	N9J 3G2
D'AGOSTINI SAM	D'AGOSTINI JULIANA	1755 LANSDOWNE AVE				LASALLE ON	N9J 3X8
REINHART JAMES	REINHART JACQUELINE	1765 LANSDOWNE AVE				WINDSOR ON	N9J 3X8
MALEK DONALD EDWARD	MCPHEE-MALEK LISA MARIE	1775 LANSDOWNE AVE				WINDSOR ON	N9J 3X8
INJIC ROBERT	INJIC SHARI LYNN	1785 LANSDOWNE AVE				WINDSOR ON	N9J 3X8
FRANK DEBORAH ANN	FRANK MICHAEL DAVID	1795 LANSDOWNE AVE				WINDSOR ON	N2J 3X8
MAISONVILLE BRADD LOUIS	MAISONVILLE JENNIFER ANNE	1585 OUTRAM AVE				WINDSOR ON	N9J 3N6
BANNING MARC JAY		1589 OUTRAM AVE				WINDSOR ON	N9J 3M3
PIZZO LUCIANO	VARUTTI-PIZZO SANDRA	1595 OUTRAM AVE				WINDSOR ON	N9J 3M3
HORNEA DANIEL	HORNEA GABRIELA	7125 MALDEN RD				WINDSOR ON	N9J 2T8
EL-HADI ZEINA		2880 NORMANDY ST				LASALLE ON	N9H 2P3
L A LAND CORPORATION		2985 DOUGALL AVE				WINDSOR ON	N9E 1S1

NIZZER SATNAM		6495 MALDEN RD		WINDSOR ON	N9H 1T4
WESTVIEW PARK LUXURY GARDENS	INC	697 FRONT RD N		AMHERSTBURG ON	N9V 2V6
STERLING ELAINE MARIE		1885 WESTVIEW AVE UNIT 102		WINDSOR ON	N9H 2R8
KWASNICKI STANLEY	KWASNICKI JEAN W	1885 WESTVIEW AVE SUITE 103		WINDSOR ON	N9H 2R8
WESTVIEW PARK LUXURY GARDENS	INC	697 FRONT RD N		AMHERSTBURG ON	N9V 2V6
KLINGBYLE ELEANOR		1855 WESTVIEW AVE UNIT 105		LASALLE ON	N9H 2R8
HOENIG PETER ANDREW	HOENIG SHANNA	1885 WESTVIEW AVE UNIT 106		WINDSOR ON	N9H 2R8
MONIK WILLIAM JOSEPH	MONIK BERNICE MARGARET	1885 WESTVIEW AVE SUITE 107		WINDSOR ON	N9H 2R8
WATT'S MICHELE		1885 WESTVIEW AVE UNIT 108		WINDSOR ON	N9H 2R8
SUSKO KENNETH JOHN	SUSKO IRMA	1885 WESTVIEW AVE UNIT 109		LA SALLE ON	N9H 2R8
CHITTIM SHIRLEY ELIZABETH		110-1885 WESTVIEW PARK BLVD		LASALLE ON	N9H 2R8
TEDESCO JENNIFER		1885 WESTVIEW AVE UNIT 111		WINDSOR ON	N9H 2R8
KOBROSLY ADNAN		1885 WESTVIEW AVE UNIT 112		LASALLE ON	N9H 2R8
JOHNSON ROBERT CLARENCE		1885 WESTVIEW AVE UNIT 201		WINDSOR ON	N9H 2R8
ADRAGNA LEONARDO	ADRAGNA TILDA	3855 VALENTIA WAY		NAPLES FL	34119
GRABIJAS GLORIA MARILYN	GRABIJAS MURRAY FRANCIS	1885 WESTVIEW AVE UNIT 203		LA SALLE ON	N9H 2R8
GALLANT MARIAN PATRICIA		1885 WESTVIEW AVE UNIT 204		WINDSOR ON	N9H 2R8
SMITH ROSE M		1885 WESTVIEW AVE UNIT 205		WINDSOR ON	N9H 2R8
MAINI THERESA		1885 WESTVIEW AVE UNIT 206		WINDSOR ON	N9H 2R8
INGRATTA JAMIE JOSEPH		1885 WESTVIEW AVE UNIT 207		WINDSOR ON	N9H 2R8
DRESSER DOREEN		208-1885 WESTVIEW PARK BLVD		WINDSOR ON	N9H 2R8
COWAN BETTY JEAN		1885 WESTVIEW PARK UNIT 209		WINDSOR ON	N9H 2R8
LEW CARMAN HARRY	LEW JEANNE MARIE	1885 WESTVIEW BLVD UNIT 210		LA SALLE ON	N9H 2R8
MICHALSKI CATHERINE		1885 WESTVIEW AVE UNIT 211		WINDSOR ON	N9H 2R8
VOINAROSKI WILLIAM	VOINAROSKI PEARL JANETTE	1885 WESTVIEW PARK BLVD		LASALLE ON	N9H 2R8
FERRANTI ROBERT JOHN		213-1885 WESTVIEW PARK BLVD		LASALLE ON	N9H 2R8
TOUSIGNANT MARY		214 - 1885 WESTVIEW PARK		LASALLE ON	N9H 2R8
WESTVIEW PARK LUXURY GARDENS	INC	697 FRONT RD N		AMHERSTBURG ON	N9V 2V6
FARRAH-ZEITER IRENE	ZEITER JOHN	1885 WESTVIEW AVE UNIT 302		WINDSOR ON	N9H 2R8
RIZZO CHRISTOPHER N		5125 NORTH TALBOT RD		MAIDSTONE ON	N0R 1K0
MARTINELLO ANGELO MAURO	MARTINELLO KARISSA LYNN	3898 NORTHWAY AVE		WINDSOR ON	N9G 2P9
TSAFOS PAGONA NITSA		305-1885 WESTVIEW PARK BLVD		WINDSOR ON	N9H 2R6
LITWIN BETTY E		1885 WESTVIEW AVE SUITE 306		WINDSOR ON	N9H 2R8
VENTIMIGLIA JOSIE	BERTUCCIO PINA	3663 RIVERSIDE DR E UNIT 203		WINDSOR ON	N8Y 4V3
B & R CREVATIN ELECTRIC INC		502 MARKHAM RD UNIT B	RR 1	BELLE RIVER ON	N0R 1A0
HOPE JOHN	HOPE MAE	1885 WESTVIEW AVE UNIT 309		LA SALLE ON	N9H 2R8
CIAMPA CHIARINA		1885 WESTVIEW AVE UNIT 310		WINDSOR ON	N9H 2R8
MALANDRUCCOLO NATALIE-CORBI		1885 WESTVIEW AVE UNIT 311		WINDSOR ON	N9H 2R8
BRADFORD PAUL	BRADFORD DIANE ELAINE	312-1885 WESTVIEW PARK BLVD		LASALLE ON	N9H 2R8
MAIN NEIL ROY		17-22 WATERVIEW HEIGHTS		CHARLOTTETOWN PE	C1A 9J8
HUDAK ROSE		1855 NORMANDY ST UNIT 104		WINDSOR ON	N9H 2R4
LOVELL STEPHEN		1855 NORMANDY ST UNIT 105		WINDSOR ON	N9H 2R4
HALE RITA GAY		1855 NORMANDY ST UNIT 106		WINDSOR ON	N9H 2R4
SZMIGELSKY JAMES	SZMIGELSKY ARANKA	1855 NORMANDY ST UNIT 107		WINDSOR ON	N9H 2R4
HOTHAK ALOIS	HOTHAK ANNA	1855 NORMANDY ST UNIT 201		WINDSOR ON	N9H 2R4
FADER LORI-ANN		1855 NORMANDY ST UNIT 202		WINDSOR ON	N9H 2R4
RENAUD BETTY JOYCE		1855 NORMANDY ST UNIT 203		WINDSOR ON	N9H 2R4
OLIVER CHRISTOPHER		1855 NORMANDY ST UNIT 204		WINDSOR ON	N9H 2R4
THOMPSON DAWN A	THOMPSON WILLIAM G	THOMPSON MARIANNE E	1855 NORMANDY ST UNIT 206	WINDSOR ON	N9H 2R4
LOVELL MICHAEL BRODERICK		1855 NORMANDY ST UNIT 301		WINDSOR ON	N9H 2R4
MERCER DARREN	BILTON BARBARA ANNE	1855 NORMANDY ST UNIT 302		WINDSOR ON	N9H 2R4
SPITERI JASON NOEL		1855 NORMANDY ST UNIT 303		WINDSOR ON	N9H 2R4
OLIVER MARK JEFFREY	OLIVER KELLY MARIE	2180 SUZANNE ST		WINDSOR ON	N9H 2K3

WALES CATHERINE	WALES MARGUERITE	1855 NORMANDY ST UNIT 305		WINDSOR ON	N9H 2R4
WAKEFORD AILEEN		1855 NORMANDY ST UNIT 306		WINDSOR ON	N9H 2R4
HENDERSON COLLEEN		1855 NORMANDY ST UNIT 307		WINDSOR ON	N9H 2R4
STADELMANN VICTORIA ANNE		1855 NORMANDY AVE SUITE 308		LASALLE ON	N9H 2R4
NITZ FRIEDRICH	NITZ KATHARINA	1855 NORMANDY ST	SUITE 401	LASALLE ON	N9H 2R4
ALB JOHN	ALB ELFRIEDE	1855 NORMANDY ST UNIT 402		WINDSOR ON	N9H 2R4
MARKHAM KAREN		1855 NORMANDY ST UNIT 403		WINDSOR ON	N9H 2R4
LUCIER HECTOR JOHN	LUCIER LAURA	1855 NORMANDY ST UNIT 404		WINDSOR ON	N9H 2R4
COLAUTTI KASEY		1855 NORMANDY ST UNIT 405		WINDSOR ON	N9H 2R4
HEPPERLE BEATE		1855 NORMANDY ST	UNIT 406	LASALLE ON	N9H 2R4
ARVAI ADRIAN	ARVAI ANTONETTE	1855 NORMANDY ST UNIT 407		WINDSOR ON	N9H 2R4
ALDOUS JOHN		1855 NORMANDY ST UNIT 408		WINDSOR ON	N9H 2R4
WATERFIELD DAINA GILLIAN		1855 NORMANDY ST UNIT 502		WINDSOR ON	N9H 2R4
REID JAMES		1855 NORMANDY ST	UNIT 501	WINDSOR ON	N9H 2R4
WILKINSON SCOTT		1855 NORMANDY ST UNIT 503		WINDSOR ON	N9H 2R4
AMICO PROPERTIES INC		2155 FASAN DR	RR 1	OLDCASTLE ON	N0R 1L0
CHAMBERLAIN ROBYN ELAINE	CHAMBERLAIN RONALD ALBERT	1855 NORMANDY ST SUITE 505		LASALLE ON	N9H 2R4
VELLA LYNN		1855 NORMANDY ST	UNIT 506	LASALLE ON	N9H 2R4
MARTIN JOHN	MARTIN ANNE	1855 NORMANDY ST UNIT 507		WINDSOR ON	N9H 2R4
HANNON BRIAN ALEXANDER	HANNON MARY CATHERINE	1855 NORMANDY ST UNIT 508		WINDSOR ON	N9H 2R4
MCAULEY PATRICIA		1855 NORMANDY ST UNIT 602		LASALLE ON	N9H 2R4
BROWN RONALD GEORGE	BROWN CHRISTINE	1855 NORMANDY ST UNIT 603		LASALLE ON	N9H 2R4
DAVIS ANNA MATILDA		1855 NORMANDY ST UNIT 605		WINDSOR ON	N9H 2R4
ROBINSON JOHN WILLIAM		608-1855 NORMANDY ST		WINDSOR ON	N9H 2R4
VENUTO CATHERINE ANN		1615 ARGUS ST		WINDSOR ON	N9J 3G5
DZIBELA DAVID CARL		1855 NORMANDY ST UNIT 101		WINDSOR ON	N9H 2R4
DROUILLARD MARGOT		1855 NORMANDY ST UNIT 102		WINDSOR ON	N9H 2R4
JARNES ELEANOR		1855 NORMANDY ST UNIT 205		WINDSOR ON	N9H 2R4
TURNER ELSIE IRENE		1855 NORMANDY ST UNIT 207		WINDSOR ON	N9H 2R4
DECARLO NELLIE		1855 NORMANDY ST UNIT 208		WINDSOR ON	N9H 2R4
ELING RUSSELL MATHEW	ELING JULIE SHEILA	1560 OUTRAM AVE		WINDSOR ON	N9J 3M3
YAKOVLEV BETTY JANE		1690 NAPLES CRES		LASALLE ON	N9J 3Y9
DUFOUR GERALD EDMOND	DUFOUR JUDITH ANN	1694 NAPLES CR		WINDSOR ON	N9J 3Y9
NEIL MURRAY ROBERT	NEIL FAY LORRAINE	1700 NAPLES CRT		LASALLE ON	N9J 3Y9
VALENTE ANTONIETTA		6175 MALDEN RD		WINDSOR ON	N9H 1S9
WESTVIEW PARK GARDENS	(2004) INC	697 FRONT RD N		AMHERSTBURG ON	N9V 2V6
RIBERDY RONALD JOSEPH		1710 NAPLES CR		LASALLE ON	N9J 3Y9
VOAKES DWIGHT JAMES	VOAKES ANITA MARIE	1704 NAPLES CR		WINDSOR ON	N9J 3Y9
FLOYD LEENA KAARINA		1724 NAPLES CRES		LASALLE ON	N9J 3Y9
LAPICO REBECCA	KELLY MARNIE MADELINE	1720 NAPLES CRES		WINDSOR ON	N9J 3Y9
MELOCHE JAMES RICHARD	MELOCHE DIANE	1714 NAPLES CR		LASALLE ON	N9J 3Y9
1287739 ONTARIO LTD		2056 EDGEMORE AVE		WINDSOR ON	N9H 2J8
SCALZI CONCETTA CAROLINE		2056 EDGEMORE AVE		WINDSOR ON	N9H 2J8
COMEAU DANIELLE		7290 MALDEN RD		WINDSOR ON	N9J 2T7
KENNY JACQUES JOSEPH	KENNY GLORIA DIANE	7296 MALDEN RD		WINDSOR ON	N9J 2T7
PARKER NATHAN GRAY	GOLIAN ALEKSANDRA JUSTYNA	1570 OUTRAM AVE		WINDSOR ON	N9J 3M3
MILLS JAY DEAN	MILLS ANN-MARIE	1580 OUTRAM AVE		LASALLE ON	N9J 3M3
RODI NICK	RODI DOMENICA	1594 OUTRAM AVE		LASALLE ON	20080212
LUVISOTTO MARK LAWRENCE	D'ANDREA TINA	1590 OUTRAM AVE		LASALLE ON	N9J 3M3
1474454 ONTARIO INC		ATTN: VITO GALIFI	2865 CALIFORNIA AVE	WINDSOR ON	N9E 3K3
FLEMING EILEEN LORRAINE		7045 MALDEN RD		WINDSOR ON	N9J 2T6
AYNE CAMERON DOUGLAS		1828 SPRING GARDEN RD		WINDSOR ON	N9E 3P6
VALENTE DEVELOPMENT	CORPORATION	2985 DOUGALL AVE		WINDSOR ON	N9E 1S1

928572 ONTARIO LTD
ANSTETT PETER K

SUITE 501
7130 MALDEN RD

5420 NORTH SERVICE RD

BURLINGTON ON
LASALLE ON

L7L 6C7
N9J 2T7

**Other Interested Parties List
(In response to Notice of Project Initiation)**

LAST NAME	FIRST NAME	POSITION	ORGANIZATION	ADDRESS	TOWN	PROVINCE	POSTAL	PHONE	E-MAIL
MILLS	Sandy			6915 Malden	LaSalle	Ontario	N9J 2T6	519-978-3597	n/a
KORENIC	Ann								AKorenic@stclaircollege.ca
McCORMQUODALE	Jim			5685 Malden	LaSalle	Ontario	N9H 1R9	519-969-6095	imccorquodale@cogeco.net
PHELPS	Margaret							905-686-1564	
PHELPS	Matthew			5705 Malden	LaSalle	Ontario	N9H 1R9		
TESSIER	Mary		Sharp Bus Lines	448 Alma	Amherstburg	Ontario	N9V 3R3	519-736-0933	mary@sharpbus.com
HUNT	Thom	City Planner	City of Windsor	P.O. Box 69 400 City Hall Square E. Suite 404B	Windsor	Ontario	N9A 7K6	519-255-6543 x6897	thunt@city.windsor.on.ca
ALEXANDER	Kevin	Community Development Planner	City of Windsor	400 City Hall Square E. Suite 404B	Windsor	Ontario	N9A 7K6	519-255-6543 x6732	kalexander@city.windsor.on.ca
EUGENI	Josette M.	Transportation Planning Engineer	City of Windsor	1266 McDougall	Windsor	Ontario	N8X 3M7	519-255-6247 x6002	jeugeni@city.windsor.on.ca
SHREEWASTAV	Rakesh	Senior Project Engineer/VEC	MTO-Windsor Border Initiatives Implementation Group					519-873-4829	Rakesh.Shreewastav@ontario.ca
JEAN	Karen	Branch Manager	TD Canada Trust					519-250-1446 x250	jeank2@tdbank.ca
ROSE	SANDI	Property Owner	Residential	145 Grondin	LaSalle	Ontario	N9J 3M6	519-978-1038	rosefamily@sympatico.ca
JORRITSMA	PETER								peter@agora.ca
LEE	Larry			7865 Malden	LaSalle	Ontario	N9J 2V3	519-978-1014	
MENARD	Colleen	Admin. Asst.	Coco Group	6725 South Servis	Windsor	Ontario	N8N 2M1	519-948-7133	cmenard@cocogroup.com

APPENDIX B

AGENCY AND STAKEHOLDER MAILING LIST



**MALDEN ROAD IMPROVEMENTS
TRANSPORTATION, PUBLIC SAFETY
& URBAN DESIGN**



Agency Contact List

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
FEDERAL GOVERNMENT AGENCIES / REPRESENTATIVES				
Department of Indian and Northern Affairs	Mr. Fred Hosking Senior Claims Analyst, Specific Claims Branch	10 Wellington St., Room 1310, Gatineau QC K1A 0H4	Fax: Email:	(819) 953-1940 (819) 997-9873
	Mr. Franklin Roy Director, Litigation Mgmt and Resolution Branch	10 Wellington Street, Gatineau QC K1A 0H4	Fax: Email:	(819) 997-1679; royf@inac.gc.ca
	Ms. Louise Trepanier Director, Claims East of Manitoba, Comprehensive Claims Branch	10 Wellington St., Room 1310 Gatineau QC K1A 0H4	Fax: Email:	(819) 953-3109; trepanierl@inac.gc.ca
Department of Fisheries and Oceans Canada	Mr. Joe DeLaronde Southern Ontario District Impact Assessment Biologist	73 Meg Drive London, Ontario N6E 2V2	Ph: Fax: E-mail:	(519) 668-3502 (519) 668-1772 delarondjm@dfm-mpo.gc.ca
Transport Canada Environmental Affairs, Programs Branch	Monique Mousseau, Regional Manager	4900 Yonge Street, Suite 300 Toronto, ON M2N 6A5	Ph: Fax: Email:	(416) 952-0485 (416) 952-0514 mousseu@tc.gc.ca
Canada Post	Ms. Val Ireland		Ph: Email:	(519) 494-3406 val.ireland@canadapost.ca

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
Federal Constituency Office	Mr. Jeff Watson, MP, Essex	186 Talbot Street South Essex, Ontario N8M 1B6	Ph: Fax: E-mail:	(519) 776-4700 (519) 776-1383 WatsoJ@parl.gc.ca
FIRST NATIONS				
Walpole Island First Nation	Chief Dean Jacobs & Band Council Members	RR#3 Wallaceburg, ON N8A 4K9	Ph: Fax:	(519) 627-1475 (519) 627-1530
Caldwell First Nation	Chief Louise Hillier	P.O. Box 388 Leamington, Ontario N8H 3W3	Ph: Fax:	(519) 678-3831 (519) 326-3949
Moravian of the Thames	Chief John Stonefish & Band Council Members	RR#3 Thamesville, ON N0P 2K0	Ph: Fax:	(519) 692-3936 (519) 692-5522
Chippewas of the Thames	Chief Kelly Riley & Band Council Members	RR #1 Munsee, ON N0L 1Y0		
Munsee Delaware Nation	Chief Roger Thompson & Band Council Members	RR #1 Munsee, ON N0L 1Y0		
PROVINCIAL GOVERNMENT AGENCIES / REPRESENTATIVES				
Ministry of the Environment	Ms. Agatha Garcia-Wright, Director	Environmental Assessment and Approvals Branch 2 St. Clair Avenue West, Floor 12A Toronto, Ontario M4V 1L5	Ph: Fax:	(800) 461-6290 (416) 314-8001 (416) 314-8452
	Mr. Ron Griffiths, Environmental Assessment Coordinator	Southwest Regional Office 733 Exeter Road, 2 nd Floor London, Ontario N6E 1L3	Ph: Fax:	(519) 873-5000 (519) 873-5020 ron.griffiths@ontario.ca

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
Ministry of the Environment (Cont'd)	Windsor Area Supervisor	Windsor District Office 4510 Rhodes Drive, Unit 620 Windsor, Ontario N8W 5K5	Ph: Fax:	(519) 948-6024 (519) 948-2396
Ministry of Natural Resources	Mr. Ken Yaraskovitch, Supervisor	Chatham Area Office 870 Richmond Street West P.O. Box 1168 Chatham, ON N7M 5L8	Ph: Fax: E-mail:	(519) 354-1779 (519) 354-0313 Ken.Yaraskavitch@ontario.ca
Ministry of Municipal Affairs and Housing	Mr. Bruce Curtis, Community Planning & Development	Southwestern Regional Office 659 Exeter Road, 2 nd Floor London, Ontario N6E 1L3	Ph: Fax: E-mail:	(519) 873-4037 (519) 873-4018 bruce.curtis@ontario.ca
Ministry of Transportation	Mr. Dave Wake, Windsor Projects Coordinator	Environmental Unit, Southwestern Region 659 Exeter Road London, Ontario N6E 1L3	Ph: Fax: Email:	(519) 873-4789 (519) 873-4600 detroit.river@ontario.ca
	Engineering Services	Chatham Area Office 870 Richmond Street Chatham, Ontario N7M 5L3	Ph: Fax:	(519) 354-1400 (519) 354-2452
	Mr. Rakesh Shreewastav Ms. Barbara Macdonnel	MTO - Windsor Border Initiatives Implementation Group (Windsor BIIG) Project Delivery Office, London	Ph: Email:	(519) 873-4829 Rakesh.Shreewastav@ontario.ca
Ministry of Tourism and Recreation	Ms. Janet Jones	Windsor District Office 221 Mill Street Windsor, Ontario N9C 2R1	Ph: Fax: E-mail:	(800) 265-1330 (519) 973-6320 janet.jones@mci.gov.on.ca
Ministry of Culture	Mr. Michael Johnson, Cultural Services Unit	400 University Avenue, 4 th Floor Toronto, Ontario M7A 2R9	Ph: Fax:	(416) 314-7144 (416) 314-7175

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
Ontario Secretariat for Aboriginal Affairs	Ms. Pam Wheaton, Director, Policy and Relationships Branch	720 Bay St., 4 th Floor Toronto ON M5G 2K1	Fax: Email:	(416) 326-4017 pam.wheaton@ontario.ca
Provincial Constituency Office	Mr. Bruce Crozier, MPP, Essex	78 Talbot Street North Essex, Ontario N8M 1A2	Ph: Fax:	(519) 776-6420 (519) 776-5763
TOWN OF LASALLE - ADMINISTRATION				
Clerk's Department	Ms. Brenda Andreatta	5950 Malden Rd LaSalle, ON N9H 1S4	Ph: Fax:	519-969-7770 x 223 519-969-4469
Fire Services	Mr. Pat Kelly, Fire Chief	5950 Malden Rd LaSalle, ON N9H 1S4	Ph: Fax:	519-969-7770 x 563 519-969-4469
Police Services	Mr. John Leontowicz, Police Chief	5950 Malden Rd LaSalle, ON N9H 1S4	Ph: Fax:	(519) 969-5210 (519) 969-2662
Environmental Services	Mr. Robert Hayes, Town Engineer	5950 Malden Rd LaSalle, ON N9H 1S4	Ph: Fax:	519-969-7770 x 453 519-969-4469
Planning & Development Services	Mr. Larry Silani, Director of Planning	5950 Malden Rd LaSalle, ON N9H 1S4	Ph: Fax:	519-969-7770 x 288 519-969-4469
TOWN OF LASALLE – MAYOR & COUNCIL				
Office of the Mayor	Mr. Gary Baxter, Mayor	5950 Malden Rd LaSalle, ON N9H 1S4	Ph: Fax:	519-969-7770 x244 519-969-4469
	Bill Varga, Deputy Mayor		Ph: Fax:	519-969-7770 x237 519-969-4469
Town Councillors	Terry Burns Mark Carrick Sue Desjarlais Wayne Fortin Ray Renaud	5950 Malden Rd LaSalle, ON N9H 1S4	Ph: Fax:	519-969-7770 519-969-4469

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
OTHER MUNICIPAL DEPARTMENTS				
City of Windsor	Mr. John Skorobohacz, CAO	350 City Hall Square W, Room 201 P. O. Box 1607 Windsor, Ontario N9A 6S1	Ph: Fax:	519-255-6439 519-255-1861
	Mr. Thom Hunt, City Planner	400 City Hall Square E, Suite 404B Windsor, Ontario N9A 7K6	Ph: Fax: Email:	(519) 255-6543, ext. 6897 (519) 255-6680 thunt@city.windsor.on.ca
	Mr. Kevin Alexander, Community Development Planner	400 City Hall Square E, Suite 404B Windsor, Ontario N9A 7K6	Ph: Fax: Email:	(519) 255-6543, ext. 6732 (519) 255-6680 kalexander@city.windsor.on.ca
	Transit Windsor, South Windsor 7 Route	Transit Windsor 3700 North Service Road East Windsor, ON N8W 5X2	Ph: Fax:	519-944-4111 519-944-5121
	Mr. Don Sadler, Director of Parks & Forestry	2450 McDougall Street Windsor, Ontario N8X 3N6	Ph: Fax:	(519) 253-2300 (519) 255-7990
	Mr. Steve Kapusta, Acting Mgr of Transportation Planning	Transportation Planning Division 1266 McDougall Street Windsor, Ontario N8X 3M7	Ph: Fax:	(519) 255-6247 x 6003 (519) 973-5476
	Ms. Josette M. Eugeni, Transportation Planning Engineer	Public Works - Operations 1266 McDougall Street Windsor, Ontario N8X 3M7	Ph: Fax: Email:	(519) 255-6247 ext. 6002 (519) 973-5476 jeugeni@city.windsor.on.ca
County of Essex	Mr. Tom Bateman, County Engineer	360 Fairview Avenue West Essex, Ontario N8M 1Y6	Ph: Fax: Email:	(519) 776-6441 x 316 (519) 776-4455 tbateman@countyofessex.on.ca

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
County of Essex (Cont'd)	Mr. Bill King, County Planner	360 Fairview Avenue Essex, Ontario N8M 1Y6	Ph: Fax: Email:	(519) 776-6441 x 329 (519) 776-1253 bking@countvofessex.on.ca
	Mr. Nelson Santos, County Warden	360 Fairview Avenue Essex, Ontario N8M 1Y6	Ph: Fax: Email:	519-733-9936 519-733-8108 nsantos@town.kingsville.on.ca
UTILITIES / AGENCIES / AUTHORITIES				
Bell Canada	Mr. Dave Cowing, Engineering	1149 Goyeau Street, Floor 1 Windsor, Ontario N9A 1H9	Ph: Fax:	(519) 973-6702 (519) 258-4543
BP Canada Energy Co.	Mr. Ted Burgel Mr. Pat Turner Mr. Jim Sanger	PO Box 216 Sarnia, ON N7T 7H9	Ph: Fax:	(519) 490-4027 (519) 490-4084 (519) 383-3546 (519) 336-6011
Cogeco Cable	Mr. Steve Meser	2525 Dougall Ave. Windsor, Ontario N8X 5A7	Ph: Fax:	(519) 972-4023 (519) 972-6688
ENWIN Utilities Ltd.	Mr. John Temporal, Manager of Technical Services	4545 Rhodes Drive P.O. Box 1625, Station A Windsor, Ontario N9A 5T7	Ph: Fax: Email:	(519) 251-7300 x 228 (519) 251-7320 jtemporal@enwin.com
Essex Power Corporation	Mr. Ray Tracey, CEO	360 Fairview Ave West Essex, Ontario N8M 3G4	Ph: Fax: Email:	(519) 776-8900 (519) 776-9888 rtracey@essexpower.ca
Essex Power Lines	Mr. Mark Alzner	218-360 Fairview Ave. W Essex, ON N8M 3G4	Ph: Fax:	(519) 776-8900 x 498 (519) 776-5747
Essex Region Conservation Authority	Ms. Rebecca Belanger, Planner	360 Fairview Avenue West Essex, Ontario N8M 1Y6	Ph: Fax:	(519) 776-5209 (519) 776-8688
Hydro One	Mr. Tom Lewis, Operations Manager	125 Irwin Ave Essex, ON N8M 2T3	Email:	tom.lewis@hydroone.com

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
Union Gas Limited	Ms. Diane Pisani	650 Division Road P.O. Box 700 Windsor, Ontario N9A 6N7	Ph: Fax: Email:	(519) 250-2200 (519) 250-2288 dpisani@uniongas.com
Windsor Utilities Commission	Mr. Norbert Poggio, Director of Engineering & Water Distribution	4545 Rhodes Drive P.O. Box 1625, Station A Windsor, Ontario N9A 5T7	Ph: Fax: Email:	(519) 251-7300 x 295 (519) 251-7316 npoggio@wuc.on.ca
LOCAL INTEREST GROUPS				
Citizens Environment Alliance of Southwestern Ontario & Southeast Michigan	Mr. Mark Buckner	275 Oak Ave. Windsor, Ontario N9A 5E5	Ph: Fax: Email:	(519) 973-1116 (519) 973-8360 markner@hotmail.com
Conseil Scolaire de District Des Ecoles Catholiques du Sud-ouest	Ms. Janine Griffore, Director of Education	7515 Forest Glade Drive Windsor, Ontario N8T 3P5	Ph: Fax:	(519) 948-9277 (519) 948-1091
Convention & Visitors Bureau of Windsor, Essex County & Pelee Island	Mr. Gordon Orr, Managing Director	333 Riverside Drive West Suite 103 Windsor, ON N9A 5K4	Ph: Fax:	(519) 255-6530 (519) 255-6192
Essex-Windsor Emergency Medical Services	Mr. Dean Wilkinson, Operations Manager	920 Mercer St. Windsor, ON N9A 1N6	Ph: Fax: Email:	519-256-1315 ext 209 519-256-2053 dwilkinson@countyofessex.on.ca
Greater Essex County District School Board	Ms. Penny Allen, Superintendent of Business Ms. Mary Jean Gallagher, Dir. of Education	451 Park Street West PO Box 210 Windsor, Ontario N9A 6K1	Ph: Fax: Ph: Fax:	(519) 255-3210 (519) 255-1514 penny.allen@gcedsb.on.ca (519) 255-3200 (519) 255-7053

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
Student Transportation Services	Mr. Frank Vergunst, Manager	360 Fairview Ave. W., Suite 112 Essex, ON N8M 2G4	Ph: Fax:	(519) 776-6431 x 220 (519) 776-4457
Windsor-Essex Catholic District School Board	Mr. Joseph Berthiaume, Director of Education	1325 California Avenue Windsor, Ontario N9B 3Y6	Ph: Fax:	(519) 253-2481 ext. 289 (519) 253-8397
Windsor Essex-County Active Living Coalition	Ms. Karen Lukic Mr. Neil Mackenzie	360 Fairview Ave. W., Suite 215 Essex, Ontario N8M 3G4	Ph: Fax:	(519) 776-5933, ext. 3109 (519) 776-6102
Windsor-Essex Development Commission		City Centre, Suite 215 Windsor, ON N9A 5K4	Ph: Fax:	(519) 255-9200 (519) 255-9987



**MALDEN ROAD IMPROVEMENTS
TRANSPORTATION, PUBLIC SAFETY
& URBAN DESIGN**



Stakeholder Contact List

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
Conseil Scolaire de District Des Ecoles Catholiques du Sud-ouest	Ms. Janine Griffore, Director of Education	7515 Forest Glade Drive Windsor, Ontario N8T 3P5	Ph: Fax:	(519) 948-9277 (519) 948-1091
Essex-Windsor Emergency Medical Services	Mr. Dean Wilkinson, Operations Manager	920 Mercer St. Windsor, ON N9A 1N6	Ph: Fax: Email:	519-256-1315 ext 209 519-256-2053 dwilkinson@countyofessex.on.ca
Greater Essex County District School Board	Ms. Penny Allen, Superintendent of Business Ms. Mary Jean Gallagher, Dir. of Education	451 Park Street West PO Box 210 Windsor, Ontario N9A 6K1	Ph: Fax: Ph: Fax:	(519) 255-3210 (519) 255-1514 penny.allen@gecdsb.on.ca (519) 255-3200 (519) 255-7053
In Motion Steering Committee	Ms. Amanda Murray, Chairperson	1741 Jasperson Lane Kingsville, ON N9Y 3J4	Ph: Fax: Cell: Email:	(519) 733-2123 (519) 733-2866 (519) 796-0344 amurray@kingsville.ca
LaSalle Accessibility Advisory Committee	Ms. Sue Desjarlais, Chair Ms. Diana Coyle, Council Services Department	5950 Malden Rd., LaSalle, ON N9H 1S4	Ph: Email:	519-969-7770 ext 234 dcoyle@town.lasalle.on.ca
LaSalle Business Association	Dr. Robert Fetherston, President	Mail Box 40 777 Highway 18 LaSalle, On N9J 3S8	Ph: Fax:	(519) 969-7770 x 880 519-969-4469 townandcountry@on.aibn.com

ORGANIZATION	CONTACT	ADDRESS	TELEPHONE/FAX/E-MAIL	
LaSalle Fire Services	Mr. Pat Kelly, Fire Chief	5950 Malden Rd LaSalle, ON N9H 1S4	Ph: Fax:	519-969-7770 x 563 519-969-4469
LaSalle Kin Club	Mr. Chuck Stoffle		Ph: Email:	519 966 7263 info@sandcastlerecreation.com
LaSalle Police Services	Mr. John Leontowicz, Police Chief	5950 Malden Rd LaSalle, ON N9H 1S4	Ph: Fax:	(519) 969-5210 (519) 969-2662
LaSalle Road Watch	Ms. Eileen Rezes, Chair		Email:	erezes@lasalleroadwatch.com
Rotary Club of LaSalle-Centennial	David Hillis, President Roger Mann, President-Elect		Email: Email:	davidhillis@cogeco.ca rotarymann@gmail.com
Share The Road	Tom & Sue Omstead, Chairpersons		Email:	tsomstead@sympatico.ca omstead@telus.net
Sun Parlour Emergencies Inc.	Mr. Ed Jacobs, Manager	46 Seacliffe Dr. W. Leamington, Ontario N8H 3X9	Ph: Fax:	(519) 326-4538 x 11 (519) 326-1807
Windsor Disposal Services	Mike Coulson, Environmental Manager	2700 Deziel Drive Windsor, ON N8W 5H8	Email:	mcoulson@wds-group.com
Windsor Essex-County Active Living Coalition	Ms. Karen Lukic Mr. Neil Mackenzie	360 Fairview Ave. W., Suite 215 Essex, Ontario N8M 3G4	Ph: Fax:	(519) 776-5933, ext. 3109 (519) 776-6102
Windsor Essex-County Environment Committee	Mr. Ron Elliot, WECEC Coordinator	350 City Hall Square, Room 203 Windsor, Ontario N9A 6S1	Ph: Fax:	519) 255-6222 ext. 6470 (519) 255-6868
Windsor-Essex Catholic District School Board	Mr. Joseph Berthiaume, Director of Education	1325 California Avenue Windsor, Ontario N9B 3Y6	Ph: Fax:	(519) 253-2481 ext. 289 (519) 253-8397

APPENDIX C

NOTICE OF PROJECT INITIATION

TOWN OF LASALLE
NOTICE OF PROJECT INITIATION

MALDEN ROAD
Transportation, Public Safety, & Urban Design Improvement Project

The Town of LaSalle and the County of Essex have initiated a Transportation, Public Safety, and Urban Design Improvement Project for the Malden Road corridor, which will establish sustainable integrated strategies that consider all modes of travel (automobiles, transit, cycling, walking), while continuing to develop the Town's vision of "Liveable Neighbourhoods and Healthy Communities". Dillon Consulting Limited has been retained to assist the Town & the County in this undertaking.

The problem and opportunities that are identified must incorporate and apply the community design principles as set forth in the Town's "LaSalle Greenway" initiative, and must ensure that the preferred design properly balances and promotes the needs of pedestrian, cyclist, transit and vehicular traffic along the Malden Road Corridor. The goal of the study is to establish:

- a comprehensive and effective set of preferred public safety, traffic and public realm improvements that need to be made within the Malden Road transportation corridor, including the Malden Town Centre, in order to meet the evolving needs of existing and future LaSalle residents for a twenty-year planning horizon; and
- an implementation strategy for the Malden Road transportation corridor that is fiscally and environmentally responsible; enhances public safety for motorized and non-motorized forms of transportation; promotes and facilitates healthy and active lifestyles; properly addresses on-going municipal servicing requirements; and is capable of retaining/attracting businesses, services and residents as part of a vibrant, attractive and safe Malden Town Centre.

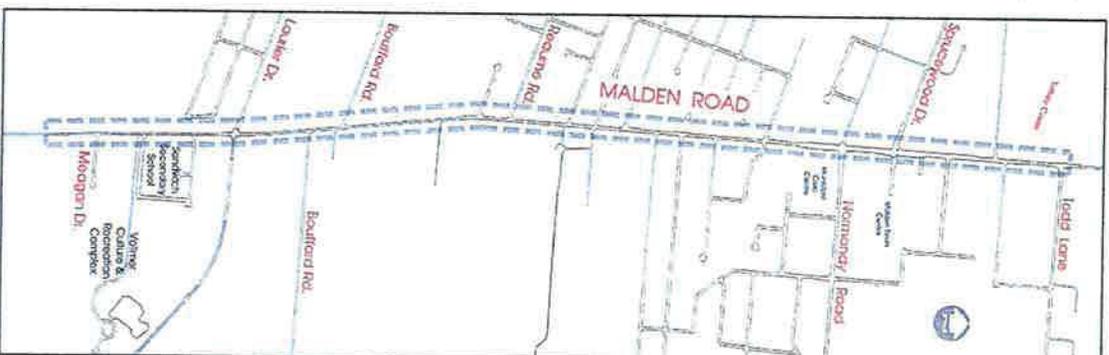
This study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (October 2000, as amended 2007), which is a public process for municipal infrastructure projects under the *Environmental Assessment Act*. The project is being planned as a Schedule 'C' project and will include assessing alternatives to road improvements, identification and evaluation of alternative improvement concepts, preliminary design of the preferred solution, and completion and filing of an Environmental Study Report.

A key component of the study is consultation with interested stakeholders including the public, interest groups and regulatory agencies through two Public Information Centres (PICs). The PICs, which will be publicly advertised and held at key points during the study, will provide opportunities for public input and presentation of study findings to date.

If you require additional information related to the study or wish to be added to the study mailing list, please contact either of the following:

Mr. L. Silani, MCIP, RPP, Director of Planning
Town of LaSalle
5950 Malden Road
LaSalle, ON N9H 1S4
Ph: (519) 969-7770 ext. 288
Fax: (519) 969-4469
lsilani@town.lasalle.on.ca

Mr. V. J. Hebert, P. Eng., Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Ph: (519) 948-5000
Fax: (519) 948-5054
vhebert@dillon.ca



APPENDIX D

NOTICE OF ISSUES & DESIGN WORKSHOP

May 7, 2008
Vollmer Culture
& Recreation Complex
2121 Laurier Parkway

ISSUES & DESIGN WORKSHOP

6pm to 9pm

TOWN OF LASALLE ISSUES & DESIGN WORKSHOP MALDEN ROAD IMPROVEMENTS: TRANSPORTATION, PUBLIC SAFETY & URBAN DESIGN



Dear Property Owner, Tenant, and Stakeholder,

The Town of LaSalle and the County of Essex have initiated a Transportation, Public Safety, and Urban Design Improvement Study for the Malden Road corridor, from Todd Lane to Meagan Drive. The study will seek to enhance the function of the Malden Road corridor for vehicles, cyclists and pedestrians. Several types of enhancements will be analyzed, including on-street bicycle lanes, multi-use pathways, streetscaping, public safety components, urban design features, and traffic calming measures such as roundabouts.



The Town is seeking volunteers to participate in an **Issues & Design Workshop on Wednesday, May 7, 2008 from 6:00-9:00pm at the Vollmer Culture & Recreation Complex, 2121 Laurier Parkway.**



The Workshop is not a walk-through session, but rather **active participation** of those attending is needed, as the Study Team will be seeking your input into the development of the Plan.



If you are unable to actively participate in the Workshop, further opportunities for public comment and review is welcome and will be available at two Public Information Centres (PICs), for which you will also receive notice. The PICs will take place in the early summer and early fall of 2008.



If you are interested in being an active participant in the Issues & Design Workshop, please **confirm your attendance** by contacting either of the undersigned **no later than May 2nd, 2008:**

Ms. Lori Mitri Chadwick.

or

Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608, Windsor, ON
N8W 5K8

Phone: (519) 948-5000
Fax: (519) 948-5054

Email: ichadwick@dillon.ca or
khorvath@dillon.ca



Detailed contact information will be required upon receipt of interest. Should attendance be at its maximum number, you will be notified. Thank you for your interest in the project.

APPENDIX E

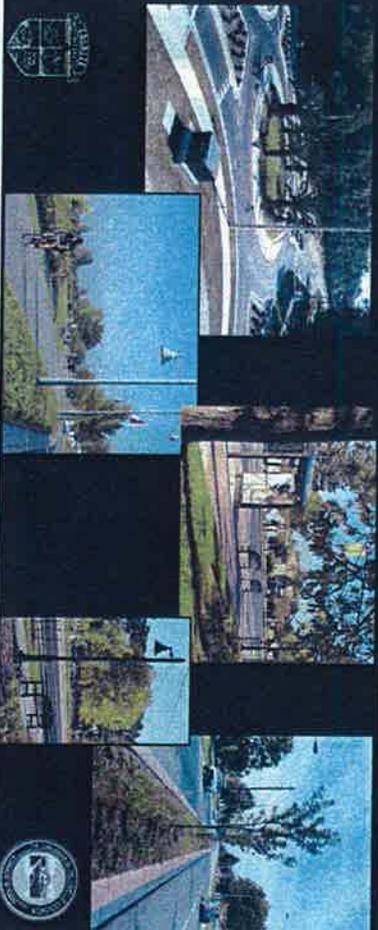
**ISSUES & DESIGN WORKSHOP
PRESENTATION MATERIAL**

MALDEN ROAD

Transportation, Public Safety & Urban Design
Improvement Project

Issues & Design Workshop

May 7, 2008



Introductions & Agenda

- Introductions
- Agenda
 - Transportation Strategy
 - Cycling and Pedestrian Strategy
 - Urban Design Strategy
 - Roundtable Discussion
 - Group Discussion
- Summary



Background

...how did we get here?

Malden Road is a major north-south arterial road..
connecting the Malden Town Centre with the new Vollmer Complex...
over 16,000 vehicles travel this road daily



Background

...how did we get here?

Town and the County are undertaking an EA, with an integrated urban design and cycling design component

...to identify road, cycling and pedestrian facilities that are needed within this corridor today and 20 years in the future



Background

...how did we get here?

... a growing

number of

LaSalle residents

want to ride their

bikes, walk and

take public

transit... *more than*

1,000 residents live

within or near the Malden

Town Centre



Background

...how did we get here?

... since 1999 LaSalle

Council has invested

significant resources in

the town (over \$6

million) to provide

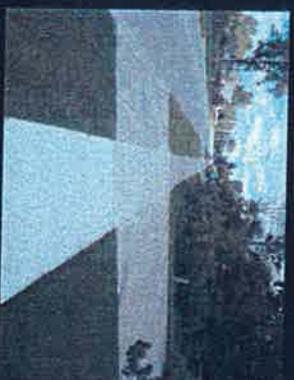
infrastructure for

pedestrians and cyclists

... *14 km. of new sidewalks*

have been built; and 16 km. of

new trails have been built



Background

...how did we get here?

... as far back as 1997
Council has adopted a
number of Planning

documents to facilitate the
creation of walkable
neighbourhoods, and town

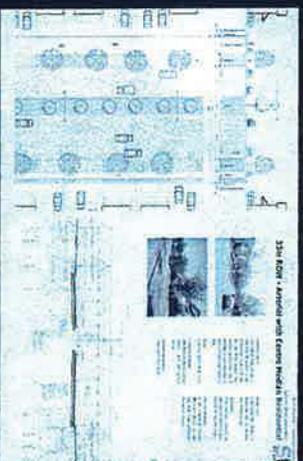
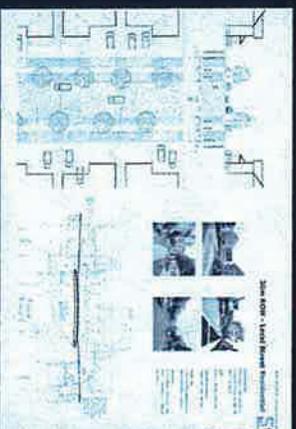
centres ... *which offer a wide range of
transportation choices and goods and
services closer to where people live and
work*... these policies and the
corresponding implementation
actions will greatly improve the
health and well being of LaSalle
residents



Background

...how did we get here?

... Council has also
recently adopted
development
standards for new
local streets and for
arterial roads ... *which
are to be followed within new
development*... with
design elements to
improve public safety and
to encourage walking and
cycling.



Transportation



Transportation Strategy

Balance of Transportation, Pedestrian, Cycling and Transit Needs

- The long term goal is to create a human scale livable transportation corridor that accommodate all modes of travel.
- The corridor must provide for the safe and efficient mobility needs of vehicles with equal opportunities for pedestrians, cyclists and persons with disabilities.
- The facilities along the corridor must be integrated into the surrounding Town system and serve as a spine for north south mobility needs.



Transportation Strategy

Key Considerations:

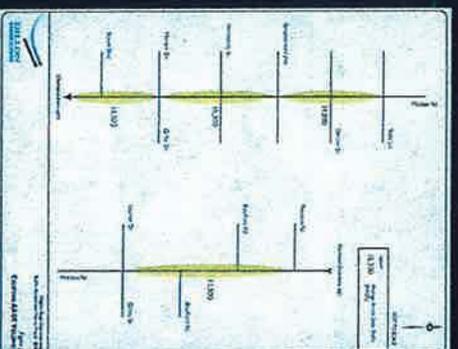
- Integration of sidewalk, multiuse trail and cycling facilities
- Pedestrian and cyclist movement at intersections
- Traffic operations and roadway safety
- Long term capacity requirements
- Access management and feasibility of on street parking
- Speed and traffic calming measures



Transportation Strategy

Existing Conditions:

- Traffic volumes range from 400 to 850 vehicle in the peak hour peak direction.
- The corridor is approaching capacity.



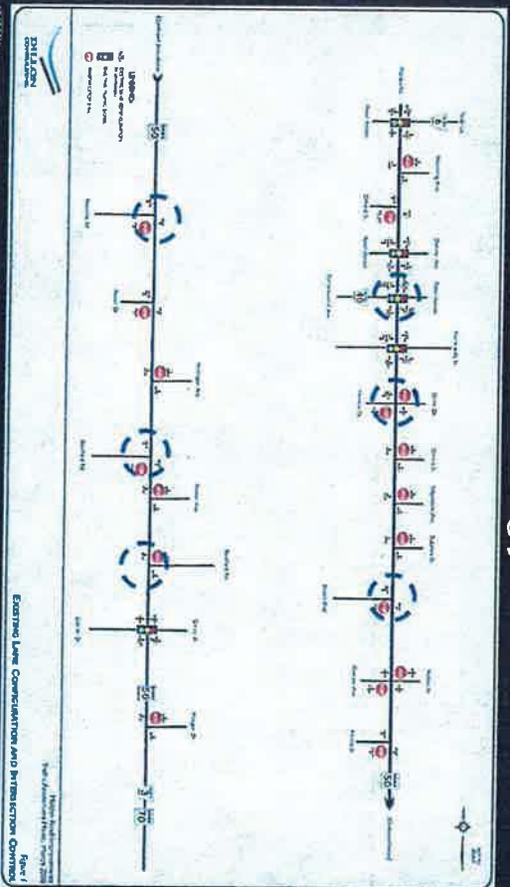
Transportation Strategy

Existing Conditions:

- Signalized intersections are operating at acceptable level of services, some movements are experiencing delays.
- A number of unsignalized intersections are experiencing significant delays on the side street due to traffic volumes and lack of gaps.



Transportation Strategy



Transportation Strategy

Existing Conditions:

- Collisions have remained fairly consistent through the corridor. Areas identified for further analysis include the intersections of Malden Road and the following:
 - Delmar Avenue
 - Sprucewood Avenue
 - Normandy Street
 - Meagan
- Existing signal timing changes have been identified for Malden Road and Sprucewood Ave. to deal with pedestrian crossing issues and delays.



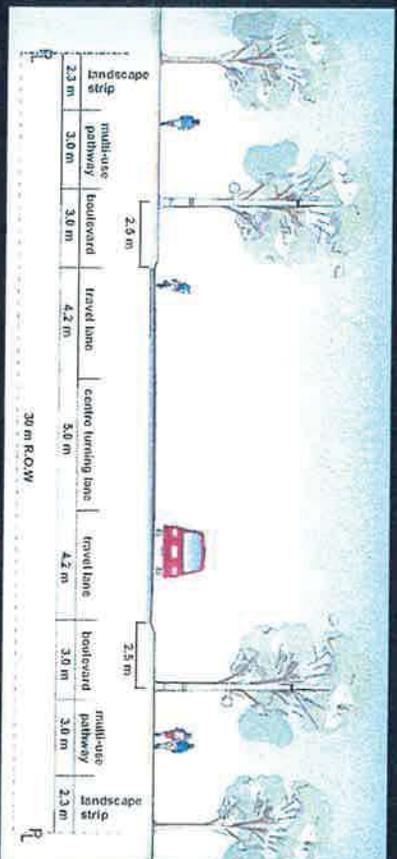
Transportation Strategy

Future Opportunities:

- In order to accommodate existing traffic conditions and future requirements, a number of alternatives will be reviewed including:
 - Three lane cross section
 - Four lane cross section
 - Parking and cycling facilities within the roadway



Transportation Strategy

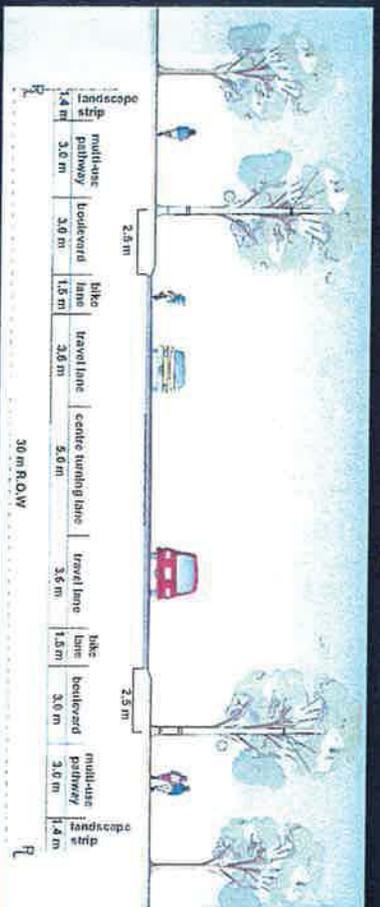


Three Lane Cross Section

Centre Turn Lane or Landscaped Median and Wide Shared Lane for Cycling



Transportation Strategy

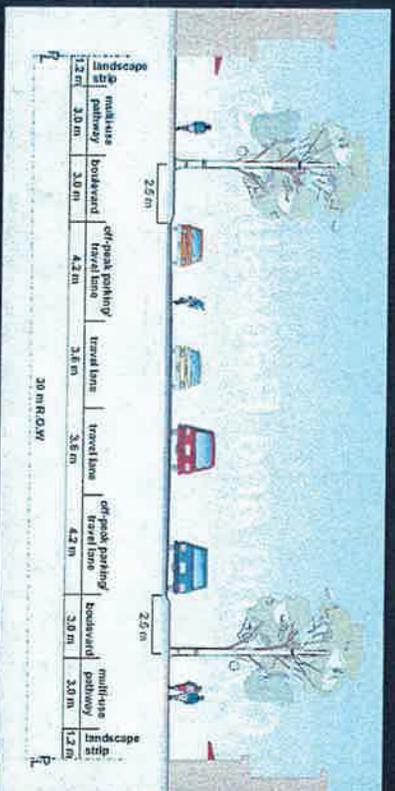


Three Lane Cross Section

Centre Turn Lane or Landscaped Median and Dedicated Cycling Lane



Transportation Strategy



Four Lane Cross Section

Wide Shared Lane for Cycling and Parking in Off Peak
in Urban Core Area



Transportation Strategy

Traffic Calming Measures:

- Potential for the introduction of a modern roundabout at either end of the corridor
- The roundabout would:
 - **Serve as a Gateway feature** that defines the urban area and corridor
 - Serve as a traffic calming feature to reduce speeds
 - Improve intersection operations



Cycling and Pedestrians



Cycling & Pedestrian Strategy

Continuous, consistent cycling and pedestrian facilities along the Malden Road Corridor:

- Integrate cycling lanes or widened shared use curb lanes
- Consider improving connection to adjacent streets (ie. Normandy and others)



Existing Conditions



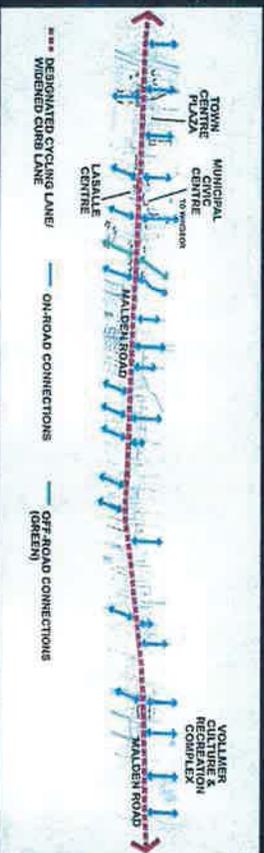
Proposed



Cycling & Pedestrian Strategy

Improve pedestrian and cycling access between residential areas and key destinations:

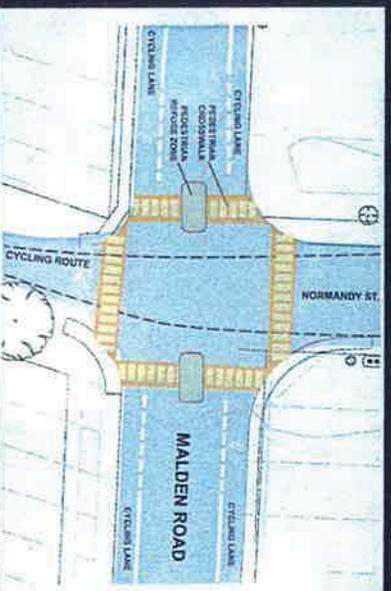
- Business / commercial areas
- Volmer Culture and Recreation Complex
- Institutional facilities, schools, hospitals, etc.
- Malden Town Centre
- Off-road trails and open spaces



Cycling & Pedestrian Strategy

Improve pedestrian and cyclist connections across Malden Road:

- Improved crosswalks and signage
- Pedestrian refuges
- Ensure clear sight lines
- Underpasses or bridges



Cycling & Pedestrian Strategy

Improve and increase facility use:

- Add better and safer on-road cycling facilities, sidewalks and off-road multi-use trails
- Implement a consistent and continuous plan for branding, destination and way-finding signage
- Promote and encourage facility use and associated environmental and health benefits
- Improve visibility and attractiveness of facilities



Existing Conditions



Proposed



Cycling & Pedestrian Strategy

- Innovative, functional and attractive pedestrian and cycling facilities will be integral components in an attractively designed streetscape.
- Build more cycling and pedestrian off-road trails that will access open spaces and natural areas.



Cycling & Pedestrian Strategy

Connect Malden Road corridor to open-spaces, trails, Vollmer Culture and Recreational Complex and improve cycling and pedestrian connections to:

- St Clair College
- Windsor
- Detroit River Waterfront
- University of Windsor



Cycling & Pedestrian Strategy

- Possibly develop a new greenway corridor parallel to Malden Road with associated off-road cycling and pedestrian facilities.



Cycling & Pedestrian Strategy Summary

PLEASE PROVIDE YOUR INPUT

- Existing cycling and pedestrian facilities across the Town can be significantly improved to increase safety, ease and desirability of use and reduce conflicts. Please provide your comments and suggestions.
- Please provide your comments about existing cycling and pedestrian facilities along Malden Road. What do you like? What don't you like?
- What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?



THANK YOU!

Urban Design



Urban Design & Streetscape Context

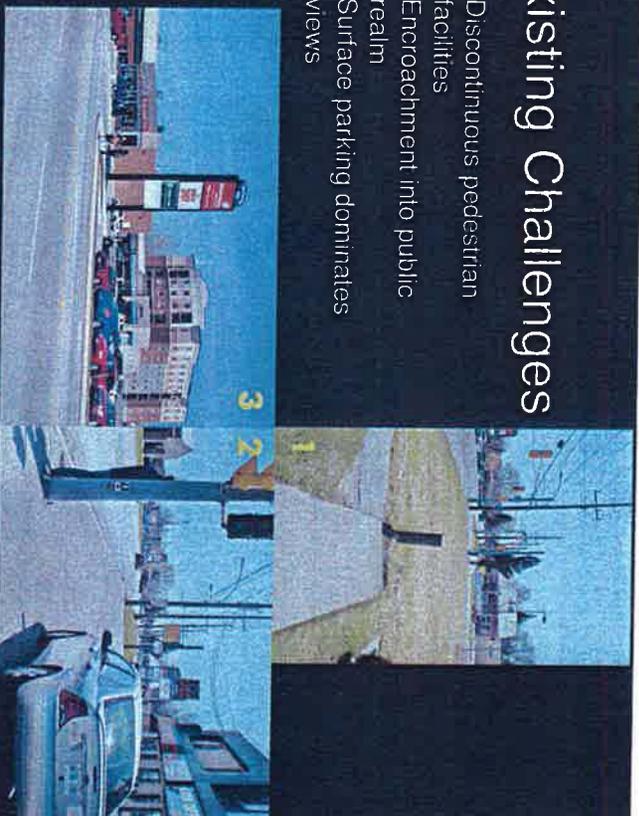
3 Areas With Similar Land Uses and Character

- LaSalle Road Town Center – Predominantly Commercial
- Mixed-Use Zone – transition from commercial to residential
- Residential/Vollmer Complex – predominantly residential with institutional use



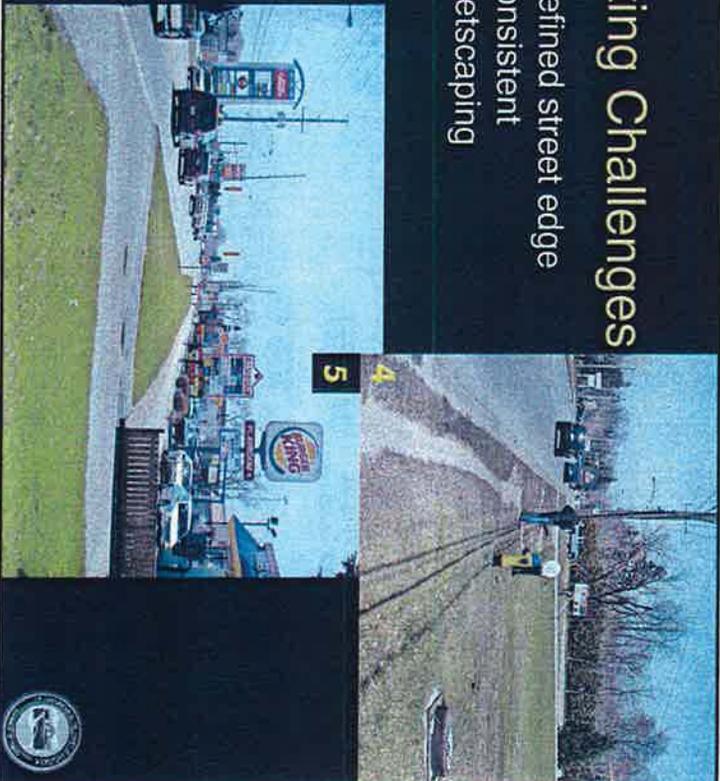
Existing Challenges

1. Discontinuous pedestrian facilities
2. Encroachment into public realm
3. Surface parking dominates views



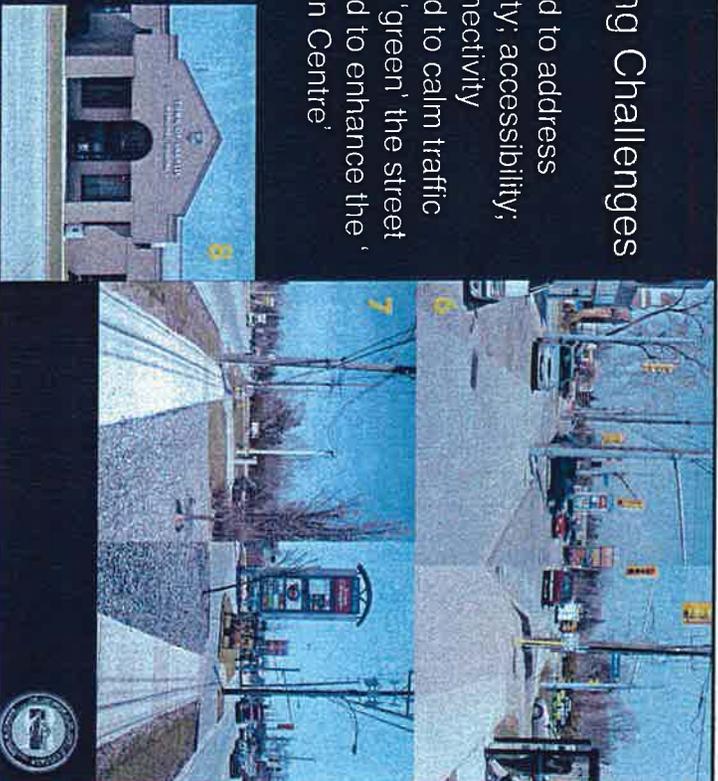
Existing Challenges

4. Ill defined street edge
5. Inconsistent streetscaping



Existing Challenges

6. Need to address safety; accessibility; connectivity
7. Need to calm traffic and 'green' the street
8. Need to enhance the 'Town Centre'



Streetscape & Urban Design Opportunities

ESTABLISH GATEWAYS TO MARK ARRIVAL TO LASALLE

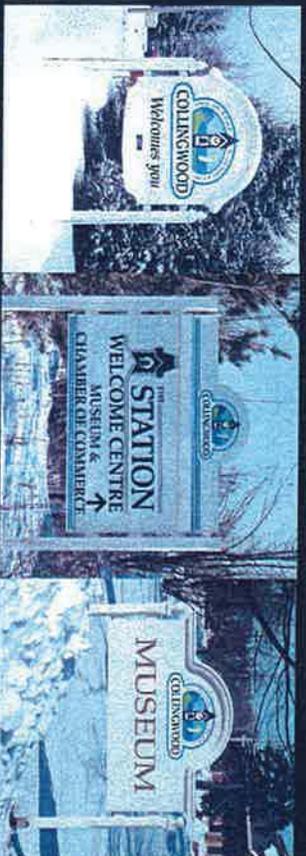
- Take advantage of Turkey Creek and Cahill Drain
- Expand/enhance open space along the corridor
- Consider a traffic circle



Streetscape & Urban Design Opportunities

IMPROVE COMMUNITY IDENTIFY

- Provide signage for wayfinding
- Establish a 'family of signs' for Town facilities
- Use banners for special Events and/or special places



Streetscape & Urban Design Opportunities

SUPPORT APPROPRIATE INTENSIFICATION

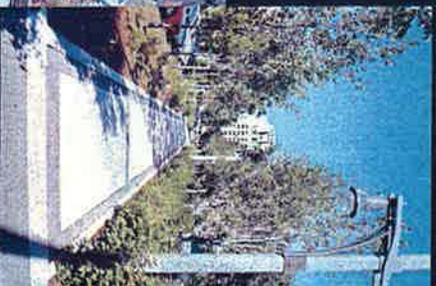
- Ensure that new buildings address the street
- Create convenient pedestrian routes
- Ensure that the public realm is welcoming



Streetscape & Urban Design Opportunities

SUPPORT APPROPRIATE INTENSIFICATION

- Screen at grade parking
- Limit the amount of parking adjacent to the road corridor
- Protect key view sheds



Streetscape & Urban Design Opportunities

IMPROVE CONNECTIVITY TO OPEN SPACE

- Establish nodes at key intersection points
- Give pedestrians priority
- Identify and enhance the connection locations



Streetscape & Urban Design Opportunities

IMPROVE PUBLIC REALM

AESTHETICS

- Bury overhead electrical infrastructure
- Relocate poles to remove barriers
- Consider decorative roadway lighting
- Consider pedestrian level illumination in commercial and nodal areas
- Establish consistent landscape strategy:
 - Street trees;
 - Planters and baskets in the civic district;
 - Street furnishings; and,
 - Continuous sidewalks



Streetscape & Urban Design Opportunities

DEFINE THE PEDESTRIAN, CYCLE AND VEHICULAR TRAVELWAYS

- Accentuate Road crossings
- Generous pedestrian travel way
- Consistent curbside zone
- Flexible building side zone



Streetscape & Urban Design Opportunities

EMPLOY TRAFFIC CALMING

- Curbside parking
- Cycle lanes
- Narrow the travel lanes
- Traffic circle
- Tree planting



Roundtable Discussion

- Check your questionnaire for your group #1, 2, or 3
- Proceed to your table
- 15 minutes per table, then rotate to next table



Group Discussion



APPENDIX F

**ISSUES & DESIGN WORKSHOP
PARTICIPANT INPUT**

MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

ISSUES AND DESIGN WORKSHOP

MAY 7, 2008

Record of Attendance
 (Please Print)

Name	Mailing Address/Postal Code
DAN VINCENT	6165 MALDEN RD. 6885 MALDEN RD
RICHARD FACEASH	1867 HEATHRESTONE WAY
JOHN TEDESCO	5920 OXLEY AVE N9H 1N5
ED MATF	6890 MALDEN RD N9J 2T5
BOB LAUZON	266 RAMBLEWOOD. N9J 3B3
RAY NEWARD	115 JEFFERSON STY
DON DENISE HOUSON	6640 MALDEN RD. N9H1T6
SUE DESTARLAKS	21 ADAMS LN N9J 1R3
LAURENCE FREANON	6705 MALDEN RD. N9J 2K9
ALAN WELLS	1635 LAURENCE N9J 1N4
LEN MANIAS	6680 MALDEN N9H1T6
BARBARA REISAUD	1710 BOULEVARD ROAD N9J 1H2
SANDRA HAVENS	380 HUY.#18 N9J 1A4



MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

ISSUES AND DESIGN WORKSHOP

MAY 7, 2008

Record of Attendance
 (Please Print)

Name	Mailing Address/Postal Code
KAREN TSMI	5990 MALDEN RD MICHIGANA TRUST
Michelle Ross	1430 Mack Ave Roxbury County of Essex
Jaime Garcia	County of Essex
LARRYE FORETIN	6045 MALDEN R
DEBBIE FORETIN	MALDEN R
Barbara Malchuk	1835 TODD VANE 194H 156



MALDEN ROAD IMPROVEMENTS
Transportation, Public Safety, and Urban Design

ISSUES AND DESIGN WORKSHOP

MAY 7, 2008

Record of Attendance
(Please Print)

Name	Mailing Address/Postal Code
Charvon, Dr R.J.	5805 Malden Rd. MH 183
Janet Kustrowski	6850 Malden Rd. N9T 2T5
Paul Pilbald	1810 Meegan Dr. N9T 3K7
BETHY BENNETT	9210 MILDEN RD. N9T 2T9
SHALIN KAOSUD	595T. BAXTON CAS N9H 2M9
PAT MARROCCO	1253 Reaume Rd. N9T 1K9





MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop Summary of Questionnaire

Overall – 23 individuals responded to the Questionnaire. The following is a breakdown of the responses, not including those that left sections blank.

TRANSPORTATION

	Important	Neutral	Not Important
○ Traffic Congestion	18	4	0
○ Difficulty Turning from Side Streets	19	1	0
○ Signal Coordination	16	5	0
○ Lack of Transit Service	6	12	1
○ Walk times at signalized intersections	13	7	1
○ Speeding	12	10	0
○ Difficulty exiting and entering driveways	19	3	0
○ Lack of facilities for persons with disabilities	10	9	1

URBAN DESIGN

	Important	Neutral	Not Important
○ Establishing a ‘main street’ character	17	4	1
○ Shaded sidewalks (trees and canopies)	10	11	1
○ Public open space along the street	9	9	2
○ Curbside parking in the core area	2	3	17
○ Clear pedestrian travelway between homes, businesses and/or stores	15	4	3
○ Shops facing/fronting on the street	8	12	2
○ Streetscape beautification (accent lighting, flowers, banners)	13	7	2
○ Landscaping and screening at grade parking areas	9	10	3
○ Establishing a ‘family’ of municipal signs	8	12	2

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="radio"/> Sanitary sewer system	16	5	1
<input type="radio"/> Drainage	19	3	0
<input type="radio"/> Open Drains	15	7	1
<input type="radio"/> Water pressure	13	9	0
<input type="radio"/> Road rideability	15	7	0
<input type="radio"/> Lighting	16	6	0
<input type="radio"/> Overhead utilities/wiring	10	11	1
<input type="radio"/> Mail delivery	10	11	1
<input type="radio"/> Garbage collection	15	7	1

ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

	Agree	Neutral	Disagree
<input type="radio"/> Establishing a network of on-road facilities that provide road space specifically for cycling	12	5	3
<input type="radio"/> Improve and expand the existing network of off-road trails in parks and open spaces	22	0	0
<input type="radio"/> A public awareness program encouraging motorists and cyclists to respect each other	12	9	1
<input type="radio"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic	8	13	1

DEFERRENTS TO CYCLING

What problems discourage cycling in the corridor?

	Agree	Neutral	Disagree
<input type="radio"/> Lack of user friendly/safe cycling facilities	20	2	0
<input type="radio"/> Lack of widely distributed bicycle parking facilities	11	9	1
<input type="radio"/> Inconsiderate motorists, heavy traffic	18	3	1
<input type="radio"/> Rough pavement and sewer grates	10	11	1
<input type="radio"/> Lack of changing room or showers at destination	1	8	12

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

	Important	Neutral	Not Important
<ul style="list-style-type: none"> ○ Ensure that there are wide sidewalks on both sides of the street on major streets ○ Ensure there is at least a sidewalk on one side of all minor streets ○ Improve pedestrian crossings along Malden Road 	16 21 22	5 1 0	0 0 0

ADDITIONAL COMMENTS

1. Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

General Comments included, but not limited to:

- Improve accessibility and/or traffic movements - 6
- Improve pedestrian flow patterns - 6
- Improve cycling facilities and/or movements - 3

2. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

General Comments included, but not limited to:

- Separate cycling and/or pedestrian facilities - 10
- Improve pedestrian streetscaping features - 3

3. Is there anything else you would like to share with us regarding this study?

General Comments included, but not limited to:

- Improve Aesthetics / Beautification - 1
- Improve Safety for all - 3
- No on-street parking - 2

4. Additional General Comments

General Comments included, but not limited to:

- Support for trails, pathways, etc - 3
- Improve pedestrian streetscaping features - 2



MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

The Town of LaSalle and the County of Essex have retained Dillon Consulting Limited to undertake an Environmental Assessment study for Malden Road that will review potential Transportation, Public Safety, Urban Design and Infrastructure improvements. The purpose of the project is to identify and evaluate a range of alternatives and to develop both a short term and long term improvement strategy for the corridor consistent with the "Liveable Neighbourhoods and Healthy Communities" vision that Town Council has approved. The corridor must balance the transportation mobility needs of users along with the pedestrian, cycling and future transit needs of residents.

Please take a few minutes to complete this questionnaire.

1. Which of the following best describes you?

- Property Owner in the Study Area
- Resident living in the Study Area
- Area Business representative
- Other: _____

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/> Signal Coordination	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/> Lack of Transit Service	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/> Walk times at signalized intersections	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/> Speeding	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

The information on this comment sheet is being gathered to assist the Town of LaSalle and the County of Essex in undertaking the Malden Road Environmental Assessment. Under the *Municipal Freedom of Information and Protection of Privacy Act*, unless otherwise stated in your submission, any personal information, such as name and address, included in all submissions, becomes part of the public record files for this project and can be released, if requested to any person.



MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
○ Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shaded sidewalks (trees and canopies)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Public open space along the street	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Curbside parking in the core area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Clear pedestrian travelway between homes, businesses and/or stores	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Landscaping and screening at grade parking areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Establishing a 'family' of municipal signs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
○ Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Water pressure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Overhead utilities/wiring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Garbage collection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| ○ Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| ○ Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Rough pavement and sewer grates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of changing room or showers at destination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|-------------------------------------|--------------------------|
| ○ Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Ensure there is at least a sidewalk on one side of all minor streets | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Barbara Malchuk Address: 1835 Todd Lane
Telephone: 250-8991 e mail: pantera@mnsi.net

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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ADDITIONAL COMMENTS:

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

The Town of LaSalle and the County of Essex have retained Dillon Consulting Limited to undertake an Environmental Assessment study for Malden Road that will review potential Transportation, Public Safety, Urban Design and Infrastructure improvements. The purpose of the project is to identify and evaluate a range of alternatives and to develop both a short term and long term improvement strategy for the corridor consistent with the "Liveable Neighbourhoods and Healthy Communities" vision that Town Council has approved. The corridor must balance the transportation mobility needs of users along with the pedestrian, cycling and future transit needs of residents.

Please take a few minutes to complete this questionnaire.

1. Which of the following best describes you?

- Property Owner in the Study Area
- Resident living in the Study Area
- Area Business representative
- Other: Town Councillor / Accessibility Committee

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input checked="" type="checkbox"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Lack of Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Lack of facilities for persons with disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



URBAN DESIGN

	Important	Neutral	Not Important
○ Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Public open space along the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
○ Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Water pressure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Overhead utilities/wiring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Mail delivery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Garbage collection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="radio"/> Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| <input type="radio"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Sue Desjarlais Address: 21 Adams Ln, N4T 1R3
Telephone: 519 978 3131 e mail: fdesja1002@ci01.cem

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



ADDITIONAL COMMENTS:

- Alerting areas along walking areas.
- better lighting in residential areas.
- turning of traffic lights

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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Please take a few minutes to complete this questionnaire.

1. Which of the following best describes you?

- Property Owner in the Study Area
- Resident living in the Study Area
- Area Business representative
- Other: *Landscaper*

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

- Traffic Congestion
- Difficulty Turning from Side Streets
- Signal Coordination
- Lack of Transit Service
- Walk times at signalized intersections
- Speeding
- Difficulty exiting and entering driveways
- Lack of facilities for persons with disabilities

	Important	Neutral	Not Important
Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signal Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lack of Transit Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of facilities for persons with disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
○ Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shaded sidewalks (trees and canopies)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Public open space along the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Landscaping and screening at grade parking areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Establishing a 'family' of municipal signs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
○ Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Open Drains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Water pressure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Overhead utilities/wiring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Mail delivery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Garbage collection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|--|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Ensure there is at least a sidewalk on one side of all minor streets | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

4. Is there anything else you would like to share with us regarding this study?

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Pat Hebert

Address: _____

Telephone: _____

e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

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**Vic J. Hebert, P. Eng.,
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ADDITIONAL COMMENTS:

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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Please take a few minutes to complete this questionnaire.

1. Which of the following best describes you?

- Property Owner in the Study Area
- Resident living in the Study Area
- Area Business representative
- Other: accessibility committee

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Water pressure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Garbage collection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Rob Lawson

Address: 266 Cambridge

Telephone: 579-978-1113

e mail: NUMBERS@JET2.NET

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**



**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



ADDITIONAL COMMENTS:

- Some areas can be narrower than others
- don't sacrifice lawnmower front yards
- each section should have concept variations so you can differentiate neighborhoods.
- consider carrouvel theme.
- Landscapes have flowers in sections of colors & textures. To promote uniqueness of areas, not all pieces of road should be the same.



MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

The Town of LaSalle and the County of Essex have retained Dillon Consulting Limited to undertake an Environmental Assessment study for Malden Road that will review potential Transportation, Public Safety, Urban Design and Infrastructure improvements. The purpose of the project is to identify and evaluate a range of alternatives and to develop both a short term and long term improvement strategy for the corridor consistent with the "Liveable Neighbourhoods and Healthy Communities" vision that Town Council has approved. The corridor must balance the transportation mobility needs of users along with the pedestrian, cycling and future transit needs of residents.

Please take a few minutes to complete this questionnaire.

1. Which of the following best describes you?

- Property Owner in the Study Area
- Resident living in the Study Area
- Area Business representative
- Other: _____

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="radio"/> Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Public open space along the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Curbside parking in the core area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Shops facing/fronting on the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Landscaping and screening at grade parking areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Establishing a 'family' of municipal signs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="radio"/> Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Water pressure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Overhead utilities/wiring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Garbage collection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|--------------------------|-------------------------------------|
| ○ Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|--------------------------|
| ○ Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Inconsiderate motorists, heavy traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of changing room or showers at destination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| ○ Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

Spaciousness
Great areas for service
wheels and bikes of changes
Separation of sidewalks from road.

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

benches ~~rest~~
benches to protect from sun/heat along the way
accessibility issues

4. Is there anything else you would like to share with us regarding this study?

educating public
work with them design be targeted for
a few small they be used.

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| ○ Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|--------------------------|--------------------------|
| ○ Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Rough pavement and sewer grates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| ○ Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

4. Is there anything else you would like to share with us regarding this study?

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Tony Harbork Address: 6850 Malvern Rd
Telephone: (519) 734-6112 e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**

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ADDITIONAL COMMENTS:

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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Please take a few minutes to complete this questionnaire.

- Which of the following best describes you?
 - Property Owner in the Study Area
 - Resident living in the Study Area
 - Area Business representative
 - Other: Area Service Club

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



URBAN DESIGN

	Important	Neutral	Not Important
○ Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shaded sidewalks (trees and canopies)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Public open space along the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Curbside parking in the core area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shops facing/fronting on the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Landscaping and screening at grade parking areas	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
○ Sanitary sewer system	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Drainage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Open Drains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Water pressure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Road rideability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Lighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Overhead utilities/wiring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Mail delivery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Garbage collection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="radio"/> Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

Not
Important Neutral Important

- | | | | |
|--|-------------------------------------|--------------------------|--------------------------|
| <input type="radio"/> Ensure that there are wide sidewalks on <u>both sides of the street</u> on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Ensure there is at least a sidewalk on one side of all minor streets <u>Both Sides!</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

- Major Assets to the town (e.g. library) are hidden
 - ^{curse} Not clear as an outsider what the downtown core is
 - Need to improve Algonquin/Malden intersection for pedestrian

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

4. Is there anything else you would like to share with us regarding this study?

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TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Michelle Ross Address: 1430 Went Ave
Telephone: 519-969-2587 e mail: Michelle-ross@hotmail.com

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



ADDITIONAL COMMENTS:

① *Buckwong betw
sidus

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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- As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

- Establishing a 'main street' character
- Shaded sidewalks (trees and canopies)
- Public open space along the street
- Curb-side parking in the core area
- Clear pedestrian travelway between homes, businesses and/or stores
- Shops facing/fronting on the street
- Streetscape beautification (accent lighting, flowers, banners)
- Landscaping and screening at grade parking areas
- Establishing a 'family' of municipal signs

Important Neutral Not Important

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

- Sanitary sewer system
- Drainage
- Open Drains
- Water pressure
- Road rideability
- Lighting
- Overhead utilities/wiring
- Mail delivery
- Garbage collection

Important Neutral Not Important

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|--------------------------|--------------------------|
| ○ Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|--------------------------|
| ○ Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of changing room or showers at destination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

Not Important Neutral Important

- | | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|
| ○ Ensure that there are wide sidewalks on both sides of the street on major streets | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

TRUNK OF PEDESTRIAN CROSSING (TOO SHORT)
PARKING MARKED PEDESTRIAN & BIKING CROSSINGS

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

PEDESTRIANS SHOULD BE SEPARATED FROM ROADWAYS.
SHOULD HAVE WIDENED & SEPARATELY IDENTIFIED CYCLING LANE.

4. Is there anything else you would like to share with us regarding this study?

BEAUTIFY STREET SCAPES & PARKING LOT FRONTSIDES, AMMUNITION OFFICERS
COMMON KASALS SIGNAGE FOR COMMERCIAL

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: ALAN WELLS Address: 1635 LAUREL DR
Telephone: 519-978-9471 e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

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ADDITIONAL COMMENTS:

*LOOKING FORWARD TO BEAUTIFYING. (STREETSCAPED) MAIN AREA
TO MAKE IT LOOK MORE ENVIRONMENTAL. FOR ALL THE RESIDENTS
AND PROMOTE WALKING & CYCLING.*

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Water pressure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="radio"/> Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| <input type="radio"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

*make 5 lanes - sidewalks on both sides - separate
section for family bicycles - green space - rest areas
curb cut road & road crossing and section*

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

4. Is there anything else you would like to share with us regarding this study?

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**MALDEN ROAD
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Please complete the following information for our records (PLEASE PRINT).

Name: Phil Lambert Address: 6165 MALDEN
6225 MALDEN

Telephone: 519-734-0076 e mail: ADVANCETE.PRIUS@CA

mailing address 674 STEVEN DR. N9J-3E2

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URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
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<input type="checkbox"/> Open Drains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/> Road rideability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/> Mail delivery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Garbage collection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| ○ Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| ○ Lack of user friendly/safe cycling facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|-------------------------------------|--------------------------|
| ○ Ensure that there are wide sidewalks on both sides of the street on major streets | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

OPENING LAUNDRER & REARME RDS EAST WOULD DROP
TRAFFIC BY 25% ON MALDEN
TURNING LAWE FOR HIGH SCHOOL & VOCMERE CENTER
NO PARKING.
3 LANES - 2 EXPRESS LANES (1 TURNING LAWE
NOT PASSING LAWE.

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

Bicycles SEPARATED FROM TRAFFIC
12 FT BICYCLE PARKING PATH JUST
LIKE NORTH OF REARME

4. Is there anything else you would like to share with us regarding this study?

ENTERANCE TO HIGH SCHOOL OFF LAUNDRER



**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Dan Hoatson Address: 6640 MALDEN RD
Telephone: 519-734-1058 e mail: dhoatson@musi.NET.

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



ADDITIONAL COMMENTS:

South

FOR RESIDENTIAL USAGE.

WEST

CEMEDI. GUTTER.
EXPRESS LAINE SOUTH.

TURNING LAINE
NOT PASSING LAINE

EXPRESS LAINE NORTH

CEMENT. GUTTER.
BICYCLE LAINE NORTH

BICYCLE LAINE SOUTH

WALKING LAINE NORTH & SOUTH.

EAST

NORTH

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

The Town of LaSalle and the County of Essex have retained Dillon Consulting Limited to undertake an Environmental Assessment study for Malden Road that will review potential Transportation, Public Safety, Urban Design and Infrastructure improvements. The purpose of the project is to identify and evaluate a range of alternatives and to develop both a short term and long term improvement strategy for the corridor consistent with the "Liveable Neighbourhoods and Healthy Communities" vision that Town Council has approved. The corridor must balance the transportation mobility needs of users along with the pedestrian, cycling and future transit needs of residents.

Please take a few minutes to complete this questionnaire.

- Which of the following best describes you?
 - Property Owner in the Study Area
 - Resident living in the Study Area
 - Area Business representative
 - Other: _____

- As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Water pressure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Garbage collection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="radio"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="radio"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="radio"/> Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| <input type="radio"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

- accessibility on getting out of driveway between T30 & 2130 Ave

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

- continuation of walking paths from Complex to Todd
- well lit
- safety of walking & bikes from traffic
- separation between pedestrians & bikes - more than painted lines

4. Is there anything else you would like to share with us regarding this study?

parking on street. encourage more accident free
with pedestrian walking on between cars & cars
pulling out into traffic



**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: DEANISE HOUSSEAU Address: 1640 MALDEN RD
Telephone: (519) 734-1658 e mail: dhousseau@compuserve.net

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

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TRANSPORTATION, PUBLIC SAFETY, &
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/> Road rideability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| o Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DEFERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| o Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Rough pavement and sewer grates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Lack of changing room or showers at destination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|--|-------------------------------------|--------------------------|--------------------------|
| o Ensure that there are wide sidewalks on both sides of the street on major streets | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ONE SIDE

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

Open Trinity from Delmar to Wyoming.

TURN WYOMING into a 1 WAY eastbound from TODD to TRINITY

Put a traffic light @ TODD & ELLWAY

This will reduce traffic & potential hazards on MALDEN.

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

Keep cycling on East Side only

Continue it North, uninterrupted, to TODD LANE

Underpass for cycles UNDER Nalden Rd

@ The Creek, ???

4. Is there anything else you would like to share with us regarding this study?

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Dr R.S. Charron Address: 5805 Malden Rd N9H 1S3
Telephone: 519 981 0325 e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

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**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
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TRANSPORTATION, PUBLIC SAFETY, &
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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Please take a few minutes to complete this questionnaire.

1. Which of the following best describes you?

- Property Owner in the Study Area
- Resident living in the Study Area
- Area Business representative
- Other: _____

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drainage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Water pressure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Road rideability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Garbage collection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|--------------------------|--------------------------|
| ○ Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|--------------------------|--------------------------|
| ○ Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Rough pavement and sewer grates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of changing room or showers at destination | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| ○ Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Patricia Verbeek Address: 1410 Boulevard Nord W9J 1H2
Telephone: (519) 734-8282 e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



**Issues & Design Workshop
May 7, 2008
Questionnaire**

The Town of LaSalle and the County of Essex have retained Dillon Consulting Limited to undertake an Environmental Assessment study for Malden Road that will review potential Transportation, Public Safety, Urban Design and Infrastructure improvements. The purpose of the project is to identify and evaluate a range of alternatives and to develop both a short term and long term improvement strategy for the corridor consistent with the "Liveable Neighbourhoods and Healthy Communities" vision that Town Council has approved. The corridor must balance the transportation mobility needs of users along with the pedestrian, cycling and future transit needs of residents.

Please take a few minutes to complete this questionnaire.

- Which of the following best describes you?
 - Property Owner in the Study Area
 - Resident living in the Study Area
 - Area Business representative
 - Other: _____

- As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Water pressure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Garbage collection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| o Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|--------------------------|-------------------------------------|
| o Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Rough pavement and sewer grates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| o Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (PLEASE PRINT).

Name: Sandra Harens Address: 380 Hwy # 18
Telephone: 734-7089 e mail: inharens@yahoo.com

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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Please take a few minutes to complete this questionnaire.

- Which of the following best describes you?
 - Property Owner in the Study Area
 - Resident living in the Study Area
 - Area Business representative
 - Other: _____

- As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="checkbox"/> Traffic Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Difficulty Turning from Side Streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Signal Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lack of Transit Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Speeding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Difficulty exiting and entering driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
○ Establishing a 'main street' character	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Public open space along the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Clear pedestrian travelway between homes, businesses and/or stores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shops facing/fronting on the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
○ Sanitary sewer system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Drainage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Water pressure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Road rideability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Overhead utilities/wiring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Garbage collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> Lack of user friendly/safe cycling facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Inconsiderate motorists, heavy traffic | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Rough pavement and sewer grates | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|--|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Carol Siddall Address: 1110 Meagan Dr.
Telephone: 519-734-0130 e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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Please take a few minutes to complete this questionnaire.

1. Which of the following best describes you?

- Property Owner in the Study Area
- Resident living in the Study Area
- Area Business representative
- Other: _____

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Water pressure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Garbage collection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DEFERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Rough pavement and sewer grates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

I THINK WE COULD BUY SOME OF THE HYDRO TILES
I THINK IT WOULD BE A NICE ATTRACTION.

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

MAKE BUS STOP'S PROXIMITY WITH A BIKEWAY
COURTAIN'S STOP-SIGNS
MORE LIGHTING STOP-SIGNS PROXIMITY TO YOU ARE
LANELET ON THE EAST SIDE OF A STOP.

4. Is there anything else you would like to share with us regarding this study?

PLEASE LOOK INTO PUBLIC TRANSPORTATION IT. BUSES

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (PLEASE PRINT).

Name: EMMANUEL HEBERT Address: 7216 MAISON RD.
Telephone: 519-978-3169 e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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ADDITIONAL COMMENTS:

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

The Town of LaSalle and the County of Essex have retained Dillon Consulting Limited to undertake an Environmental Assessment study for Malden Road that will review potential Transportation, Public Safety, Urban Design and Infrastructure improvements. The purpose of the project is to identify and evaluate a range of alternatives and to develop both a short term and long term improvement strategy for the corridor consistent with the "Liveable Neighbourhoods and Healthy Communities" vision that Town Council has approved. The corridor must balance the transportation mobility needs of users along with the pedestrian, cycling and future transit needs of residents.

Please take a few minutes to complete this questionnaire.

1. Which of the following best describes you?

- Property Owner in the Study Area
- Resident living in the Study Area
- Area Business representative
- Other: _____

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Water pressure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Garbage collection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|--------------------------|--------------------------|
| ○ Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| ○ Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Inconsiderate motorists, heavy traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|-------------------------------------|--------------------------|
| ○ Ensure that there are wide sidewalks on both sides of the street on major streets | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

MORE TREES.

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

SAFE CROSSINGS

4. Is there anything else you would like to share with us regarding this study?

QUIETER PEDESTRIAN & CYCLIST TRAFFIC
WITH CITY CURBS AND NOT COUNTY CURBS

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Mayue Fortin

Address: 6095 Malden Rd.

Telephone: 519.734.7331

e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
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Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
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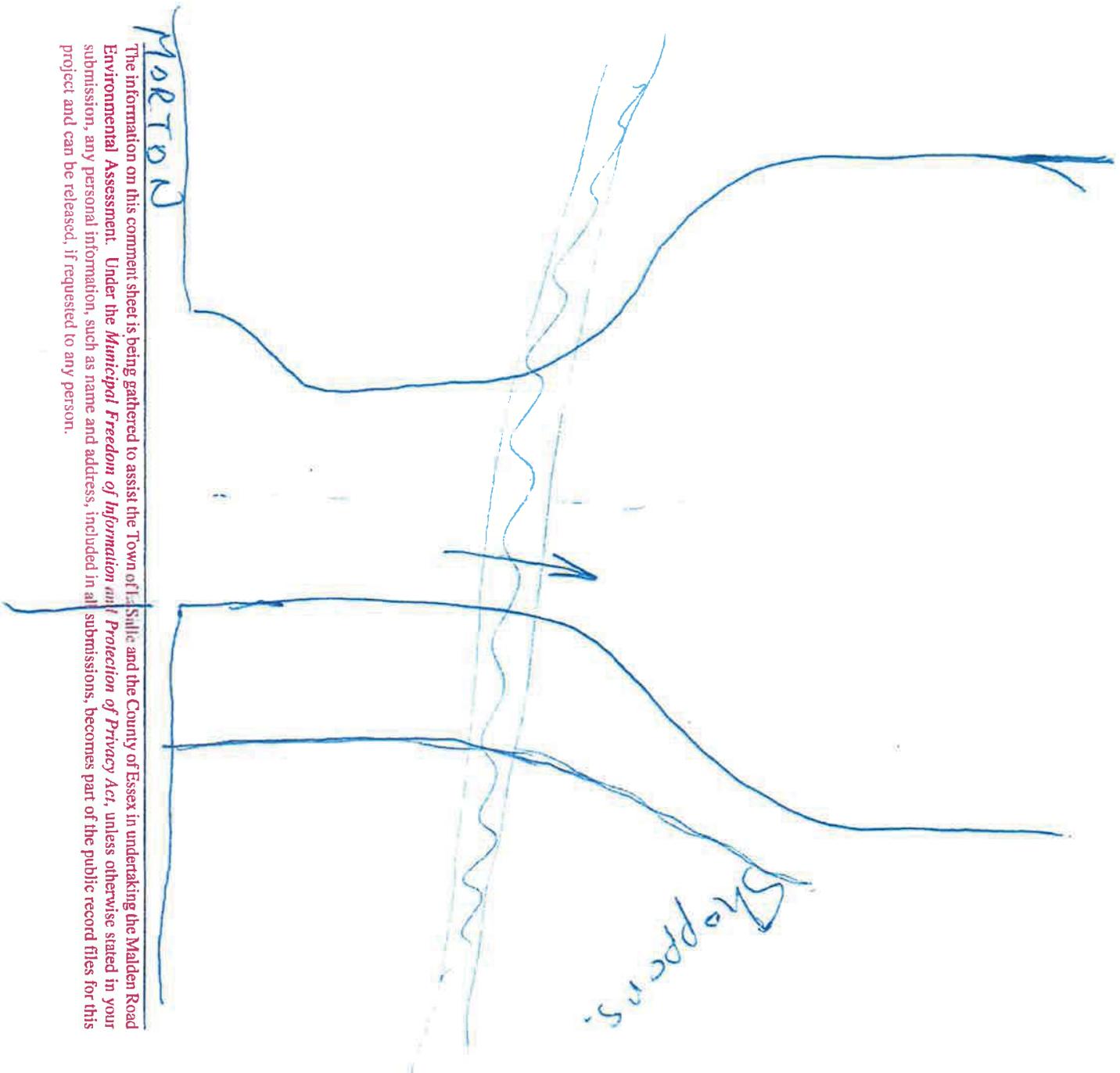
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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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ADDITIONAL COMMENTS:



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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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Please take a few minutes to complete this questionnaire.

- Which of the following best describes you?
 - Property Owner in the Study Area
 - Resident living in the Study Area
 - Area Business representative
 - Other: _____

- As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION	Important	Neutral	Not Important
<input type="checkbox"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lack of Transit Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Walk times at signalized intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Water pressure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Road rideability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="radio"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="radio"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Lack of user friendly/safe cycling facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Rough pavement and sewer grates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| <input type="radio"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: DEBBIE FORTIN

Address: 6045 MALDEN

Telephone: 519-734-1331

e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager**

**Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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PROJECT**



ADDITIONAL COMMENTS:

-our existing trails are beautiful + we
can always use more - also more trees etc
-no on street parking



MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

The Town of LaSalle and the County of Essex have retained Dillon Consulting Limited to undertake an Environmental Assessment study for Malden Road that will review potential Transportation, Public Safety, Urban Design and Infrastructure improvements. The purpose of the project is to identify and evaluate a range of alternatives and to develop both a short term and long term improvement strategy for the corridor consistent with the "Liveable Neighbourhoods and Healthy Communities" vision that Town Council has approved. The corridor must balance the transportation mobility needs of users along with the pedestrian, cycling and future transit needs of residents.

Please take a few minutes to complete this questionnaire.

- Which of the following best describes you?
 - Property Owner in the Study Area
 - Resident living in the Study Area
 - Area Business representative
 - Other: _____

- As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="radio"/> Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Public open space along the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Clear pedestrian travelway between homes, businesses and/or stores	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Shops facing/fronting on the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="radio"/> Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Open Drains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Water pressure	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Overhead utilities/wiring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Garbage collection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|--------------------------|-------------------------------------|
| <input type="radio"/> Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Rough pavement and sewer grates | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="radio"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

4. Is there anything else you would like to share with us regarding this study?

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (PLEASE PRINT).

Name: AT Maccoco Address: 1253 Revere Rd
6220 Malden Rd
Telephone: 519-734-1367 e mail: parmaccoco@sympatico.ca

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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TRANSPORTATION	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
○ Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Public open space along the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Curbside parking in the core area → <i>None.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shops facing/fronting on the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
○ Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Drainage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Open Drains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Water pressure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Road rideability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Overhead utilities/wiring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Mail delivery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Garbage collection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | | | | |
|---|--|---|--|--|
| | Agree | Neutral | Disagree | |
| <ul style="list-style-type: none"> ○ Establishing a network of on-road facilities that provide road space specifically for cycling ○ Improve and expand the existing network of off-road trails in parks and open spaces ○ A public awareness program encouraging motorists and cyclists to respect each other ○ A pamphlet, website or instructional course that describes how to cycle comfortably in traffic |  | If I T DO NOT INTERFERE WITH EARLY WORK IS OVERTAKING | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | | | | |
|--|---|---|---|--|
| | Agree | Neutral | Disagree | |
| <ul style="list-style-type: none"> ○ Lack of user friendly/safe cycling facilities ○ Lack of widely distributed bicycle parking facilities ○ Inconsiderate motorists, heavy traffic ○ Rough pavement and sewer grates ○ Lack of changing room or showers at destination | <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | | | | |
|---|---|--|--|--|
| | Important | Neutral | Not Important | |
| <ul style="list-style-type: none"> ○ Ensure that there are wide sidewalks on both sides of the street on major streets ○ Ensure there is at least a sidewalk on one side of all minor streets ○ Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

- (1) SYNCHRONIZE LIGHTS
- (2) REMOVE A PARKWAY SIGN OVERHANG FOR BETTER VIEW
- (3) WIDEN STOPPING INTO TRAFFIC
- (4) INSTALL LIGHT BLINDS - SURVEY GOOD TRAFFIC VIEW

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

See 2 ABOVE.

4. Is there anything else you would like to share with us regarding this study?

NO PRIORITY ON MALDEN RD.
GREENING THE CORNERS.



**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Sharon Luoma Address: 575 Ryeview Cn
Telephone: 519 967 0714 e mail: skluoma2@comcast.ca

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="radio"/> Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Shaded sidewalks (trees and canopies)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Public open space along the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="radio"/> Clear pedestrian travelway between homes, businesses and/or stores	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="radio"/> Landscaping and screening at grade parking areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="radio"/> Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Water pressure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Road rideability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="radio"/> Mail delivery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|--------------------------|-------------------------------------|
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DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|--------------------------|
| <input type="radio"/> Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| <input type="radio"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

My concern that as ⁴ we have new luxury market really in peo-
ple the entrance? out of driveway bicycling by young
children along southern corridor in dangerous
Dedicated alley system up & down corridor as

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

Off road cycling for children: separate greenway
off space in hill town residential development.

4. Is there anything else you would like to share with us regarding this study?

Don't make this a DRIC situation

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name: Laurence Paume Address: 6705 Malden Rd.
Telephone: 519 978-3199 e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

The Town of LaSalle and the County of Essex have retained Dillon Consulting Limited to undertake an Environmental Assessment study for Malden Road that will review potential Transportation, Public Safety, Urban Design and Infrastructure improvements. The purpose of the project is to identify and evaluate a range of alternatives and to develop both a short term and long term improvement strategy for the corridor consistent with the "Liveable Neighbourhoods and Healthy Communities" vision that Town Council has approved. The corridor must balance the transportation mobility needs of users along with the pedestrian, cycling and future transit needs of residents.

Please take a few minutes to complete this questionnaire.

- Which of the following best describes you?
 - Property Owner in the Study Area
 - Resident living in the Study Area
 - Area Business representative
 - Other: _____

- As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
○ Establishing a 'main street' character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Public open space along the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ Curbside parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ Clear pedestrian travelway between homes, businesses and/or stores	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Shops facing/fronting on the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Streetscape beautification (accent lighting, flowers, banners)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Landscaping and screening at grade parking areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Establishing a 'family' of municipal signs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
○ Sanitary sewer system	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Water pressure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Road rideability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Overhead utilities/wiring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
○ Mail delivery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ Garbage collection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| o Establishing a network of on-road facilities that provide road space specifically for cycling | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|--------------------------|
| o Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Lack of widely distributed bicycle parking facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Rough pavement and sewer grates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Lack of changing room or showers at destination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| o Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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J L L E N K A)
R U S I O T U K I N P E J A R A N T E , 2
J B U I E I K I N A P O J I M E N T
P O E T



re th re au / th r p e if : ad ic u na c si n, in a r tu 3, p e e s t i r , ic c l r g
 I n c e i n i r f c n h u d l v o m n t s s h a y i i r s o i d e l t e u r ?

Handwritten practice of the text above, with blue ink on a grid background. The text is written in a cursive style, and the grid lines are visible through the paper.

3. Y h t p e o n e v i i p v d y e n i a u l i d i t r u n a k l i t s h r l k b e c c s i e r t r r e t e
 I p a a d t h i g i u t o c h T w ?

Handwritten practice of the text above, with blue ink on a grid background. The text is written in a cursive style, and the grid lines are visible through the paper.

4. J d i r a n t h r g k e y u o l d i k t r s h r e v i l l n p a h i g i i s t r y

Handwritten practice of the text above, with blue ink on a grid background. The text is written in a cursive style, and the grid lines are visible through the paper.

Tl in m tio on nis on nei sh ti nei ig he d i as it i : T w n fl i a l a i a n t h Cc n g f i s e i t e t e i n k i t h M. l e i r o
 Et i r e m t a l a s t s r n t i r U e r n e ' u s i p f e c n ' h n n t i c a i P u e t a n o r b o r n i y c i n i t h t e i s c e r i s e t a l i i y o
 p r e c i o n a n p e o n l e i a d f r n t t i c s h i n k e d a r f s c d r s, c h i e d r a s u n i n i o r b o r s i r t t h t e i s c e r i s e t a l i i y o



**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (PLEASE PRINT).

Name: Janet Teal Address: 5990 Highway 1
Telephone: 519-250-1946 x. 3388 e mail: JanetT@TABNAK.CA.

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

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Project Manager
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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



Issues & Design Workshop May 7, 2008 Questionnaire

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Please take a few minutes to complete this questionnaire.

1. Which of the following best describes you?

- Property Owner in the Study Area
- Resident living in the Study Area
- Area Business representative
- Other: _____

2. As the study is completed, various issues and opportunities are addressed. To help the Steering Committee and consultants evaluate these issues and opportunities, please rate the importance of each of the elements noted below.

TRANSPORTATION

	Important	Neutral	Not Important
<input type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

	Important	Neutral	Not Important
<input type="checkbox"/> Establishing a 'main street' character	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shaded sidewalks (trees and canopies)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public open space along the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Curb-side parking in the core area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Clear pedestrian travelway between homes, businesses and/or stores	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Shops facing/fronting on the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Streetscape beautification (accent lighting, flowers, banners)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Landscaping and screening at grade parking areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Establishing a 'family' of municipal signs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
<input type="checkbox"/> Sanitary sewer system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Open Drains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Water pressure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Road rideability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Overhead utilities/wiring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Mail delivery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Garbage collection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="radio"/> Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="radio"/> Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A public awareness program encouraging motorists and cyclists to respect each other | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERRENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| <input type="radio"/> Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Inconsiderate motorists, heavy traffic | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="radio"/> Rough pavement and sewer grates | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Lack of changing room or showers at destination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| <input type="radio"/> Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="radio"/> Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (**PLEASE PRINT**).

Name:

LEN MANIAS

Address:

6680 Malden

Telephone:

519-734-1442

e mail:

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

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**Vic J. Hebert, P. Eng.,
Project Manager**

**Dillon Consulting Limited
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**MALDEN ROAD
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**Issues & Design Workshop
May 7, 2008
Questionnaire**

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- Area Business representative
- Other: _____

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TRANSPORTATION

	Important	Neutral	Not Important
<input checked="" type="radio"/> Traffic Congestion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty Turning from Side Streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Signal Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of Transit Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Walk times at signalized intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Speeding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Difficulty exiting and entering driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="radio"/> Lack of facilities for persons with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



URBAN DESIGN

- Establishing a 'main street' character
- Shaded sidewalks (trees and canopies)
- Public open space along the street
- Curbside parking in the core area
- Clear pedestrian travelway between homes, businesses and/or stores
- Shops facing/fronting on the street
- Streetscape beautification (accent lighting, flowers, banners)
- Landscaping and screening at grade parking areas
- Establishing a 'family' of municipal signs

Important Neutral Not Important

- | | | |
|-------------------------------------|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

INFRASTRUCTURE ISSUES

- Sanitary sewer system
- Drainage
- Open Drains
- Water pressure
- Road rideability
- Lighting
- Overhead utilities/wiring
- Mail delivery
- Garbage collection

Important Neutral Not Important

- | | | |
|-------------------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The information on this comment sheet is being gathered to assist the Town of LaSalle and the County of Essex in undertaking the Malden Road Environmental Assessment. Under the *Municipal Freedom of Information and Protection of Privacy Act*, unless otherwise stated in your submission, any personal information, such as name and address, included in all submissions, becomes part of the public record files for this project and can be released, if requested to any person.



MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY, & URBAN DESIGN IMPROVEMENTS PROJECT



ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|--|-------------------------------------|-------------------------------------|--------------------------|
| ○ Establishing a network of on-road facilities that provide road space specifically for cycling | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve and expand the existing network of off-road trails in parks and open spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A public awareness program encouraging motorists and cyclists to respect each other | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ A pamphlet, website or instructional course that describes how to cycle comfortably in traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DETERRENENTS TO CYCLING

What problems discourage cycling in the corridor?

- | | Agree | Neutral | Disagree |
|---|-------------------------------------|-------------------------------------|--------------------------|
| ○ Lack of user friendly/safe cycling facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of widely distributed bicycle parking facilities | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ○ Inconsiderate motorists, heavy traffic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Rough pavement and sewer grates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Lack of changing room or showers at destination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

- | | Important | Neutral | Not Important |
|---|-------------------------------------|--------------------------|--------------------------|
| ○ Ensure that there are wide sidewalks on both sides of the street on major streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Ensure there is at least a sidewalk on one side of all minor streets | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ○ Improve pedestrian crossings along Malden Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

High school traffic in am - Possibly have entrance & exit road.

Police directing traffic from 8:00 - 8:15 am.

3. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

Fill in ditches on east side of the road and make more sidewalk / bike trail farther away from roadside.

4. Is there anything else you would like to share with us regarding this study?

Bring to the design team. This is long overdue.

The information on this comment sheet is being gathered to assist the Town of LaSalle and the County of Essex in undertaking the Malden Road Environmental Assessment. Under the *Municipal Freedom of Information and Protection of Privacy Act*, unless otherwise stated in your submission, any personal information, such as name and address, included in all submissions, becomes part of the public record files for this project and can be released, if requested to any person.



**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



Please complete the following information for our records (PLEASE PRINT).

Name: Ed MATT

Address: 6890 MALDEN RD. N9J 5T5

Telephone: _____

e mail: _____

Thank you for participating in this Issues & Design Workshop. Your input is greatly valued and provides us with the insight and feedback we need to ensure the success of this project.

Information from the questionnaires will be tabulated and incorporated as part of the study documentation. Please place the completed questionnaire in the comment box, or mail to the address below. Additional space for comments is provided on the following page. If you would like to take a bit more time to think about your responses, feel free to send us your comments via fax or email by May 14, 2008. Thank you.

**Vic J. Hebert, P. Eng.,
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario N8W 5K8
Telephone No.: (519) 948-5000
Fax No.: (519) 948-5054
email: vhebert@dillon.ca**



*The information on this comment sheet is being gathered to assist the Town of Lasalle and the County of Essex in undertaking the Malden Road Environmental Assessment. Under the *Mandatory Freedom of Information and Protection of Privacy Act*, unless otherwise stated in your submission, any personal information, such as name and address, included in all submissions, becomes part of the public record files for this project and can be released, if requested to any person.*



**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



ADDITIONAL COMMENTS:

The information on this comment sheet is being gathered to assist the Town of LaSalle and the County of Essex in undertaking the Malden Road Environmental Assessment. Under the *Municipal Freedom of Information and Protection of Privacy Act*, unless otherwise stated in your submission, any personal information, such as name and address, included in all submissions, becomes part of the public record files for this project and can be released, if requested to any person.

APPENDIX G

**ISSUES & DESIGN WORKSHOP
MEETING MINUTES**

**MALDEN ROAD IMPROVEMENTS
TRANSPORTATION, PUBLIC SAFETY & URBAN DESIGN**

**ISSUES & DESIGN WORKSHOP
SUMMARY**

PROJECT NO.: 08-8837-1000

DATE: May 7, 2008

LOCATION: Vollmer Culture & Recreation Complex

PRESENT: Stakeholders

Mr. Larry Silani	-	Town of LaSalle
Mr. Jerry Barycki	-	Town of LaSalle
Mr. Richard Fazecash	-	County of Essex
Mr. Jaime Garcia	-	County of Essex
Mr. Victor Ford	-	Victor Ford and Associates
Ms. Eha Naylor	-	ENVision
Mr. Vic Hebert	-	Dillon Consulting Limited
Mr. Edward Soldo	-	Dillon Consulting Limited
Ms. Nicole Caza	-	Dillon Consulting Limited

ITEM

1. Introductions

The Steering Committee was introduced to the Stakeholder's Group.

2. Formal Presentation

A formal presentation by the Steering Committee was provided on the following topics:

- Background – How Did We Get Here? (presented by Larry Silani)
- Transportation Strategy (presented by Edward Soldo)
- Cycling and Pedestrian Strategy (presented by Victor Ford)
- Urban Design Strategy (presented by Eha Naylor)
- Wrap-up (by Vic Hebert)

ITEM

3. Roundtable Discussions (attendance broken into three groups)

General recap of discussions:

a) **Transportation**

- Capacity issues are a concern, considerable delay in peak hours and synchronization of signals should be a high priority.
- General concern with walk times, insufficient time available for seniors, children, persons with disabilities.
- Concerned with interaction between pedestrians/cyclists and vehicles at intersections, in particular trucks that are turning. Need to make motorists aware of vulnerable users.
- Improve signal timing and synchronization (peak hour and evening hours – install loop detection on side streets to reduce delay on north south traffic after hours)
- Issue with driveway access, inability to turn out of driveways at peak hours due to lack of gaps and safety issue when backing out of driveway.
- Desire for transit service to be extended through entire corridor.
- Importance of access to the high school. Traffic operations at the entrance points is of concern due to considerable stacking of buses which leads to considerable delays on Malden Road. Reorientation of access points should be considered or potentially move the access onto east west roadway.
- Vollmer Centre and high school are large generators of traffic, consideration for widening and additional turn lanes should be considered through this area.
- Adequate cycling facilities within corridor required – concern with existing safety issues
- One group had strong feelings against providing on-street parking in urban areas. Parking is a potential hazard due to sight line issues and pedestrians crossing from in between vehicles.
- Pedestrian signals should include a countdown timer, and they should be audible as well
- Issues with existing rumble strips as they are ineffective (do not provide adequate safety barrier) and noisy for local residents
- Require improved access to businesses along corridor
- Clear signage is required at roadways
- Ensure that future road improvements in the area are taken into consideration in this study (ie. future extension of Laurier Drive). How are unopened ROWs going to be considered? Ensure proper spacing of new intersections. Look at potentially closing some of the minor roadways and consolidating the traffic onto key roadways.
- Ensure that future improvements are continuous through out corridors and that there are proper transitions between cross sections.
- Potential for islands at large intersections to provide pedestrian refuge.
- Traffic circle/modern roundabout are environmental friendly as they reduce idling and reduce delay at intersections.

ITEM

b) **Cycling and Pedestrians**

- Issues and conflicts between vehicles and pedestrians and cyclists at the Morton/Malden intersection
- Many commented that barrier curbs preferred (versus mountable or “rolled”). The current rolled curbs create confusion.
- Concerns with zoning. The zoning or clear definition of where users should be is important.
- Education of users required / very necessary for both on road and off road users
- Varying opinions with regards to on-road cycling, but all agreed that cyclists are legally able to utilize the roads
- Strong desire to build on existing multi-use trails, through additional connections to make them more continuous within the community, and through the construction of additional multi-use trails
- Desire to have multi-use trails connected to other neighbouring communities
- Desire to have an off-road connection from the Malden Town Centre to the Vollmer Complex
- Cycling traffic has increased in Town, particularly on the multi-use off road trails.
- Possibility of constructing trail crossing at Morton and Malden under the Creek was raised
- Not in favour of “raised walkways” or bridges for pedestrians or cyclists over Malden Road since they will not be used
- Intelligent traffic lights that sense traffic should be added
- Some communities require bells on bikes that may be a good idea in La Salle because it would allow faster moving cyclists to warn other users that they will be overtaking them
- Two way multi-use trails with a marked centre line are preferred
- Enclosure of open ditches would be beneficial
- Separation required between pedestrians and road, wide green buffer required between road and trails for safety
- Walkways and / or pathways should be installed on both sides of Malden Road and at least a sidewalk on one side of minor streets
- It was suggested that there could be “Branding” or a strong signage system or “look” developed for the trails
- Add community events boards to locations along Malden Road or the trails
- Look at all users (cyclists, pedestrians, in-line skaters, persons with disabilities, seniors, persons with strollers, etc.)
- Trail between Laurier and Reaume is too narrow and therefore is dangerous
- Construct an island/median (refuge) at the Normandy intersection for pedestrian crossing
- Add a countdown signal at Laurier and Front
- Introduce the Vollmer Culture and Recreation Complex by adding signage at Malden Road
- People in La Salle like the small community feel

ITEM

b) **Cycling and Pedestrians (continued)**

- Watch costs and tax implications. People do not want to pay big money for improvements.
- Trails are very popular, make them more continuous and connected
- Connect cycling and pedestrian facilities to other communities
- A section of curbing is a problem at Malden Road near the entrance to the Vollmer Complex (people drive over the curb)
- Parking should not be allowed on Malden Road
- Do have dedicated bike lanes on Malden Road
- Ensure posts on trails are far enough apart to allow wide wheel chairs through
- What are cyclists instructed to stop at intersections while cars are not required to do so along Malden Road?
- Add more off road trails
- The question was asked “Have the number of pedestrians and cyclists increased in La Salle with the new facilities?” The response was yes the number of users has increased.
- There should be more off road trail facilities added for children

c) **Urban Design**

- Concern that Malden Road will turn into a “Dougall Avenue”
- Residents want pedestrian and cycling amenities, not just a traffic conduit
- Concern that it is becoming increasingly difficult to pull onto Malden Road from private driveways
- Residents need safe driveway ingress and egress
- Concerns regarding the additional traffic (all kinds) as a result of the Vollmer Complex and the potential conflicts that could arise from students walking and cycling to the high school.
- Prefer to see cycling off the road rather than integrated with vehicular traffic
- Need to understand the width of the road right-of-way and what is possible within the existing limits
- Concern that the existing road right-of-way is not wide enough to provide the facilities for all users and acquisition will be expensive and controversial
- The road corridor should be well lit to improve safety for all users
- The aesthetics of the streetscape should be part of the improvements
- Concern with the impact of property acquisition in order to achieve all the amenities that have been identified
- Costs are a concern, must weigh costs versus benefits
- It would be ideal to have an efficient, safe, road with sidewalks on both sides, off road cycling and beautification (ie. shade; parking; greenspace)
- The streetscaping should connect to the library and other public buildings and enable the introduction of small park spaces adjoining buildings such as the library and Town Hall.
- Shade on the street is a very desirable characteristic
- Preserve existing trees

ITEM

c) **Urban Design (continued)**

- There is a need to improve the overall street network by opening cross streets such as Laurier.
- The road design must have ‘barrier’ curbs to improve the safety of pedestrians and cyclists on the boulevard
- There needs to for consistency in the treatment of the road corridor along the whole leng (street trees, sidewalks, lighting)
- Eliminate the barriers to pedestrians and introduce small public green spaces along the corridor
- The streetscape and urban design treatments should respond to the unique environments along the corridor
- The improved Malden Road should give the Town of LaSalle an ‘identity’
- Through urban design changes, the character of the commercial area should reflect a ‘smaller rural town’ that is attractive and interesting to visitors
- Ensure that ‘urban braille’ features are designed into the pavements
- Consider medians in the town centre and at the gateway locations
- Ensure that there are places to rest and places of refuge from traffic for seniors

4. Group Discussion

After the roundtable discussion, a general discussion was held with the entire stakeholder’s group. The following is a recap of the items discussed:

- Wrap up by the Steering Committee
 - The Committee appreciated everyone’s comments and feedback, and the passion of the stakeholder’s group was evident
 - This is just the beginning of the process
 - Some conflicting views and opinions were presented from the stakeholder’s group, and therefore not all issues will be addressed to everyone’s satisfaction
 - The Study Team will prepare an Evaluation Matrix in order to evaluate all options and choose the preferred solution
 - Costs/budget of the various alternatives will be weighed against the benefits
 - General consensus by the stakeholder’s group for continual involvement throughout the study
- What other elements and future road connections will be taken into account (ie. Laurier extension, DRIC study, etc)?
 - Although the extension of Laurier, etc, are not a central part of this study, they will be taken into account when we look at the future traffic forecast for this corridor
- Are there plans to change the zoning/land-use along the corridor as part of this study, and can the commercial areas, etc, south of the Cahill be “cleaned up”?
 - This study will take into account the zoning/land-uses already identified in the approved Official Plan for the Town, but will not look at making any modifications to it
 - The Official Plan is updated every 5 years, and will be looked at again in 2009

ITEM

4. Group Discussion (continued)

- Will access from the sidestreets and from the currently unopened road allowances be addressed as part of this Study?
 - The team will review this and make recommendations on access to Malden Road, including the unopened road allowances
 - These recommendations will be taken into account when forecasting the traffic volumes along this corridor
- Will the open drains be enclosed?
 - The enclosure of the open drains will be investigated as part of this study.
 - If a full urban cross section is the preferred alternative, then the drains will need to be enclosed.
- What are the next steps?
 - All attendees at this workshop will receive a summary of the discussion
 - Comments received will be consolidated and potential alternatives will be identified
 - Alternatives will be presented at the first Public Information Centre (PIC), which is scheduled for June 25, 2008
 - The alternatives will be evaluated with an Evaluation Matrix and a Preferred Alternative will be selected
 - Preferred alternative will be presented at the second PIC, which will most likely be scheduled for September or October 2008.
 - Based on feedback from the second PIC, an Environmental Study Report (ESR) will be prepared and presented to Council
 - The ESR will be filed for public and agency review

ERRORS AND/OR OMISSIONS

These minutes were prepared by Nicole M. Caza, P. Eng., who should be notified immediately of any errors and/or omissions, at (519) 948-5000 ext. 2246.

DISTRIBUTION

All Present	-	
Mr. Bob Hayes	-	Town of LaSalle
Mr. Tom Bateman	-	County of Essex
Ms. Lori Mitri Chadwick	-	Dillon Consulting Limited

**DILLON CONSULTING LIMITED
WINDSOR, ONTARIO**

APPENDIX H

**NOTICE OF PUBLIC INFORMATION
CENTRE #1 & #2**

APPENDIX H

**NOTICE OF PUBLIC INFORMATION
CENTRE #1 & #2**

**TOWN OF LASALLE
NOTICE OF PUBLIC INFORMATION CENTRE #1**

**MALDEN ROAD
Transportation, Public Safety, & Urban Design Improvement Project**

The Town of LaSalle and the County of Essex have initiated a Transportation, Public Safety, and Urban Design Improvement Project for the Malden Road corridor from Todd Lane to Meagan Drive. The study will seek to enhance the function of Malden Road for vehicles, cyclists and pedestrians. Several types of enhancements will be analyzed, including on-street bicycle lanes, multi-use pathways, streetscaping, public safety components, urban design features, and traffic calming measures such as roundabouts. Dillon Consulting Limited has been retained to assist the Town and the County in this undertaking.

This study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (October 2000, as amended 2007), which is a public process for municipal infrastructure projects under the *Environmental Assessment Act*. The project is being planned as a Schedule 'C' and will include assessing alternatives to road improvements, identification and evaluation of alternative solutions and design concepts, and completion and filing of an Environmental Study Report.

A key component of the study is consultation with interested stakeholders including the public, interest groups and regulatory agencies through two Public Information Centres. The Town is now proceeding with **Public Information Centre #1** to present project findings to the public, stakeholders, and interested agencies for review and comment. Background information on the study will be provided, allowing review of the alternative solutions and discussion of their potential impacts.

The drop-in style **Public Information Centre** is scheduled for:

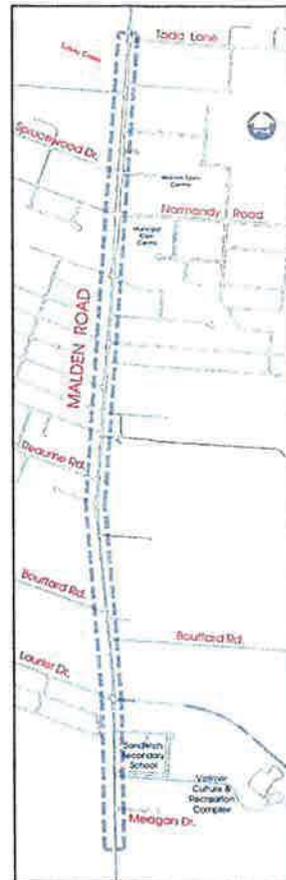
Wednesday, June 25, 2008
from 3:00pm to 7:00pm
at Vollmer Culture & Recreation Centre
2121 Laurier Parkway
in the Town of LaSalle

A second Public Information Centre, which will also be publicly advertised, is planned for late summer 2008, and will include further details on the design concept(s).

If you require additional information related to the study or wish to be added to the study mailing list, please contact either of the following:

Mr. L. Silani, MCIP, RPP, Director of Planning
Town of LaSalle
5950 Malden Road
LaSalle, ON N9H 1S4
Ph: (519) 969-7770 ext. 288
Fax: (519) 969-4469
lsilani@town.lasalle.on.ca

Mr. V. J. Hebert, P. Eng., Project Manager
or Ms. L. M. Chadwick, Planner
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Ph: (519) 948-5000
Fax: (519) 948-5054
vhebert@dillon.ca or lchadwick@dillon.ca



**TOWN OF LASALLE
NOTICE OF PUBLIC INFORMATION CENTRE #2**

**MALDEN ROAD
Transportation, Public Safety, & Urban Design Improvement Project**

The Town of LaSalle and the County of Essex have initiated a Transportation, Public Safety, and Urban Design Improvement Project for the Malden Road corridor from Todd Lane to Meagan Drive. The study will seek to enhance the function of Malden Road for vehicles, cyclists and pedestrians. Several types of enhancements will be analyzed, including on-street bicycle lanes, multi-use pathways, streetscaping, public safety components, urban design features, and traffic calming measures such as roundabouts. Dillon Consulting Limited has been retained to assist the Town and the County in this undertaking.

This study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (October 2000, as amended 2007), which is a public process for municipal infrastructure projects under the *Environmental Assessment Act*. The project is being planned as a Schedule 'C' and will include assessing alternatives to road improvements, identification and evaluation of alternative solutions and design concepts, and completion and filing of an Environmental Study Report.

On June 25, 2008, the Town held the first of two Public Information Centres (PIC), allowing review of the alternative solutions and discussion of their impacts. The technical and impact analysis, as well as input from the public, concluded that the preferred solution in the Town Centre (Todd Lane to Cahill Drain) is a 5 lane cross section with a left turn centre lane at intersections and a raised landscaped median elsewhere including cycling lanes/wider curb lanes, sidewalks and urban design features on both sides of the road, and a turning circle at Todd Lane. The preferred solution south of the Cahill Drain to Meagan Drive is a 3 lane cross section with a continuous left turn centre lane, including a sidewalk on the west side of the road and a multi-use trail on the east side of the road, urban design features along entire corridor, and an enclosed drainage system.

At this stage, the Town is now proceeding with **Public Information Centre #2** to present the alternative design concepts, which includes further details regarding road design, drainage, pedestrian and cycling connectivity, streetscaping and urban design features, traffic calming measures and lighting.



The drop-in style **Public Information Centre** is scheduled for:

Thursday, October 30, 2008
from 3:00pm to 7:00pm
at Vollmer Culture & Recreation Centre
2121 Laurier Parkway
in the Town of LaSalle

Subsequent to public and agency input received at the drop-in session, an Environmental Study Report (ESR) will be placed on the public record. A notice of completion will be advertised indicating when and where the ESR will be available for review and comment.

For further information on this project, to be added to the study mailing list, or to provide comments, please contact either of the following:

Mr. L. Silani, MCIP, RPP, Director of Planning
Town of LaSalle
5950 Malden Road
LaSalle, ON N9H 1S4
Ph: (519) 969-7770 ext. 288
Fax: (519) 969-4469
lsilani@town.lasalle.on.ca

Mr. V. J. Hebert, P. Eng., Project Manager
or Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Ph: (519) 948-5000
Fax: (519) 948-5054
vhebert@dillon.ca or khorvath@dillon.ca



APPENDIX I

PIC #1 PRESENTATION MATERIAL

Welcome
to the
Public Information Centre
for
Malden Road
Transportation, Public Safety &
Urban Design Improvements Project



What Is The Class Environmental Assessment (Class EA) Process?

The Municipal Class EA process is a planning and design process that applies to municipal infrastructure projects, including roads, water and wastewater projects, as approved by the Ministry of the Environment in 2000, as amended in 2007.

The key principles of the Class EA process include:

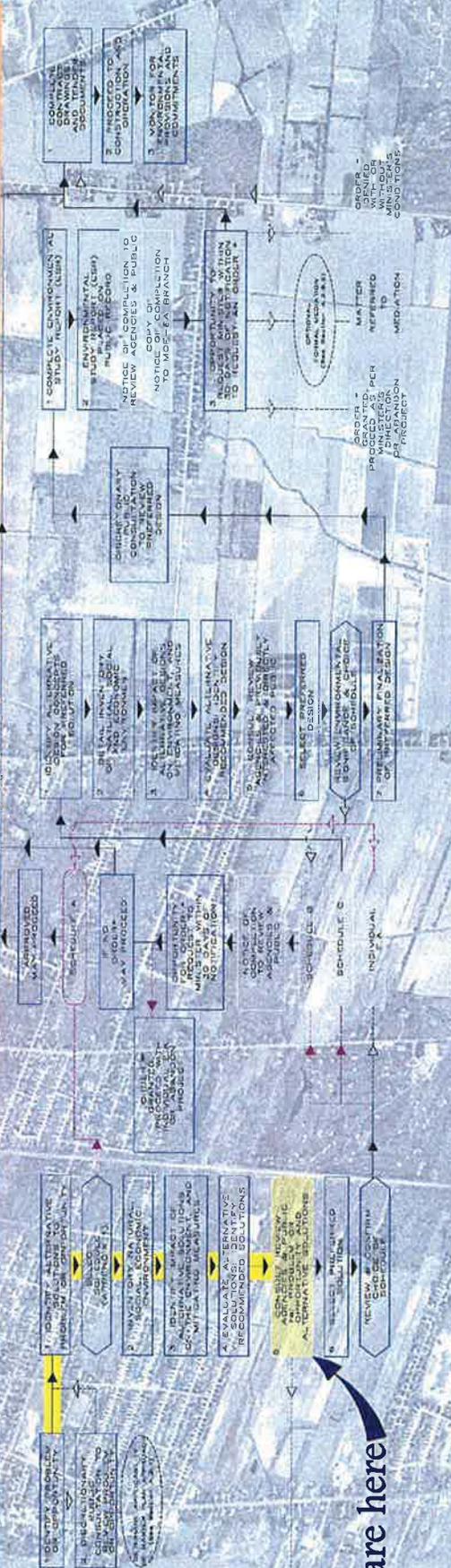
- Consultation with affected parties;
- Consideration of a reasonable range of alternatives;
- Consideration of the effects on all aspects of the environment (i.e. Natural, social/cultural, technical, economic);
- Systematic evaluation of the alternatives to determine their net environmental effects; and
- Provision of clear and complete documentation.

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Where are we in the Environmental Assessment Process?

The project is being planned under the Municipal Class Environmental Assessment process



NOTE: THIS FLOWCHART IS TO BE READ IN CONJUNCTION WITH THE MUNICIPAL CLASS PART 2 OF THE ACT (SEE SECTION 4.2.1.1)

We are here



What Is The Purpose Of This Public Information Centre?

The purpose of this Public Information Centre is to provide an opportunity for the public to review and comment on the alternative solutions for improvements to Malden Road. The information presented includes.....

- Background information on the Class EA process and the project;
- Results of related studies, including a traffic assessment study;
- Alternative solutions to the Opportunity Statement;
- The evaluation criteria and indicators; and
- The Selection of a Recommended Solution for improvements to Malden Road.

Please review the information being presented and discuss your thoughts with members of the Project Team that are present.

YOUR INPUT IS IMPORTANT TO THE SUCCESS OF THIS STUDY!

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What Happens After This Public Information Centre?

After this Public Information Centre (PIC), the Project Team will.....

- Address the comments received
- Select the Preferred Solution
- Begin Phase 3 of the Class EA process, which identifies Alternative Design Concepts to the Preferred Solution.

Will there be another Opportunity for Public Comment?

Yes

- Once the Preferred Solution is chosen, a number of Alternative Design Concepts will be presented at a second Public Information Centre to be held in the fall of 2008.


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Malden Road
 Transportation, Public Safety & Urban Design
 Improvement Project
 in the Town of Malden

Malden Road
 Study Area / Location Plan

Existing Problems

- The existing 2 lane road is not adequate to handle the growth in traffic
- Access and egress delays occur from driveways
- There are identified safety issues including pedestrian crossings, driveway access and egress
- Separation of multi-use pathway from road traffic
- Traffic signal turning
- Few existing public realm landscape features
- Limited right-of-way widths
- Needed improvements to some infrastructure features like open drains and ditches

Approximately two dozen residents, business owners and internal partners participated in an Issues and Design Workshop on May 7, 2008.

A summary of their comments are shown on the adjacent presentation board.

The alternatives presented at this Public Information Centre address these issues and attempts to strike a balance between competing issues.

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**MALDEN ROAD
TRANSPORTATION, PUBLIC SAFETY, &
URBAN DESIGN IMPROVEMENTS
PROJECT**



**Issues & Design Workshop
Summary of Questionnaire**

Overall - 23 individuals responded to the Questionnaire. The following is a breakdown of the responses, not including those that left sections blank.

TRANSPORTATION

	Important	Neutral	Not Important
o Traffic Congestion	18	4	0
o Difficulty Turning from Side Streets	19	1	0
o Signal Continuation	16	5	0
o Lack of Transit Service	6	12	1
o Walk times at signalized intersections	13	7	1
o Speeding	12	10	0
o Difficulty exiting and entering driveways	19	3	0
o Lack of facilities for persons with disabilities	10	9	1

URBAN DESIGN

	Important	Neutral	Not Important
o Establishing a 'main street' character	17	4	1
o Shaded sidewalks (trees and canopies)	10	11	1
o Public open space along the street	9	9	2
o Curbside parking in the core area	2	3	17
o Clear pedestrian travelway between homes, businesses and/or stores	15	4	3
o Slope facing/fronting on the street	8	12	2
o Streetscape beautification (accent lighting, flowers, banners)	13	7	2
o Landscaping and screening at grade parking areas	9	10	3
o Establishing a 'family' of municipal signs	8	12	2

INFRASTRUCTURE ISSUES

	Important	Neutral	Not Important
o Sanitary sewer system	16	5	1
o Drainage	19	3	0
o Open Drains	15	7	0
o Water pressure	13	9	0
o Road ideability	15	7	0
o Lighting	16	6	0
o Overhead utilities/wiring	10	11	1
o Mail delivery	10	11	1
o Garbage collection	15	7	1

ENCOURAGEMENTS TO CYCLING

What improvements would encourage cycling in the corridor?

	Agree	Neutral	Disagree
o Establishing a network of on-road facilities that provide road space specifically for cycling	12	5	3
o Improve and expand the existing network of off-road trails in parks and open spaces	22	0	0
o A public awareness program encouraging motorists to respect and share the road with cyclists to help reduce motorist frustration	12	9	1
o Additional, visible, educational courses that describe how to cycle comfortably in traffic	8	13	1

DETRIMENTS TO CYCLING

What problems discourage cycling in the corridor?

	Agree	Neutral	Disagree
o Lack of user friendly/safe cycling facilities	20	2	0
o Lack of widely distributed bicycle parking facilities	11	9	1
o Inconsiderate motorists, heavy traffic	18	3	1
o Rough pavement and sewer grates	10	11	1
o Lack of changing room or showers at destination	1	8	12

ENCOURAGEMENTS TO WALKING/PEDESTRIANS

	Important	Neutral	Not Important
o Ensure that there are wide sidewalks on both sides of the street on major streets	16	5	0
o Ensure there is at least a sidewalk on one side of all minor streets	21	1	0
o Improve pedestrian crossings along Malden Road	22	0	0

ADDITIONAL COMMENTS

1. Are there any other specific traffic, urban design, infrastructure, pedestrian, bicycling, landscaping or natural environment issues that you think should be in the study?

General Comments included, but not limited to:

- o Improve accessibility and/or traffic movements - 6
- o Improve pedestrian flow patterns - 6
- o Improve cycling facilities and/or movements - 3

2. What types of new or improved cycling and pedestrian facilities should be considered for Malden Road and other parts of the Town?

General Comments included, but not limited to:

- o Separate cycling and/or pedestrian facilities - 10
- o Improve pedestrian streetscaping features - 3

3. Is there anything else you would like to share with us regarding this study?

General Comments included, but not limited to:

- o Improve Aesthetics / Beautification - 1
- o Improve Safety for all - 3
- o No on-street parking - 2

4. Additional General Comments

General Comments included, but not limited to:

- o Support for trails, pathways, etc - 3
- o Improve pedestrian streetscaping features - 2



Problem & Opportunity Statement

1.0 BACKGROUND

The Town of LaSalle is an urbanizing community with a current population in excess of 27,000 persons. The Town's population is projected to double during the next two to three decades, with the corresponding need to provide a broad range of services and amenities that will enable existing and future LaSalle residents to live, work and play within livable, safe and vibrant neighbourhoods, town centres and employment districts.

Since 1999, the Town of LaSalle has invested a significant amount of financial and human resources to meet the needs of existing and future residents by providing infrastructure to better accommodate pedestrian and cyclist-related traffic along the Town's urban arterial and major collector road network. These new sidewalks, trails and bridges are being used extensively by LaSalle residents of all ages and abilities to travel to/from various neighbourhoods and to/from the Malden Town Centre.

In the Spring of 2007, the Town completed a Commercial and Employment Land Study which confirmed the importance of maintaining and enhancing strong, vibrant, mixed-use and compact Town Centres. Many "empty nester" households and seniors have chosen to live within the Malden Town Centre to take advantage of the broad range of goods and services that are available in close proximity to their place of residence. For a variety of health-related and lifestyle reasons, many of these residents want to maintain a healthy lifestyle by walking or ride their bikes to/from the Malden Town Centre and other destinations in adjacent residential neighbourhoods.

2.0 TRANSPORTATION

The volume of vehicular traffic using the Malden Road Corridor has increased significantly during the last decade, with current traffic volumes approaching 16,000 AADT. In keeping with the Town of LaSalle's need to provide modern community facilities and services to existing and future residents they have chosen to develop a new multi-use facility. The Vollmer Recreational and Cultural Facility is south of the Malden Road Town Centre and has been strategically located near the intersection of Malden Road and Laurier Parkway. In the short term, the Vollmer Recreational and Cultural Centre will be primarily accessible from the Malden Road Corridor. Based on the traffic analysis that was completed for the Howard Bouffard Master Plan (2003/7), traffic is expected to increase along this important corridor.

3.0 PUBLIC REALM AND COMMUNITY DESIGN PRINCIPLE

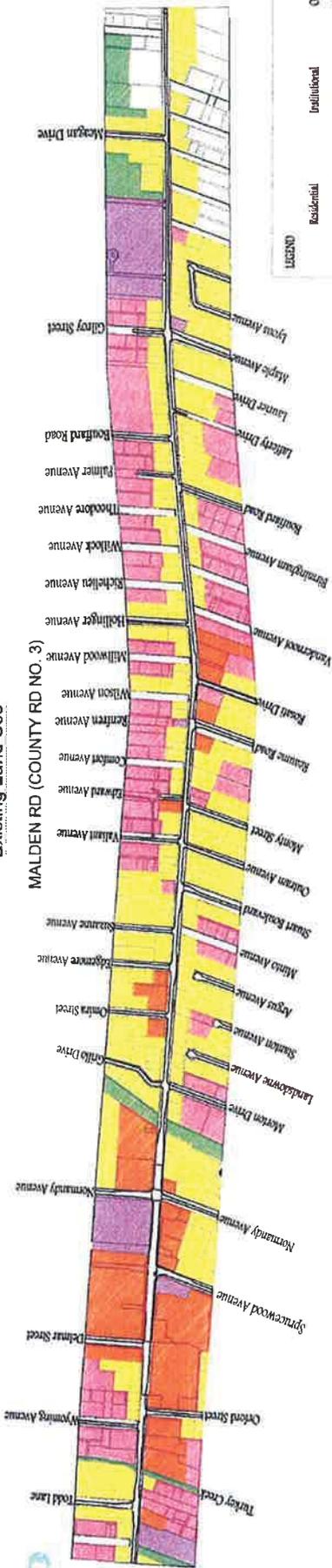
The "LaSalle Greenway" is a cornerstone upon which the existing and future neighbourhoods and town centres of this urbanizing community will be built. This greenway provides (or will provide) a safe and well developed trail system that connects residents with the natural environment and with each other and will link the various components of the community, while preserving and enhancing ecologically significant lands and providing places to recreate and interact. In addition to this cornerstone urban design feature, the following community design principles have been adopted by LaSalle Council and collectively articulate the shared community vision for the Town:

- a) livable, mixed-use neighbourhoods, designed for people, are the building blocks of a healthy, vibrant and caring LaSalle community;
- b) neighbourhoods; town centre and employment districts with a highly interconnected road network and a balanced transportation system that is designed and built for pedestrians, cyclists, transit and automobiles;
- c) shorter block lengths, a finer grain of block sizes and 5 minute walking distances to neighbourhood activity centres;
- d) neighbourhoods which are diverse in use and population, with a broad range of housing choices for residents with different needs and different incomes;
- e) parks, schools, places of worship, compact pedestrian-scaled shopping districts (mixed-use town centres) and employment opportunities situated closer to where people live, easily accessible by foot, bicycle, transit and automobile;
- f) public places that foster a sense of community pride and well-being within each neighbourhood (with each neighbourhood having an activity centre - parkettes, day care centres, transit stops, corner stores/cafes, places of worship, etc. - which would be the focal point, creating a sense of place for each neighbourhood);
- g) ecologically significant lands are protected, enhanced, incorporated within planned "greenway" systems and given prominence (i.e. single loaded roads) for the benefit of all residents in the surrounding neighbourhood;
- h) urban places framed by architecture and landscape of a high standard of design that celebrates local history, climate, ecology and building practice, in keeping with new urban design guidelines and standards for both the public realm and for private lands.

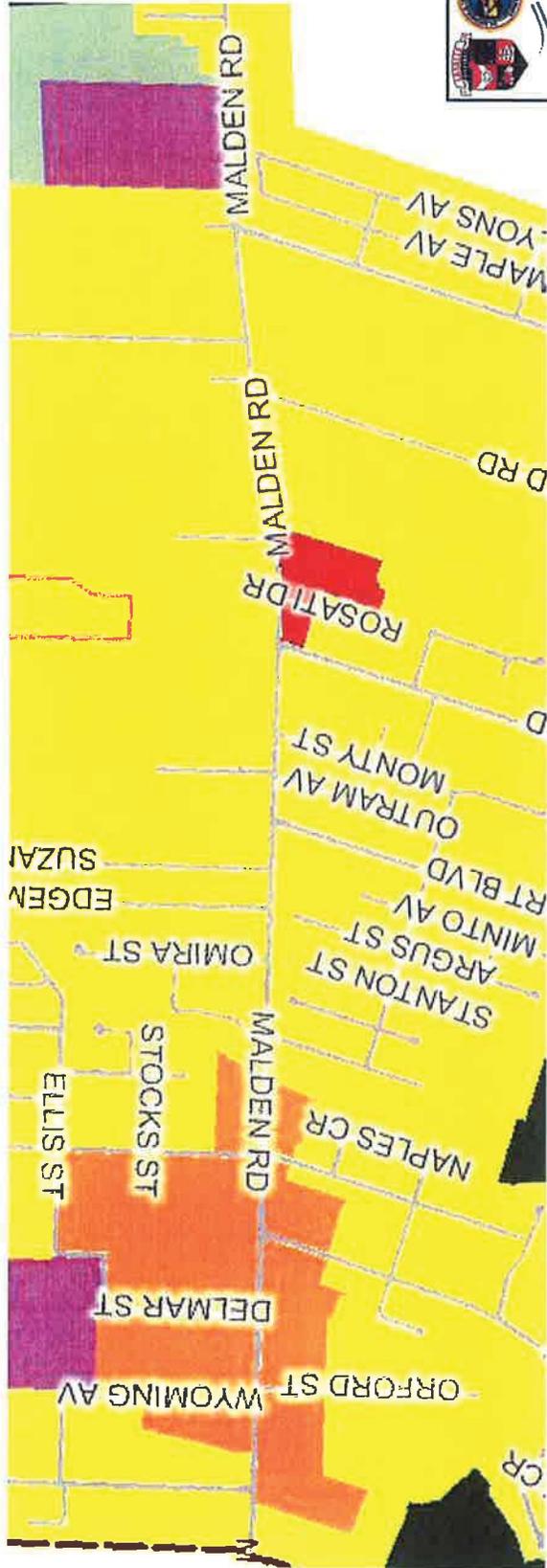
The transportation related and public realm problem and opportunities that are identified must incorporate and apply these community design principles, and must ensure that the preferred design properly balances and promotes the needs of pedestrian, cyclist, transit and vehicular traffic along the Malden Road Corridor and establishes:

- a comprehensive and effective set of preferred public safety, traffic and public realm improvements that need to be made with this transportation corridor (including the Malden Town Centre) to meet the evolving needs of existing and future LaSalle residents for a twenty-year planning horizon; and
- an implementation strategy for this transportation corridor that is fiscally and environmentally responsible; enhances public safety for motorized and non-motorized forms of transportation; promotes and facilitates healthy and active lifestyles; properly addresses on-going municipal servicing requirements; and is capable of retaining/attracting businesses, services and residents as part of a vibrant, attractive and safe Malden Town Centre.

Existing Land Use



Future Land Use



Malden Road
Transportation, Public Safety &
Urban Design Improvement Project
in the Town of LaSalle
**Existing and Future
Land Use Plan**
(from Todd Lane to Meagan Drive)

Project No. 16-0057-000
June 2020



ULTIMATE DRAINAGE
CURRENT DRAINAGE TO BE CORRECTED
STREET DRAINAGE AREA

SHEET NO. 10

CURRENT DRAINAGE
TO BE CORRECTED

ULTIMATE
DRAINAGE



**Malden Road
Transportation, Public Safety & Urban Design
Improvement Project**

**DILLON
CONSULTING**

Existing Transportation Conditions

- Malden Road is a major north/south arterial that accommodates between 11,000 to 15,500 vehicles per day.
- Peak hour volumes exceed 800 vehicles per hour between Todd Lane and Morton Drive.
- Traffic operational constraints exist at the Sprucewood Avenue signalized intersection. Southbound traffic experiences significant delay in the PM peak hour.
- A number of unsignalized intersections are experiencing significant delays on the side street due to traffic volumes and lack of gaps.



**Malden Road
Transportation, Public Safety & Urban Design
Improvement Project**

**DILLON
CONSULTING**

Existing Transportation Conditions

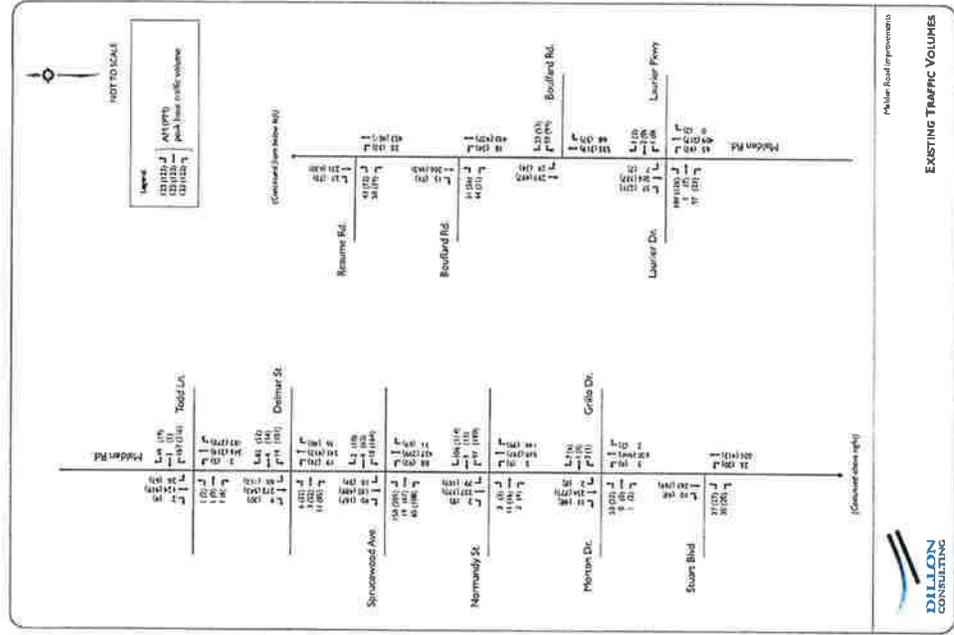
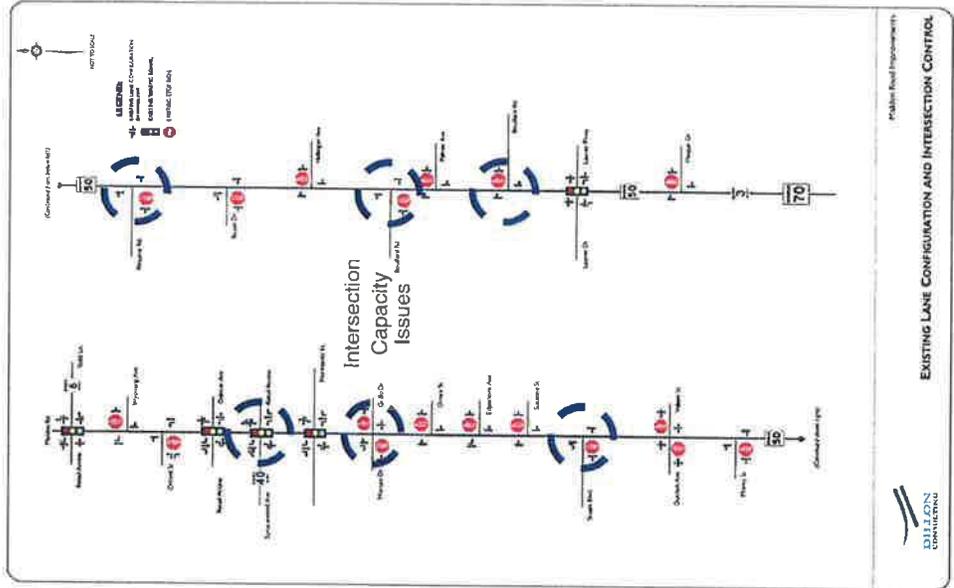
- An average of 43 collisions per year along corridor. Majority of collisions are congestion and turning related.
- Access management issues related to safe turning movements at driveways and entrances.
- Existing signal timing changes have been identified for Malden Road and Sprucewood Ave. to deal with pedestrian crossing issues and delays.



Malden Road Transportation, Public Safety & Urban Design Improvement Project



Existing Transportation Conditions

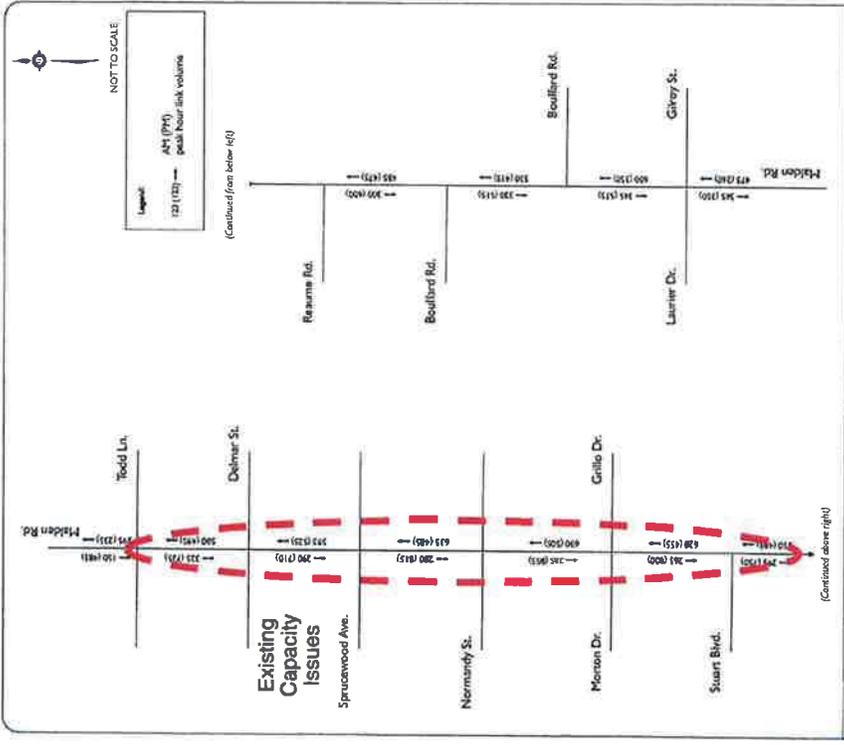




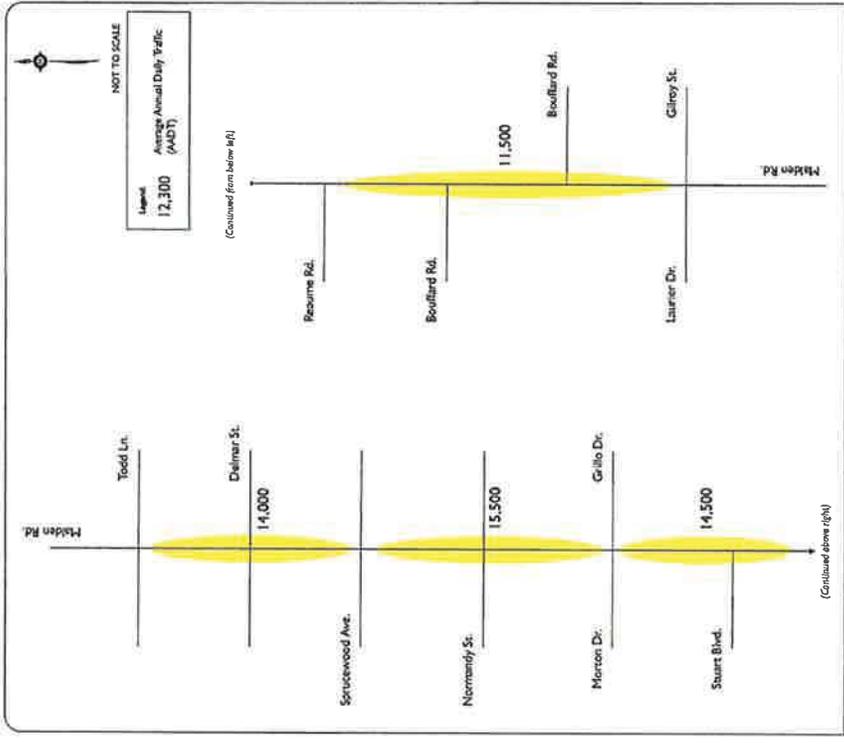
Malden Road Transportation, Public Safety & Urban Design Improvement Project



Existing Transportation Conditions



Malden Road Improvements
EXISTING LINK VOLUMES



Malden Road Improvements
EXISTING AADT VOLUMES



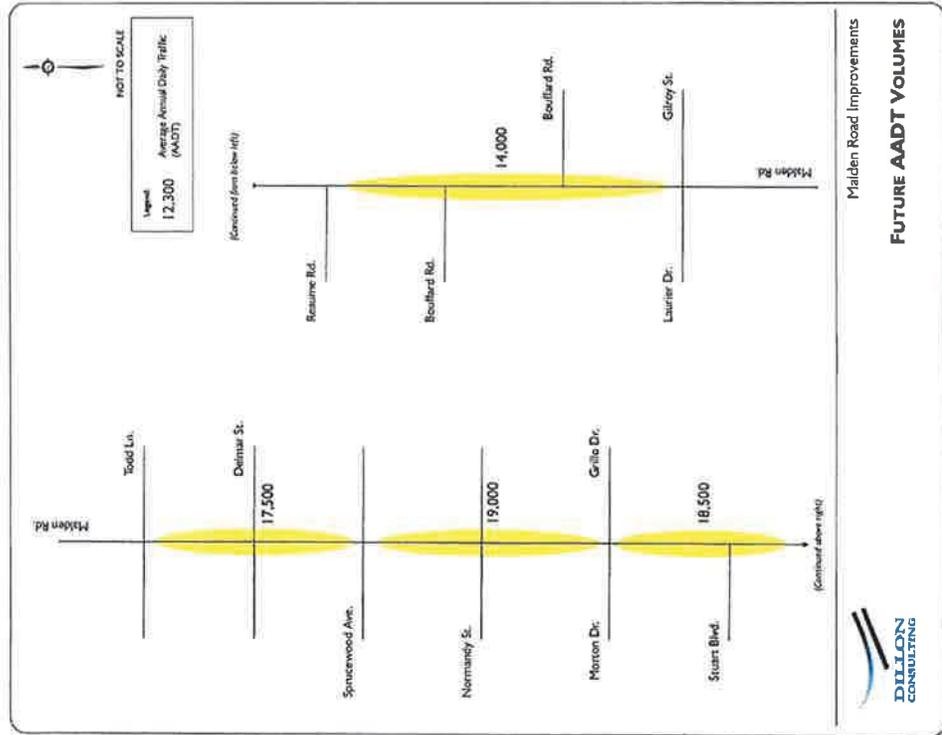


**Malden Road
Transportation, Public Safety & Urban Design
Improvement Project**



Future Transportation Conditions

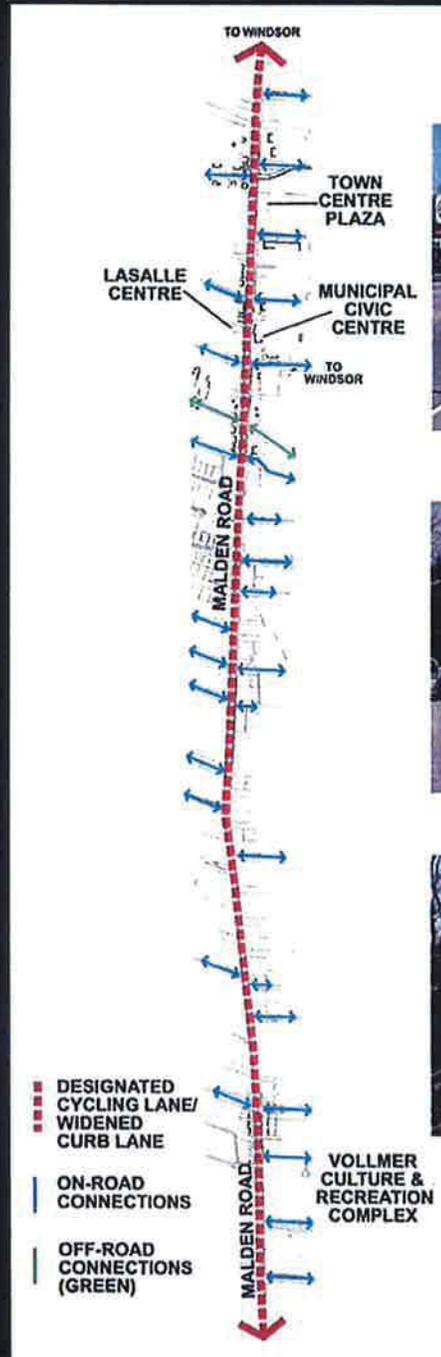
- The section of the corridor between Todd Lane and Reaume Road will experience capacity deficiencies under future conditions (2021).
- The level of service at signalized intersections and along the corridor will exceed acceptable levels for a two lane roadway.
- Transportation improvements will be required to accommodate future travel demands.



VISION

FUNCTIONAL AND ATTRACTIVE
PEDESTRIAN AND CYCLING FACILITIES
WILL BE INTEGRAL COMPONENTS IN A
WELL-DESIGNED STREETScape

1. Continuous, consistent cycling and pedestrian facilities along Malden Road Corridor
2. Improve pedestrian and cycling access between residential areas and key destinations
3. Connect Malden Road corridor to open-spaces, trails, Vollmer Culture and Recreational Complex and improve cycling and pedestrian connections
4. Improve pedestrian and cyclist connections across Malden Road
5. Improve and increase facility use
6. Build more cycling and pedestrian off-road trails that will access open spaces and natural areas
7. Possibly develop a new greenway corridor parallel to Malden Road with associated off-road cycling and pedestrian facilities



MALDEN ROAD - POSSIBLE DESIGNATED CYCLING LANE



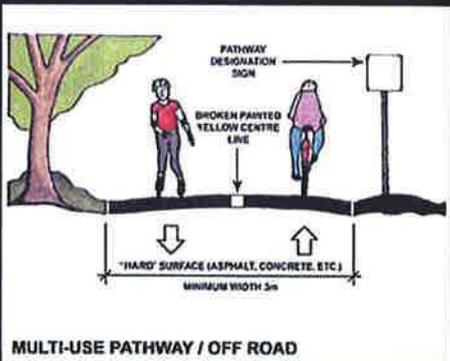
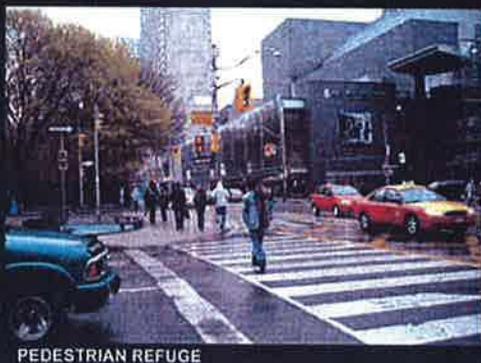
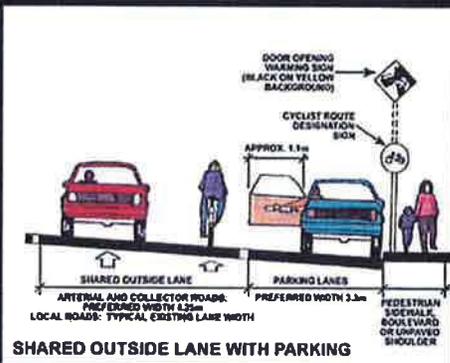
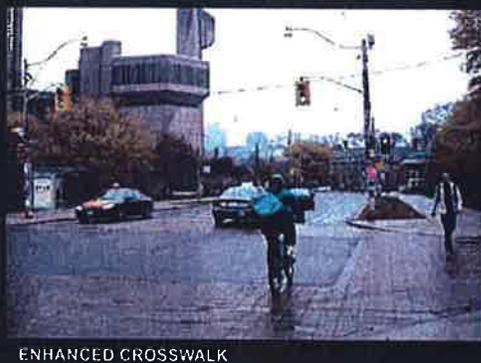
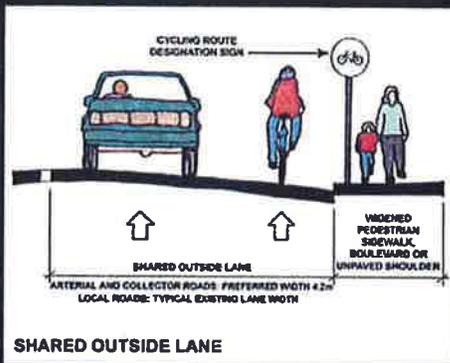
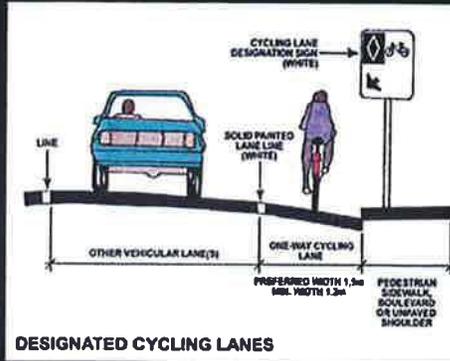
MALDEN ROAD - POSSIBLE SHARED CURB LANE



OFF-ROAD TRAILS



POSSIBLE CYCLING AND PEDESTRIAN FACILITIES



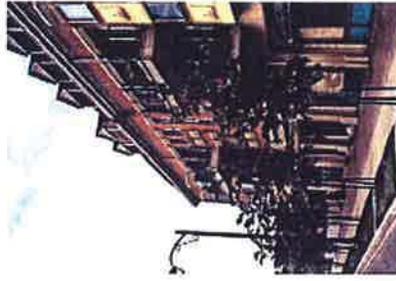
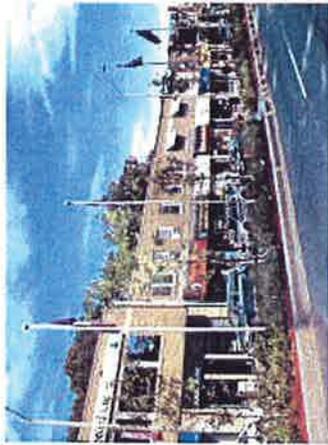
Urban Design Framework

Precedents

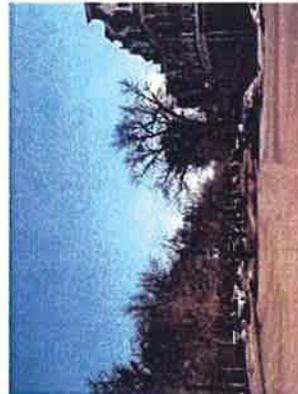
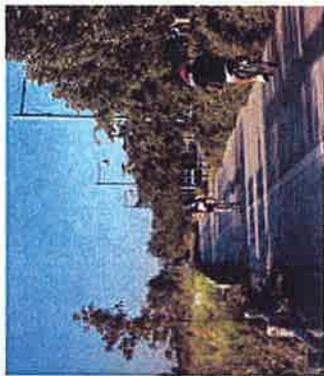
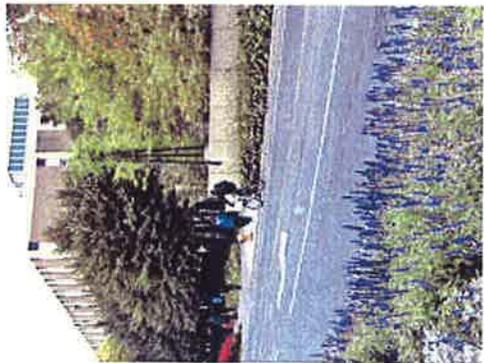


Streetscape

ENVISION
1854-2017



Village



Gateway

Urban Design Framework

LaSalle Town Centre

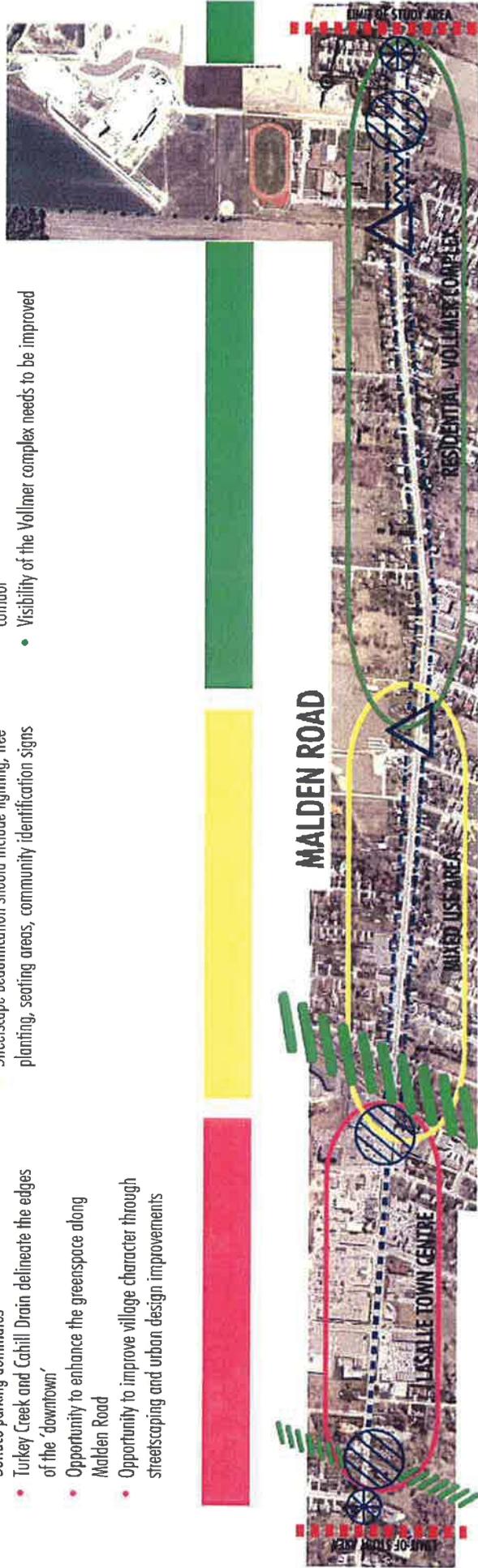
- Predominantly commercial uses
- Variety of frontages and setbacks
- Few trees or shade
- Discontinuous pedestrian zone
- Overhead utility lines and poles are barriers
- Other uses/activities encroachment into the public realm
- Surface parking dominates
- Turkey Creek and Cahill Drain delineate the edges of the 'downtown'
- Opportunity to enhance the greenspace along Malden Road
- Opportunity to improve village character through streetscaping and urban design improvements

Mixed Use Zone

- Transition from commercial to residential
- Interspersed residential and commercial uses
- Pedestrian facilities need improvement
- Need to protect existing trees and green spaces
- Very limited pedestrian facilities
- Lighting improvements should address pedestrian and cycle zone
- Streetscape beautification should include lighting, tree planning, seating areas, community identification signs

Residential / Vollmer Complex

- Important community facilities need improved pedestrian and cycle linkages
- Residential scale and character of the street needs to be addressed during road improvements
- Cycle and pedestrian safety needs to be improved
- Community identification needs to be updated
- Streetscape beautification should be consistent along the corridor
- Visibility of the Vollmer complex needs to be improved





Malden Road
 Transportation, Public Safety &
 Urban Design Improvement Project
 in the Town of Malden
Malden Road
 4-Lane Road (17.0m wide EP to EP)
 (from Todd Lane to Meagan Drive)



 Project No. 09/0003/1000

Limit of Study Area

Vollmer Culture &
 Recreation Complex

Sandwich
 Secondary
 School

Widening of Laurier Parkway
 Intersection Improvements

LUCERNE STREET

LAURIER DRIVE

MAPLE AVENUE

LYONS AVENUE

KENABEK AVENUE

HAWATHA AVENUE

ONAWAY AVENUE

MEAGAN DRIVE

Propose 25m ROW
 limits

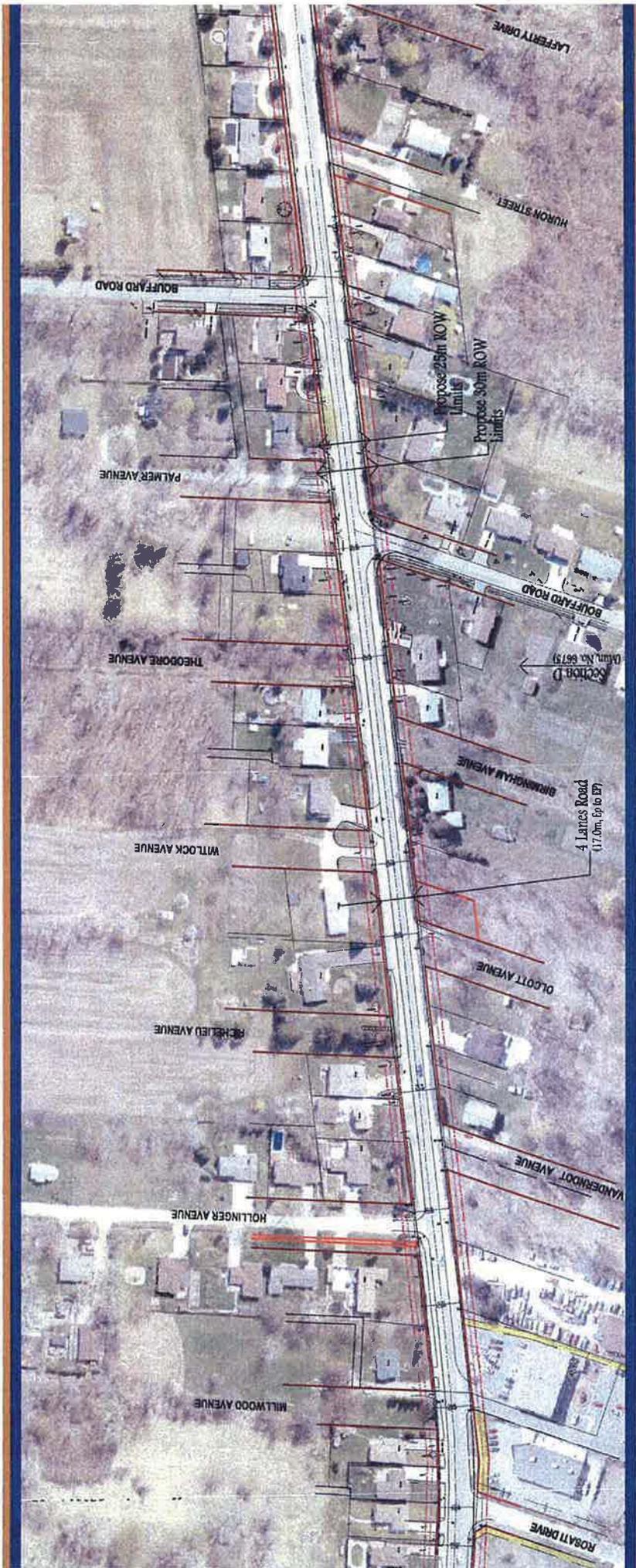
Propose 30m ROW
 limits

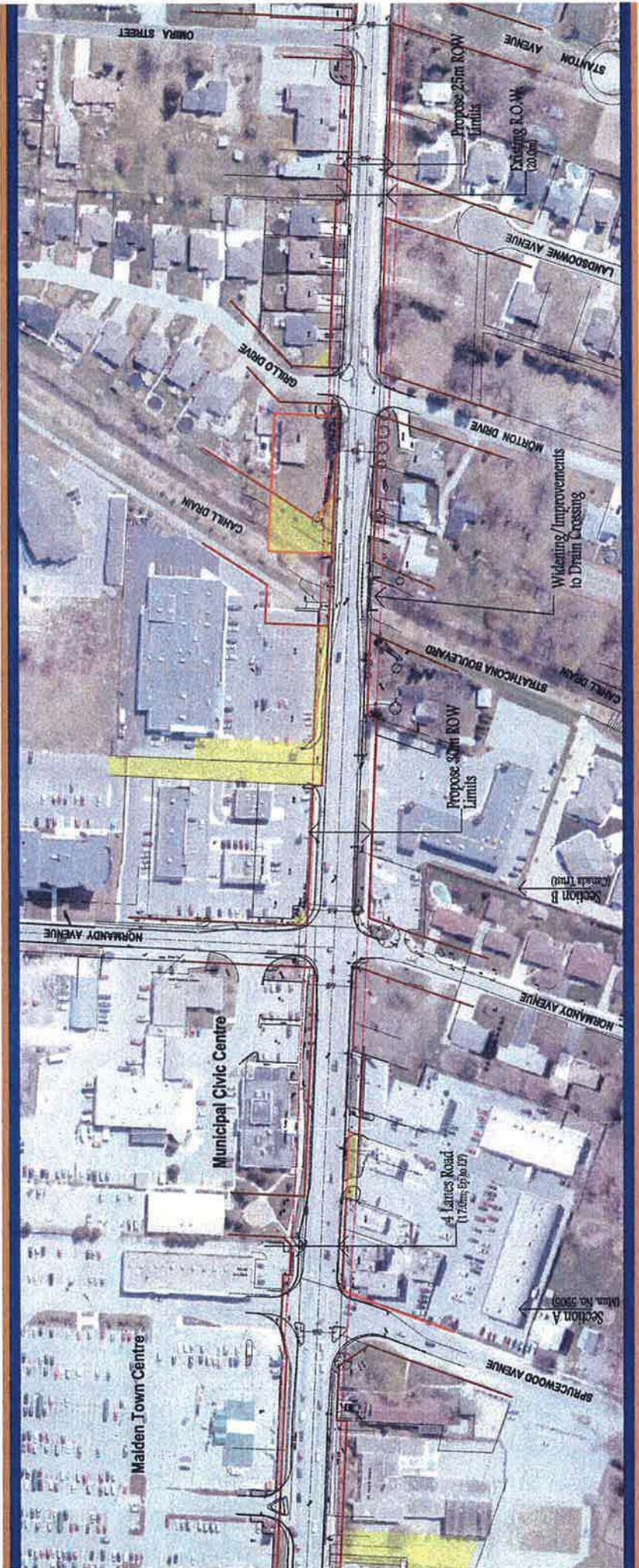
Address School
 Bus Access Areas

4 James Road
 (17.0m wide EP to EP)
 (Sandwich Secondary School)

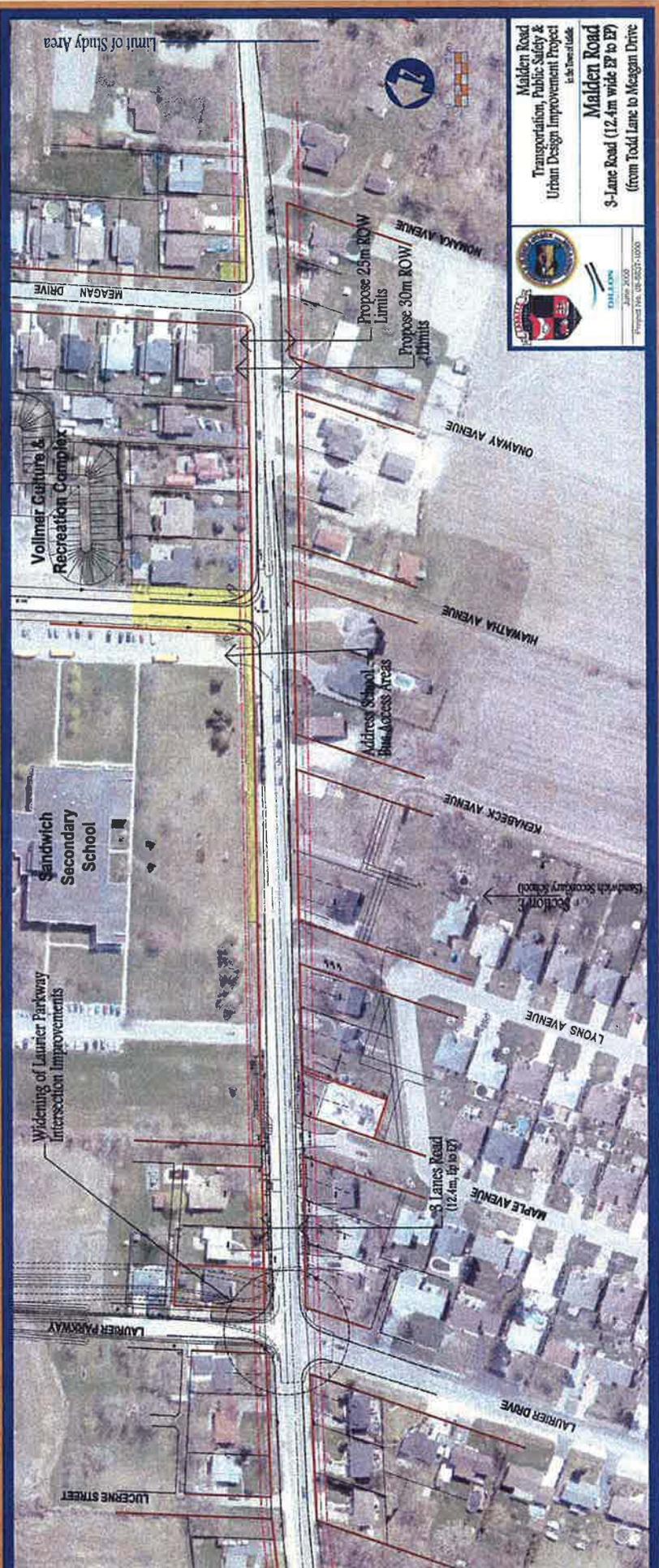
MALDEN ROAD











Malden Road
 Transportation, Public Safety &
 Urban Design Improvement Project
 In the Town of Leduc

Malden Road
 3-Lane Road (12.4m wide E2 to E7)
 (from Todd Lane to Meagan Drive)

June 2020
 Project No. 08-0027-1000



Limit of Study Area

Vollmar Culture &
Recreation Complex

Sandwich
Secondary
School

Widening of Laurier Parkway
Intersection Improvements

Laurier Parkway

Lucerne Street

Laurier Drive

Maple Avenue

3-Lane Road
(12.4m wide E2 to E7)

Lyons Avenue

Kenabec Avenue

Address School
Bus Access Areas

Hawatha Avenue

Onaway Avenue

Propose 25m ROW
Limits

Propose 30m ROW
Limits

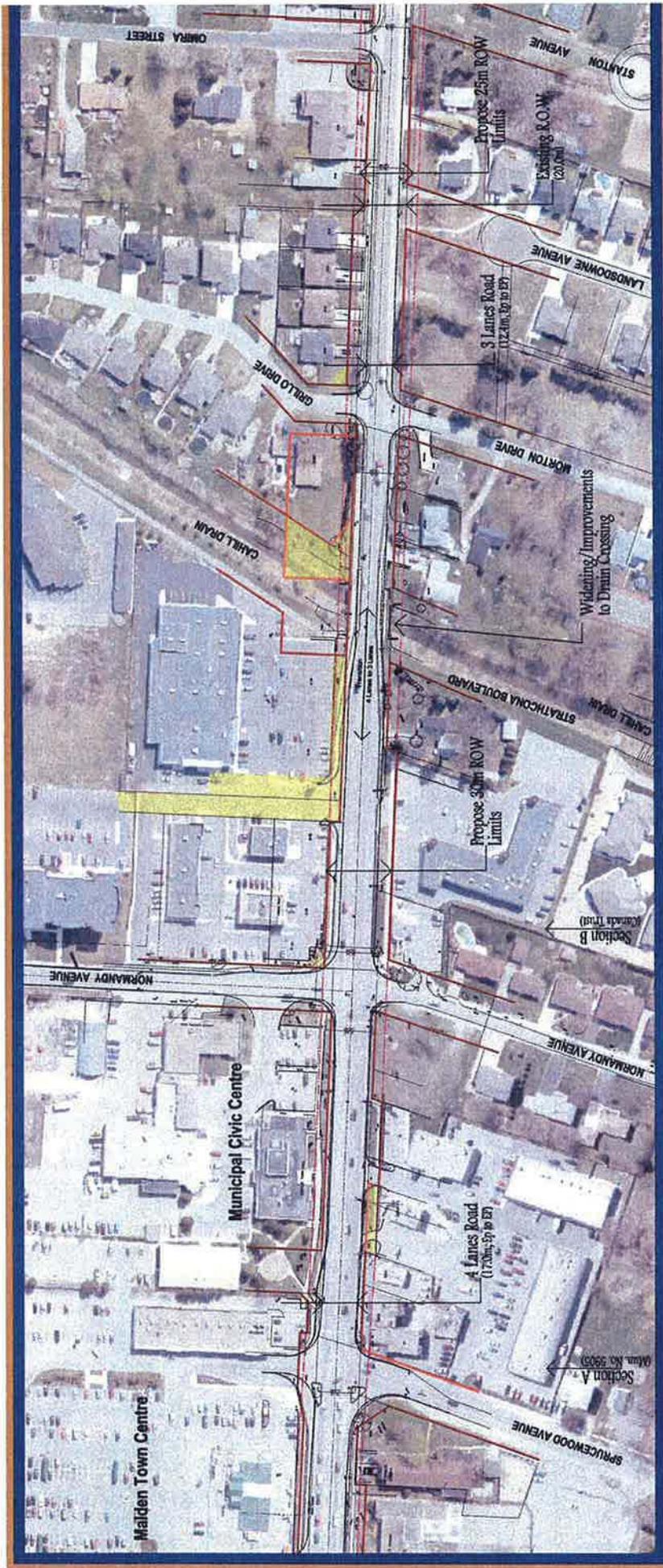
Honnaka Avenue

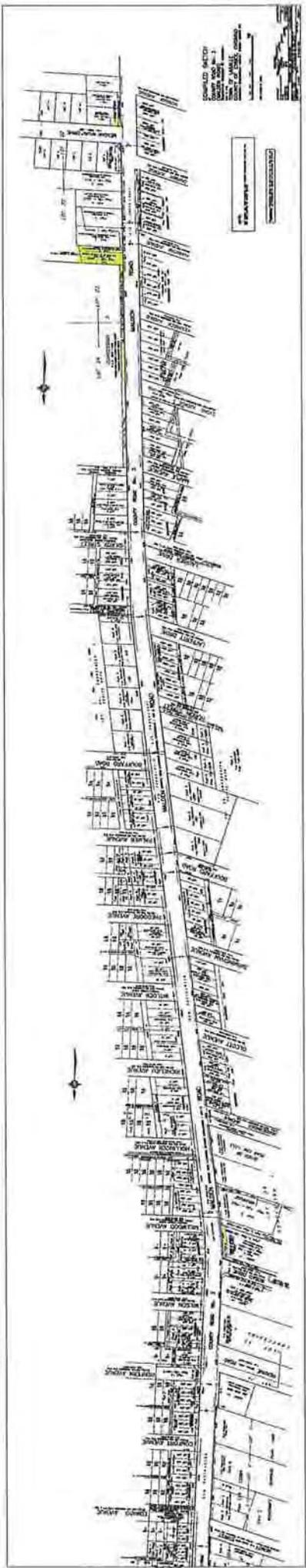
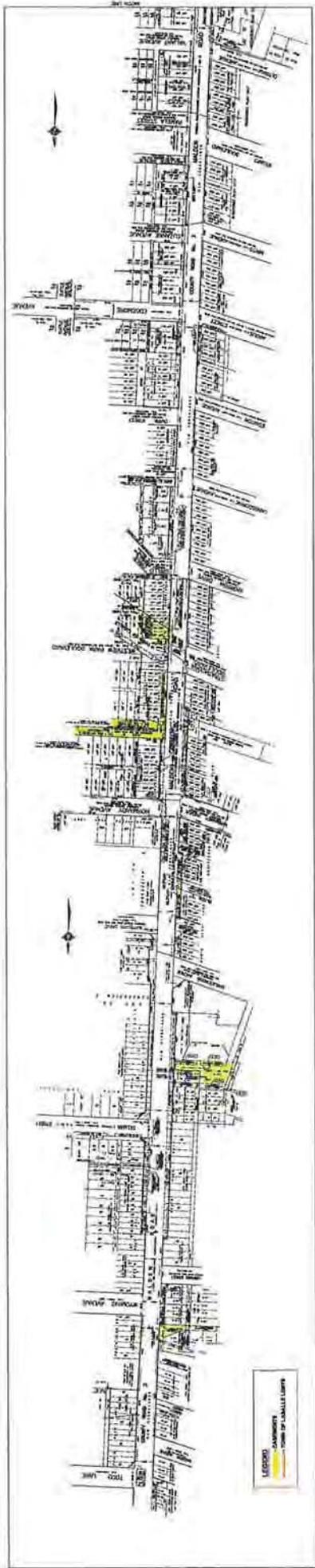
Sandwich Secondary School
Section 2



MALDEN ROAD









Transportation Alternative Solutions

Planning alternatives considered:

- Do Nothing – maintain roadway in its present configuration
- Improve adjacent parallel roadways – widened other roads to accommodate projected future demand
- Public transit service - encourage a shift in modal choice
- Travel demand management (TDM) measures - reduce peak hour demand and single occupancy vehicles
- Traffic signal optimization and coordination – increase capacity
- Cycling and pedestrian facilities – provide alternative modes
- Widen roadway – provide additional capacity to accommodate demand (3 lane or 4 lane)



Transportation Alternative Solutions

Planning alternatives evaluation:

- Do Nothing – Does not address problem
- Improve adjacent parallel roadways– Improvements to Huron Church, Laurier Pkwy, Reaume Rd. taken into consideration
- Improve public transit service – incorporated into analysis
- Travel demand management (TDM) - does not solve problem on its own, part of overall solution
- Traffic signal optimization and coordination - does not solve problem on its own, part of overall solution
- Cycling and pedestrian facilities – incorporate as part of overall solution
- Widen the roadway to accommodate demand (3 lane or 4 lane) – recommended solution in conjunction with traffic signal optimization, cycling and pedestrian facilities, public transit and TDM.



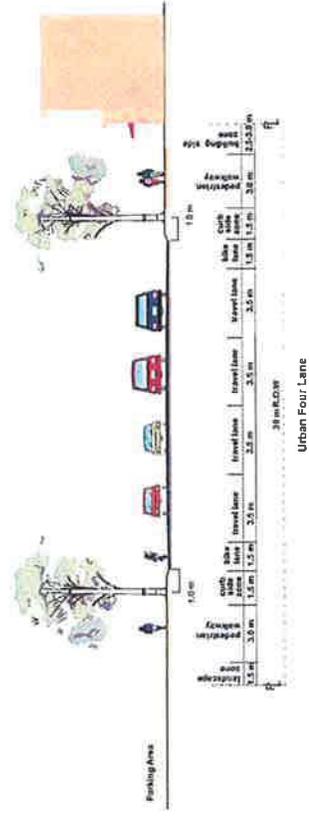
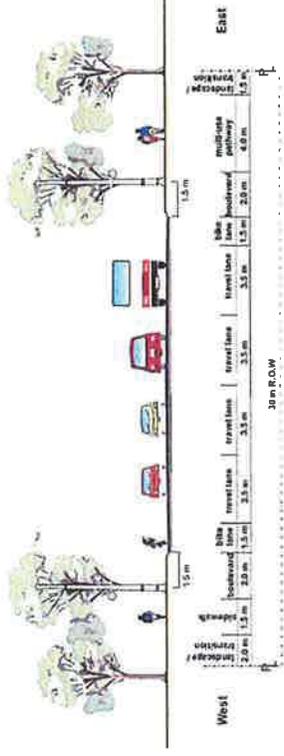
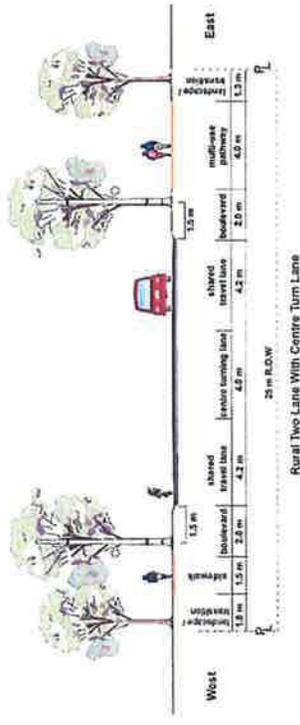
**Malden Road
Transportation, Public Safety & Urban Design
Improvement Project**

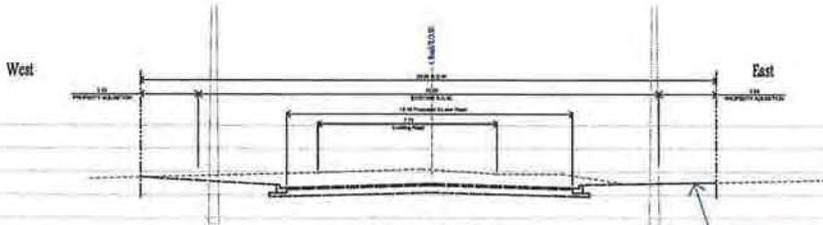


Transportation Strategy Alternatives

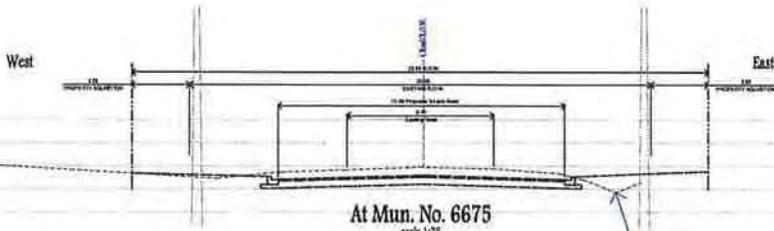
Key Considerations:

- Integration of sidewalk, multiuse trail and cycling facilities
- Pedestrian and cyclist movement at intersections
- Traffic operations and roadway safety
- Long term capacity requirements
- Access management
- Speed and traffic calming measures

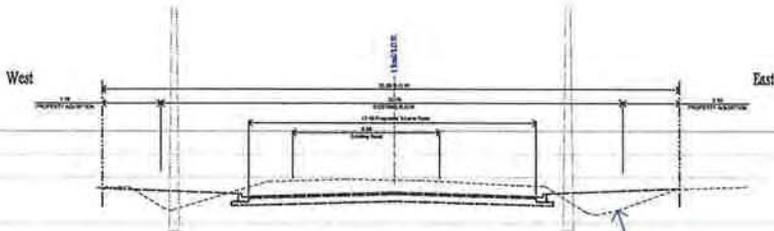




At Mun. No. 6310
scale 1:75
Section C



At Mun. No. 6675
scale 1:75
Section D



At Sandwich Secondary School
scale 1:75
Section E

	Malden Road Transportation, Public Safety & Urban Design Improvement Project a.k.a. 3010-0000
	Malden Road 3-Lane Road (12.4m wide EP to EP) Typical Road Cross Sections

Improvements to Malden Road Alternative Solution Evaluation Matrix TRANSPORTATION AND PUBLIC TRANSIT

Description Evaluation Criteria	Alternative A		Alternative B		Alternative C		Alternative D	
	Do Nothing		Three-lane Road		Four-lane Road		Four-lane Road from Todd Lane to Cahill Drain and Three-lane Road south of Cahill Drain	
Transportation								
Improvements to Vehicular Flow	None	Not adequate in Town Center area	Not adequate in Town Center area	Not adequate in Town Center area	Acceptable	Acceptable	Acceptable	Acceptable
Improvements to Wheeler St/City	None	Safe to remove access through use of center lane	Safe to remove access through use of center lane	Safe to remove access through use of center lane	Additional capacity provided for gaps in remaining traffic to	Additional capacity provided for gaps in remaining traffic to	Additional capacity provided for gaps in remaining traffic to	Additional capacity provided for gaps in remaining traffic to
Traffic Calming	None	None	None	None	Roundabouts will be used to improve traffic performance in suburban areas	Roundabouts will be used to improve traffic performance in suburban areas	Roundabouts will be used to improve traffic performance in suburban areas	Roundabouts will be used to improve traffic performance in suburban areas
Public Transit	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible
Physical Environment								
Impacts on Terrestrial Environment	None	No disturbance of natural terrestrial habitat	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area	Low No significant natural terrestrial habitat (woodlots, wetlands) in study area
Impacts on Aquatic Environment	None	None	Low No fish habitat in immediate vicinity along Malden	Low No fish habitat in immediate vicinity along Malden	Low No fish habitat in immediate vicinity along Malden	Low No fish habitat in immediate vicinity along Malden	Low No fish habitat in immediate vicinity along Malden	Low No fish habitat in immediate vicinity along Malden
Impacts on Drainage Network	None	Mix of open and closed roadside ditches (ditches) along Malden	High All roadside ditches (ditches) along Malden corridor to be replaced	High All roadside ditches (ditches) along Malden corridor to be replaced	High All roadside ditches (ditches) along Malden corridor to be replaced	High All roadside ditches (ditches) along Malden corridor to be replaced	High All roadside ditches (ditches) along Malden corridor to be replaced	High All roadside ditches (ditches) along Malden corridor to be replaced
Social Environment								
Property Acquisition	None	No property to be acquired	Medium Property acquisition required to accommodate increased right-of-way width	Medium Property acquisition required to accommodate increased right-of-way width	High Property acquisition required to accommodate increased right-of-way width	High Property acquisition required to accommodate increased right-of-way width	Medium Property acquisition required to accommodate increased right-of-way width	Medium Property acquisition required to accommodate increased right-of-way width
Impacts to Local Delivery	None	No changes to mail delivery	Low No changes to mail delivery	Low No changes to mail delivery	Low No changes to mail delivery	Low No changes to mail delivery	Low No changes to mail delivery	Low No changes to mail delivery
Impacts to Land Use	None	No changes to existing land uses	Medium Temporary disruption to existing land uses during construction	Medium Temporary disruption to existing land uses during construction	Medium Temporary disruption to existing land uses during construction	Medium Temporary disruption to existing land uses during construction	Medium Temporary disruption to existing land uses during construction	Medium Temporary disruption to existing land uses during construction
Economic Environment								
Disruption to Existing Businesses	None	No disruption	Medium Temporary During Construction	Medium Temporary During Construction				
Cultural Resources								
Effect on Cultural Resources	Low	No known cultural resources will be affected	Low No known cultural resources will be affected	Low No known cultural resources will be affected	Low No known cultural resources will be affected	Low No known cultural resources will be affected	Low No known cultural resources will be affected	Low No known cultural resources will be affected
Utilities								
Relocation of Existing Utilities	None	No relocation of utilities to take place	Moderate Some utility pole relocation required	Moderate Some utility pole relocation required	High Significant utility pole relocation required	High Significant utility pole relocation required	Moderate Some utility pole relocation required	Moderate Some utility pole relocation required
Cost								
Capital Cost	None	None	High	High	Highest	Highest	Highest	Highest
Operational and Maintenance Cost	None	Existing deteriorating conditions warrant high maintenance costs	Medium	Medium	Medium	Medium	Medium	Medium
Degree to which alternatives address Problem and Opportunity Statement	None	Does not address problem	Medium	Medium	High	High	High	High
RECOMMENDED SOLUTION								



Improvements to Malden Road Alternative Solution Evaluation Matrix CYCLING

Improvements to Malden Road Alternative Solution Evaluation Matrix CYCLING		Alternative E	Alternative F	Alternative G	Alternative H
Description		Do Nothing	On-Street Cycling Facilities	Off-Street Cycling Facilities (Multi-use Trail)	Off-Right-of-Way Cycling Facilities
Evaluation Criteria	Physical Environment				
	Location	N/A	Can be located in each side with utility (N/S)	East side preferred because of location of Voltaire Cycles, High School and existing use is part of corridor	Possible parallel to part of corridor Does not extend full length of corridor Can connect to Alden Road on side streets Can connect to other recreational facilities New, rehabilitated, or existing
	Cycling Connectivity	Does not extend full length of corridor	Can extend full length of corridor	Can extend from Chhill Down to south end of corridor	
	Improvements to Cycling Safety	Least safe	Improved Reduces conflicts between cyclists, pedestrians and vehicles Less safe for inexperienced cyclists	Safe for inexperienced cyclists and families, potential for conflict with pedestrians, roller users	
	Impact on Physical Environment	None	Replace Dribbles with warm spaces to accommodate wider High- way	Replace Dribbles with warm spaces to accommodate wider Countryside with safety pods	Displacement to drainage Other impacts depending on corridor
	Social Environment				
	Property Acquisition	None	Some property may be needed (water tower)	Some property may be needed (water boulevard)	Property required
	Impacts to Land Use	None	Impacts to landscaping and drainage Aesthetic improvements	Impacts to landscaping and drainage Aesthetic improvements	Landscaping and drainage Additional Recreation assets will be provided, similar to those found west of Alden Road
	Economic Environment				
	Disruption to Existing Businesses	None	Disruption during construction	Disruption during construction	Probably less disruption depending on location of corridor
	Relocation of Existing Dribbles	None	Yes	Yes	Probably
	Cost				
	Capital Cost	No costs	Higher	Higher	Probably higher
	Impact on Operational and Maintenance Cost	No impact	Moderate	Moderate	Moderate to higher
	Degree in Which Alternative Addresses Problem and Opportunity Statement	Does not address problem	Addresses problem Encourages and accommodates cycling activities, facilitates commuter cycling, improves safety	Addresses problem Encourages and accommodates cycling and pedestrian activities, facilitates recreational cycling, facilitates commuter cycling if sufficient width is provided, improves safety	Addresses problem Encourages and accommodates cycling and pedestrian activities, facilitates recreational cycling, facilitates commuter cycling if sufficient width is provided, improves safety
	RECOMMENDED SOLUTION	Not recommended	On-street cycling facilities recommended for both sides of Malden Road throughout the entire corridor	Off-street cycling facilities are recommended for the east side of Malden Road from Chhill Down southerly	Not recommended as a stand-alone solution but could supplement and enhance the solution



Improvements to Malden Road Alternative Solution Evaluation Matrix PEDESTRIAN FACILITIES

Improvements to Malden Road Alternative Solution Evaluation Matrix PEDESTRIAN FACILITIES		Alternative J	Alternative K
Evaluation Criteria	Description	Alternative J	Alternative K
Physical Environment			
Location	Do Nothing	Sidewalks	Multi-use Trail
Impacts on Community	Sidewalks to urban area, multi-use trail for part of corridor	Continues	Can result on both sides of right-of-way
Impacts on Pedestrian Safety	Not continuous	Subsid	Moderately safe - potential conflicts with cyclists
Impacts on Physical Environment	Less safe	Unimpaired landscape, no and driveway	Disruption of landscape area and driveways
Social Environment			
Property Acquisition	None	Some	Some
Impacts on Land Use	None	Sidewalks forming corridors on west side will respect those properties as well as sort safe properties at small end of corridor	Impacts to west side properties (currently not present) and potential less impact on east side (currently present in some locations)
Economic Environment			
Disruption to Existing Businesses	None	Disruption during construction	Disruption during construction
Utilities			
Relocation of Existing Utilities	None	Some utility pole relocations required	Some utility pole relocations required
Cost			
Capital Cost	None	Moderate	Moderate
Operational and Maintenance Cost	Moderate	Moderate	Moderate
Degree to Which Alternative Addresses Problem and Opportunity Statement	Does not address problem	Addresses problem	Addresses problem
RECOMMENDED SOLUTION		Sidewalk on both sides in Town Centre. Sidewalk on west side, south of Town Centre	Multi-use trail on east side, from Cahill Drain southerly



Improvements to Malden Road Alternative Solution Evaluation Matrix URBAN DESIGN

Improvements to Malden Road Alternative Solution Evaluation Matrix URBAN DESIGN				
Description	Alternative L	Alternative M	Alternative N	Alternative O
Evaluation Criteria	Do Nothing	Town Centre	Transition	Residential
Physical Environment				
Improvements to Streetscaping / Urban Aesthetics	Few streetscaping features	Possible with highest potential	Possible Limited right-of-way	Possible Limited right-of-way
Social Environment				
Property Acquisition	None	Isolated areas needed to make uniform 20m right-of-way	Not possible without some property acquisition along most of corridor	Not possible without some property acquisition along most of corridor
Impacts to Land Use	None	Enhance corridor appearance Softer impact of road improvements	Enhance corridor appearance Softer impact of road improvements	Enhance corridor appearance Softer impact of road improvements
Utilities				
Relocation of Existing Utilities	None	Relocation or removal of some or all utility poles Will improve effectiveness of urban design	Relocation of some or all utility poles Will improve effectiveness of urban design	Relocation of some or all utility poles Will improve effectiveness of urban design
Cost				
Capital Cost	None	High if significant utility pole relocation	High if significant utility pole relocation	High if significant utility pole relocation
Operational and Maintenance Cost	None	Relocation or removal of some or all of the utility poles will improve effectiveness of urban design features	Relocation of some or all of the utility poles will improve effectiveness of urban design features	Relocation of some or all of the utility poles will improve effectiveness of urban design features
Degree in Which Alternative Addresses Problem and Opportunity Statement	Does not address problem and opportunity statement	Addresses Problem and Opportunity Statement	Addresses Problem and Opportunity Statement	Addresses Problem and Opportunity Statement
RECOMMENDED SOLUTION		Implement urban design features for full length of corridor	Implement urban design features for full length of corridor	Implement urban design features for full length of corridor





Improvements to Malden Road Recommended Solution SUMMARY

The Recommended Solution includes the following:

- 4 lane cross section in Town Centre (Todd Lane to Cahill Drain)
- 3 lane cross section south of Cahill Drain
- Cycling lanes/wider curb lanes to accommodate on street cycling
- Sidewalks on both sides of road in Town Centre
- Sidewalk on west side of road, south of Town Centre
- Multi-use Trail on east side, south of Town Centre
- Urban design features along entire corridor
- Enclosed drainage system (storm sewers)

The following design features are subject to further study:

- The extent of property acquisition
- The use of roundabouts to improve safety and to enhance urban design features
- The extent of utility pole relocations
- The use of other traffic calming techniques
- Improvements to traffic signal design and operations



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CONSULTING



How can I Provide My Comments on this Presentation?

After you have reviewed this information
and talked to members of the Project
Team, please complete a Comment Sheet.

**Your Input
IS
Important to the Success of
this Study**

You may fill in your comment sheet and
hand it in before you leave or
mail it to the address indicated before
July, 11, 2008.

Thank You for Attending this Presentation.


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APPENDIX J

PIC #2 PRESENTATION MATERIAL

Welcome
to the
Public Information Centre
for
Malden Road
Transportation, Public Safety &
Urban Design Improvements Project



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ENVISION
the hough group

**VICTOR FOED
AND ASSOCIATES INC**
Landscape Architects

What Is The Purpose Of This Public Information Centre?

The purpose of this Public Information Centre is to provide an opportunity for the public to review and comment on the alternative design for improvements to Malden Road. The information presented includes.....

- Background information on the Class EA process and the project;
- Results of related studies, including a traffic assessment study;
- Alternative Design Concepts for the Preferred Solution and Problem and Opportunity Statement;
- The evaluation criteria and indicators; and
- The Selection of a Recommended Design for improvements to Malden Road.

Please review the information being presented and discuss your thoughts with members of the Project Team that are present.

YOUR INPUT IS IMPORTANT TO THE SUCCESS OF THIS STUDY!



What Happens After This Public Information Centre?

After this Public Information Centre (PIC), the Project Team will.....

- Address the comments received
- Select the Preferred Design
- Begin Phase 4 of the Class EA process, which includes the completion of the Environmental Study Report (ESR).

Will there be another Opportunity for Public Comment?

Yes

- Since the project is a Schedule C, an Environmental Study Report (ESR) will be produced detailing the work completed and a notice of its completion will be published in the community newspapers and the Town and County websites. The ESR will be available for review and the public can provide comments on the final conclusions and recommendation of the study.



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VICTOR FORD
AND ASSOCIATES INC
Landscape Architects

What Is The Class Environmental Assessment (Class EA) Process?

The Municipal Class EA process is a planning and design process that applies to municipal infrastructure projects, including roads, water and wastewater projects, as approved by the Ministry of the Environment in 2000, as amended in 2007.

The key principles of the Class EA process include:

- Consultation with affected parties;
- Consideration of a reasonable range of alternatives;
- Consideration of the effects on all aspects of the environment (i.e. Natural, social/cultural, technical, economic);
- Systematic evaluation of the alternatives to determine their net environmental effects; and
- Provision of clear and complete documentation.





Malden Road Study Area

Malden Road PIC #2
Study Area/Location Plan



Malden Road
Transportation, Public Safety &
Urban Design Improvements Project



Existing Problems

The existing 2 lane road is not adequate to handle the growth in traffic

- Access and egress delays occur from driveways
- There are identified safety issues including pedestrian crossings, driveway access and egress
- Separation of multi-use pathway from road traffic
- Traffic signal timing
- Few existing public realm landscape features
- Limited right-of-way widths
- Needed improvements to some infrastructure features like open drains and ditches

The Alternative Designs presented at this Public Information Centre address these issues and attempts to strike a balance between competing issues.



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AND ASSOCIATES INC**
Landscape Architects

Problem & Opportunity Statement

1.0 BACKGROUND

The Town of LaSalle is an urbanizing community with a current population in excess of 27,000 persons. The Town's population is projected to double during the next two to three decades, with the corresponding need to provide a broad range of services and amenities that will enable existing and future LaSalle residents to live, work and play within livable, safe and vibrant neighbourhoods, town centres and employment districts.

Since 1999, the Town of LaSalle has invested a significant amount of financial and human resources to meet the needs of existing and future residents by providing infrastructure to better accommodate pedestrian and cyclist-related traffic along the Town's urban arterial and major collector road network. These new sidewalks, trails and bridges are being used extensively by LaSalle residents of all ages and abilities to travel to/from various neighbourhoods and to/from the Malden Town Centre.

In the Spring of 2007, the Town completed a Commercial and Employment Land Study which confirmed the importance of maintaining and enhancing strong, vibrant, mixed-use and compact Town Centres. Many "empty nester" households and seniors have chosen to live within the Malden Town Centre to take advantage of the broad range of goods and services that are available in close proximity to their place of residence. For a variety of health-related and lifestyle reasons, many of these residents want to maintain a healthy lifestyle by walking or ride their bikes to/from the Malden Town Centre and other destinations in adjacent residential neighbourhoods.

2.0 TRANSPORTATION

The volume of vehicular traffic using the Malden Road Corridor has increased significantly during the last decade, with current traffic volumes approaching 16,000 AADT. In keeping with the Town of LaSalle's need to provide modern community facilities and services to existing and future residents they have chosen to develop a new multi-use facility. The Vollmer Recreational and Cultural Facility is south of the Malden Road Town Centre and has been strategically located near the intersection of Malden Road and Laurier Parkway. In the short term, the Vollmer Recreational and Cultural Centre will be primarily accessible from the Malden Road Corridor. Based on the traffic analysis that was completed for the Howard Bouffard Master Plan (2003?), traffic is expected to increase along this important corridor.

3.0 PUBLIC REALM AND COMMUNITY DESIGN PRINCIPLE

The "LaSalle Greenway" is a cornerstone upon which the existing and future neighbourhoods and town centres of this urbanizing community will be built. This greenway provides (or will provide) a safe and well developed trail system that connects residents with the natural environment and with each other and will link the various components of the community, while preserving and enhancing ecologically significant lands and providing places to recreate and interact. In addition to this cornerstone urban design feature, the following community design principles have been adopted by LaSalle Council and collectively articulate the shared community vision for the Town:

- a) livable, mixed-use neighbourhoods, designed for people, are the building blocks of a healthy, vibrant and caring LaSalle community;
- b) neighbourhoods; town centre and employment districts with a highly interconnected road network and a balanced transportation system that is designed and built for pedestrians, cyclists, transit and automobiles;
- c) shorter block lengths, a finer grain of block sizes and 5 minute walking distances to neighbourhood activity centres;
- d) neighbourhoods which are diverse in use and population, with a broad range of housing choices for residents with different needs and different incomes;
- e) parks, schools, places of worship, compact pedestrian-scaled shopping districts (mixed-use town centres) and employment opportunities situated closer to where people live, easily accessible by foot, bicycle, transit and automobile;
- f) public places that foster a sense of community pride and well-being within each neighbourhood (with each neighbourhood having an activity centre - parkettes, day care centres, transit stops, corner stores/cafes, places of worship, etc. - which would be the focal point, creating a sense of place for each neighbourhood);
- g) ecologically significant lands are protected, enhanced, incorporated within planned "greenway" systems and given prominence (i.e. single loaded roads) for the benefit of all residents in the surrounding neighbourhood;
- h) urban places framed by architecture and landscape of a high standard of design that celebrates local history, climate, ecology and building practice, in keeping with new urban design guidelines and standards for both the public realm and for private lands.

The transportation related and public realm problem and opportunities that are identified must incorporate and apply these community design principles, and must ensure that the preferred design properly balances and promotes the needs of pedestrian, cyclist, transit and vehicular traffic along the Malden Road Corridor and establishes:

- a comprehensive and effective set of preferred public safety, traffic and public realm improvements that need to be made with this transportation corridor (including the Malden Town Centre) to meet the evolving needs of existing and future LaSalle residents for a twenty-year planning horizon; and
- an implementation strategy for this transportation corridor that is fiscally and environmentally responsible; enhances public safety for motorized and non-motorized forms of transportation; promotes and facilitates healthy and active lifestyles; properly addresses on-going municipal servicing requirements; and is capable of retaining/attracting businesses, services and residents as part of a vibrant, attractive and safe Malden Town Centre.







Malden Road
Transportation, Public Safety & Urban Design
Improvement Project



Existing Transportation Conditions

- Malden Road is a major north/south arterial that accommodates between 11,000 to 15,500 vehicles per day.
- Peak hour volumes exceed 800 vehicles per hour between Todd Lane and Morton Drive.
- Traffic operational constraints exist at the Sprucewood Avenue signalized intersection. Southbound traffic experiences significant delay in the PM peak hour.
- A number of unsignalized intersections are experiencing significant delays on the side street due to traffic volumes and lack of gaps.



Existing Transportation Conditions

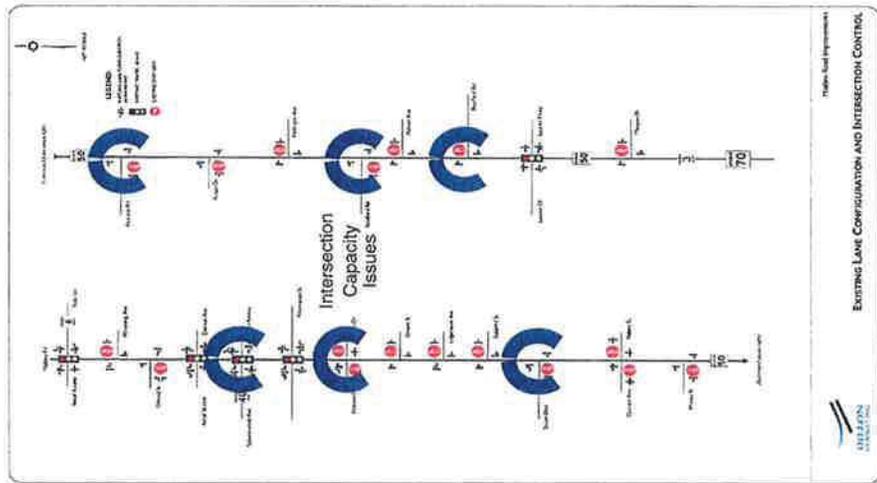
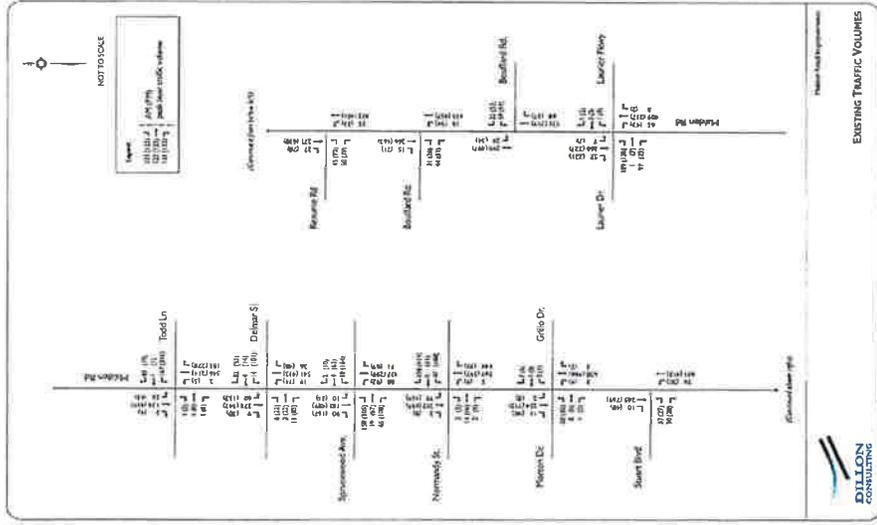
- An average of 43 collisions per year along corridor. Majority of collisions are congestion and turning related.
- Access management issues related to safe turning movements at driveways and entrances.
- Existing signal timing changes have been identified for Malden Road and Sprucewood Ave. to deal with pedestrian crossing issues and delays.



Malden Road
Transportation, Public Safety & Urban Design
Improvement Project



Existing Transportation Conditions

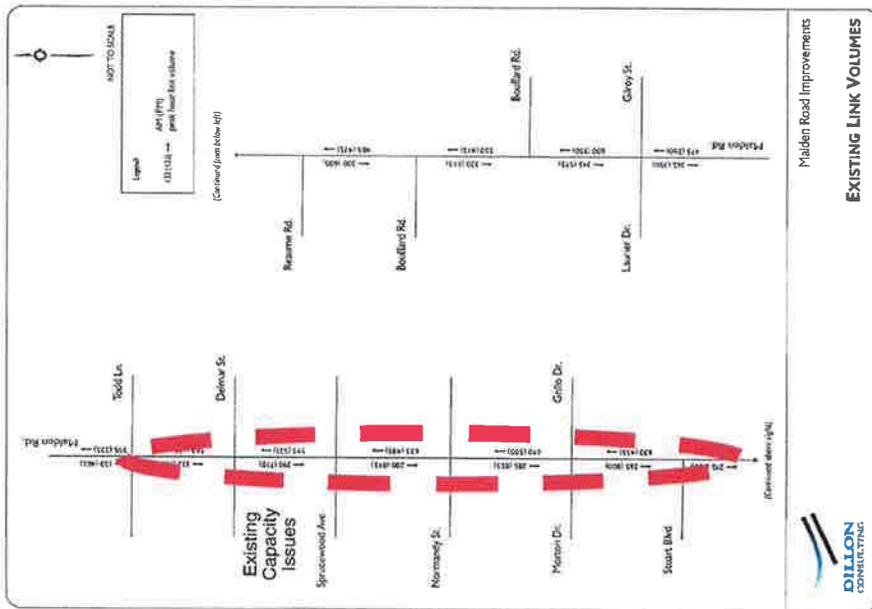




Malden Road Transportation, Public Safety & Urban Design Improvement Project

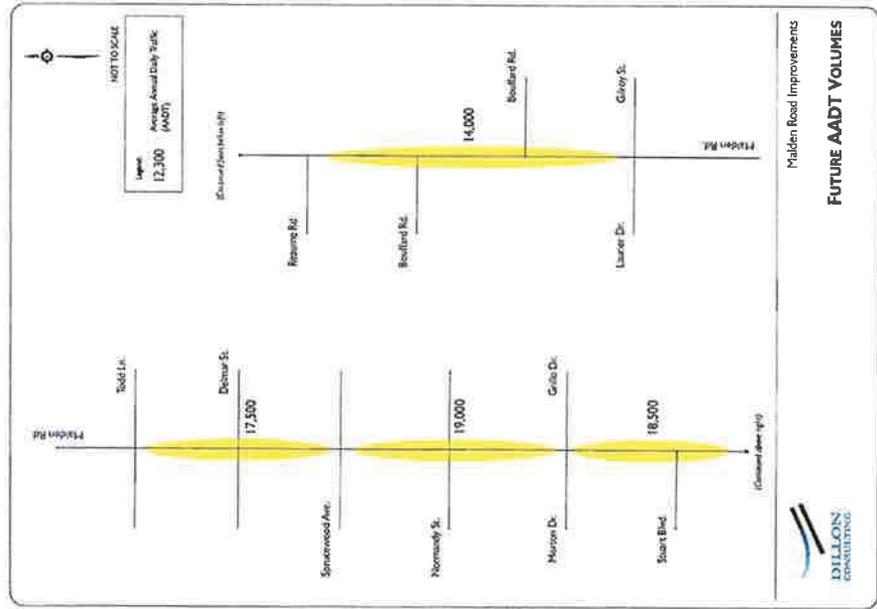


Existing Transportation Conditions



Future Transportation Conditions

- The section of the corridor between Todd Lane and Reaume Road will experience capacity deficiencies under future conditions (2021).
- The level of service at signalized intersections and along the corridor will exceed acceptable levels for a two lane roadway.
- Transportation improvements will be required to accommodate future travel demands.





Malden Road
Transportation, Public Safety & Urban Design
Improvement Project



Transportation Alternative Solutions

Planning alternatives considered:

- Do Nothing – maintain roadway in its present configuration
- Improve adjacent parallel roadways – widened other roads to accommodate projected future demand
- Public transit service - encourage a shift in modal choice
- Travel demand management (TDM) measures - reduce peak hour demand and single occupancy vehicles
- Traffic signal optimization and coordination – increase capacity
- Cycling and pedestrian facilities – provide alternative modes
- Widen roadway – provide additional capacity to accommodate demand (3 lane or 5 lane)



Malden Road
Transportation, Public Safety & Urban Design
Improvement Project



Transportation Alternative Solutions

Planning alternatives evaluation:

- Do Nothing – Does not address problem
- Improve adjacent parallel roadways– Improvements to Huron Church, Laurier Pkwy, Reaume Rd. taken into consideration
- Improve public transit service – incorporated into analysis
- Travel demand management (TDM) - does not solve problem on its own, part of overall solution
- Traffic signal optimization and coordination - does not solve problem on its own, part of overall solution
- Cycling and pedestrian facilities – incorporate as part of overall solution
- Widen the roadway to accommodate demand (3 lane or 5 lane) – recommended solution in conjunction with traffic signal optimization, cycling and pedestrian facilities, public transit and TDM.



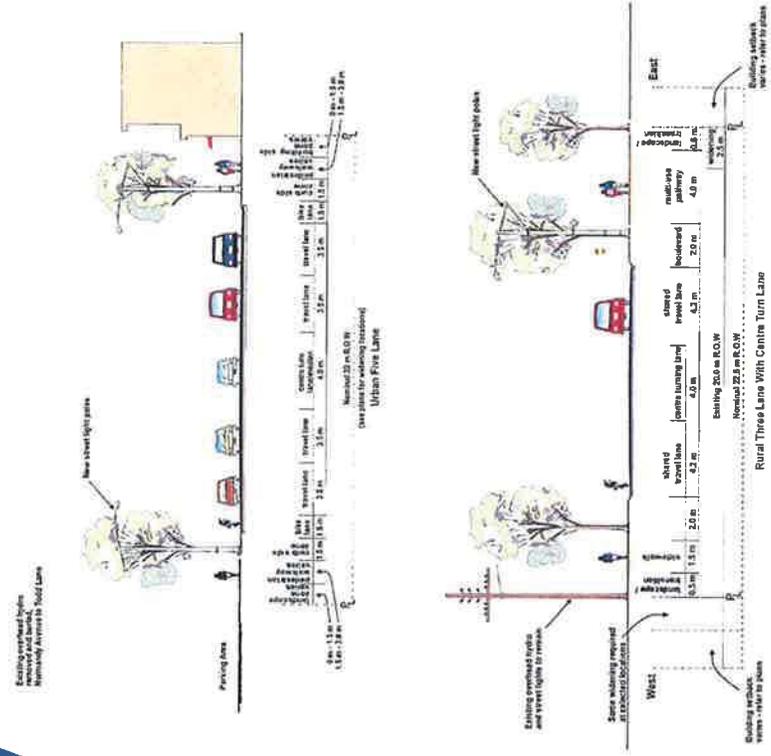
Malden Road
 Transportation, Public Safety & Urban Design
 Improvement Project



Transportation Strategy Alternatives

Key Considerations:

- Integration of sidewalk, multiuse trail and cycling facilities
- Pedestrian and cyclist movement at intersections
- Traffic operations and roadway safety
- Long term capacity requirements
- Access management
- Speed and traffic calming measures

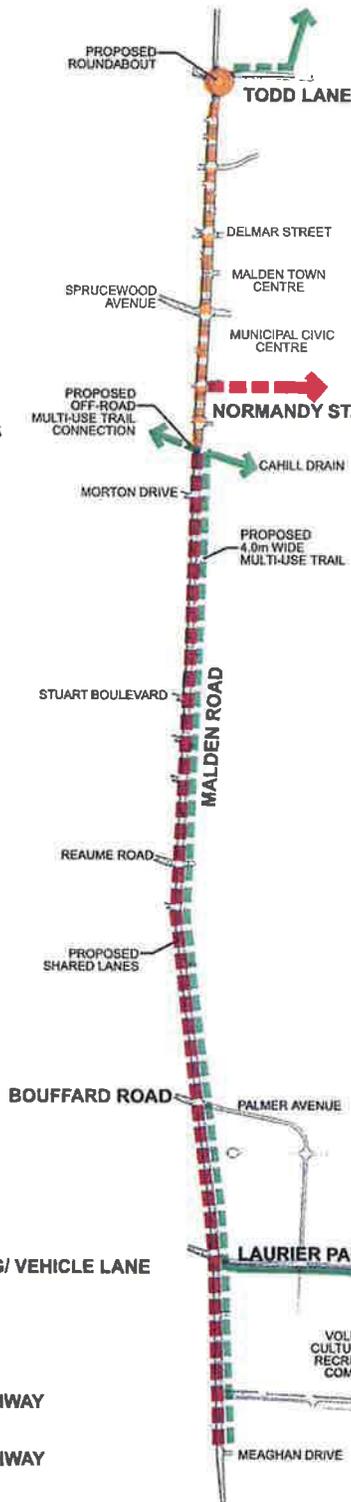


**CYCLING AND PEDESTRIAN STRATEGY
MALDEN ROAD ENVIRONMENTAL ASSESSMENT**

VISION

FUNCTIONAL AND ATTRACTIVE PEDESTRIAN AND CYCLING FACILITIES WILL BE INTEGRAL COMPONENTS IN A WELL-DESIGNED STREETSCAPE

1. Continuous, consistent cycling and pedestrian facilities along Malden Road Corridor
2. Improve pedestrian and cycling access between residential areas and key destinations
3. Connect Malden Road corridor to open-spaces, trails, Vollmer Culture and Recreational Complex and improve cycling and pedestrian connections
4. Improve pedestrian and cyclist connections across Malden Road
5. Improve and increase facility use
6. Build more cycling and pedestrian off-road trails that will access open spaces and natural areas



- ■ ■ ON-ROAD SHARED CYCLING/ VEHICLE LANE (PROPOSED)
- ■ ■ ■ ON-ROAD CYCLING LANE (PROPOSED)
- OFF-ROAD MULTI-USE PATHWAY (PROPOSED)
- OFF-ROAD MULTI-USE PATHWAY (EXISTING)



MALDEN ROAD - POSSIBLE DESIGNATED CYCLING LANE



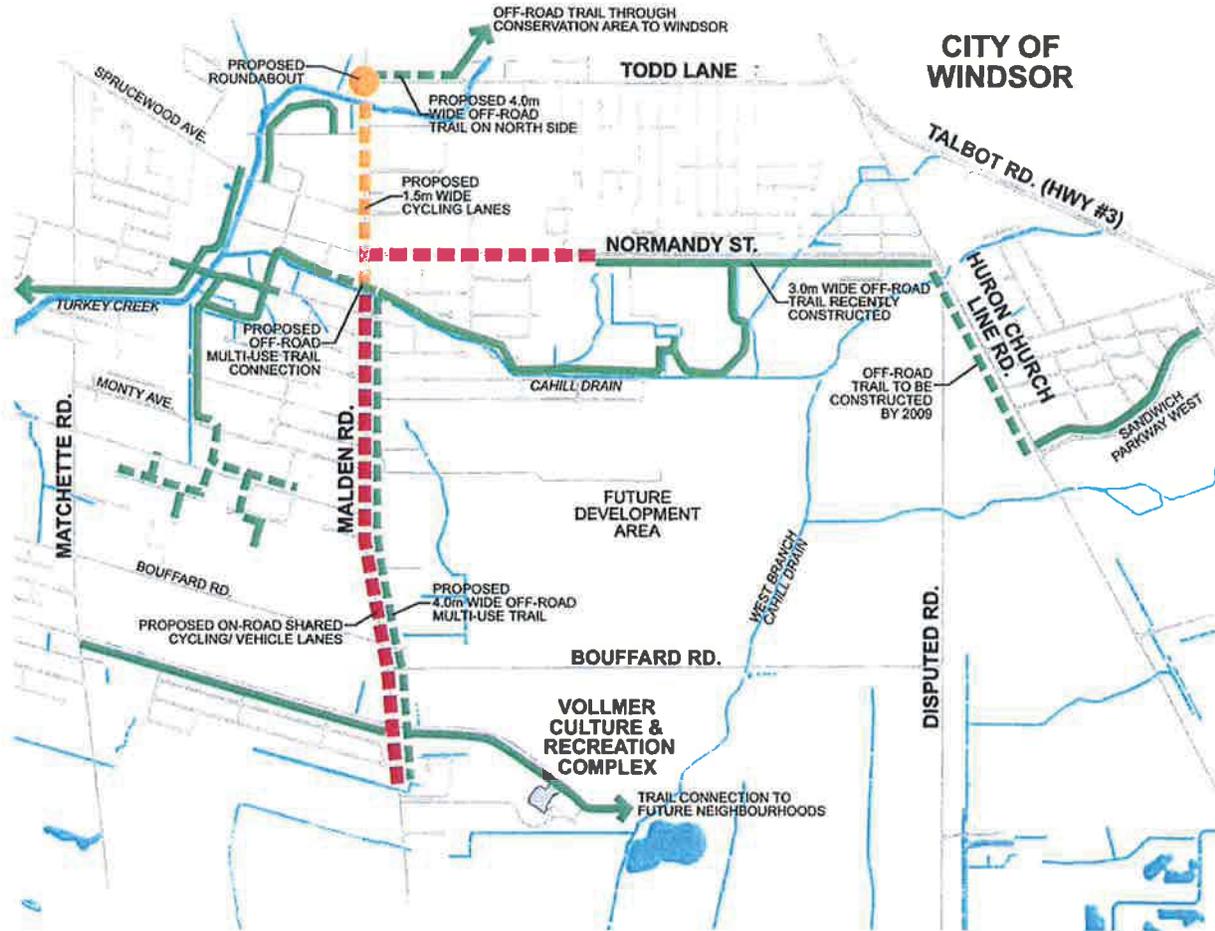
MALDEN ROAD - POSSIBLE ON-ROAD SHARED CYCLING/VEHICLE LANE



OFF-ROAD TRAILS

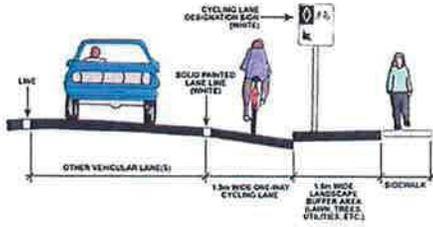


CYCLING AND PATHWAY CONNECTIONS

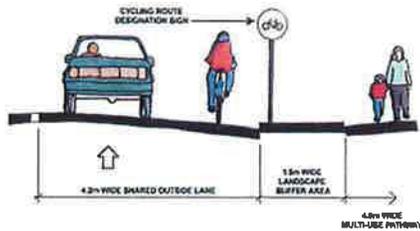


- - - ON-ROAD SHARED CYCLING/
VEHICLE LANE (PROPOSED)
- OFF-ROAD MULTI-USE
PATHWAY (EXISTING)
- - - ON-ROAD CYCLING
LANE (PROPOSED)
- - - OFF-ROAD MULTI-USE
PATHWAY (PROPOSED)

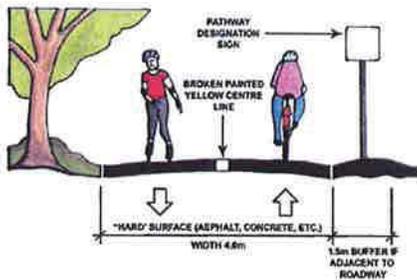
CYCLING AND PEDESTRIAN FACILITIES



ON-ROAD CYCLING LANE



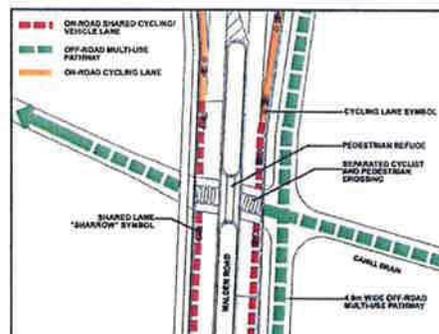
ON-ROAD SHARED CYCLING/ VEHICLE LANE



OFF-ROAD MULTI-USE PATHWAY



**CYCLING FACILITIES AT NEW ROUNDABOUT:
MALDEN ROAD AND TODD LANE**



**CYCLING FACILITIES AT NEW MIDBLOCK CROSSING:
MALDEN ROAD AND CAHILL DRAIN**

SIGNAGE

DESTINATION SIGNAGE EXAMPLES:



Ottawa Capitol Area



Amherstburg (Private Development Sign)

DESTINATION SIGNAGE CONCEPT:



DESIGNATION/ ROAD-RULES SIGNAGE:

SHARED LANES:



County signage for on-road shared cycling/ vehicle lanes



Typical on-road shared cycling/ vehicle lane marking (bicycle symbol with chevrons, or "sharrow")

CYCLING LANES:



Typical on-road cycling lane markings



Typical on-road cycling lane designation signage

OFF-ROAD TRAIL SIGNAGE:



Off-road, multi-use pathway designation sign in use elsewhere in Lasalle



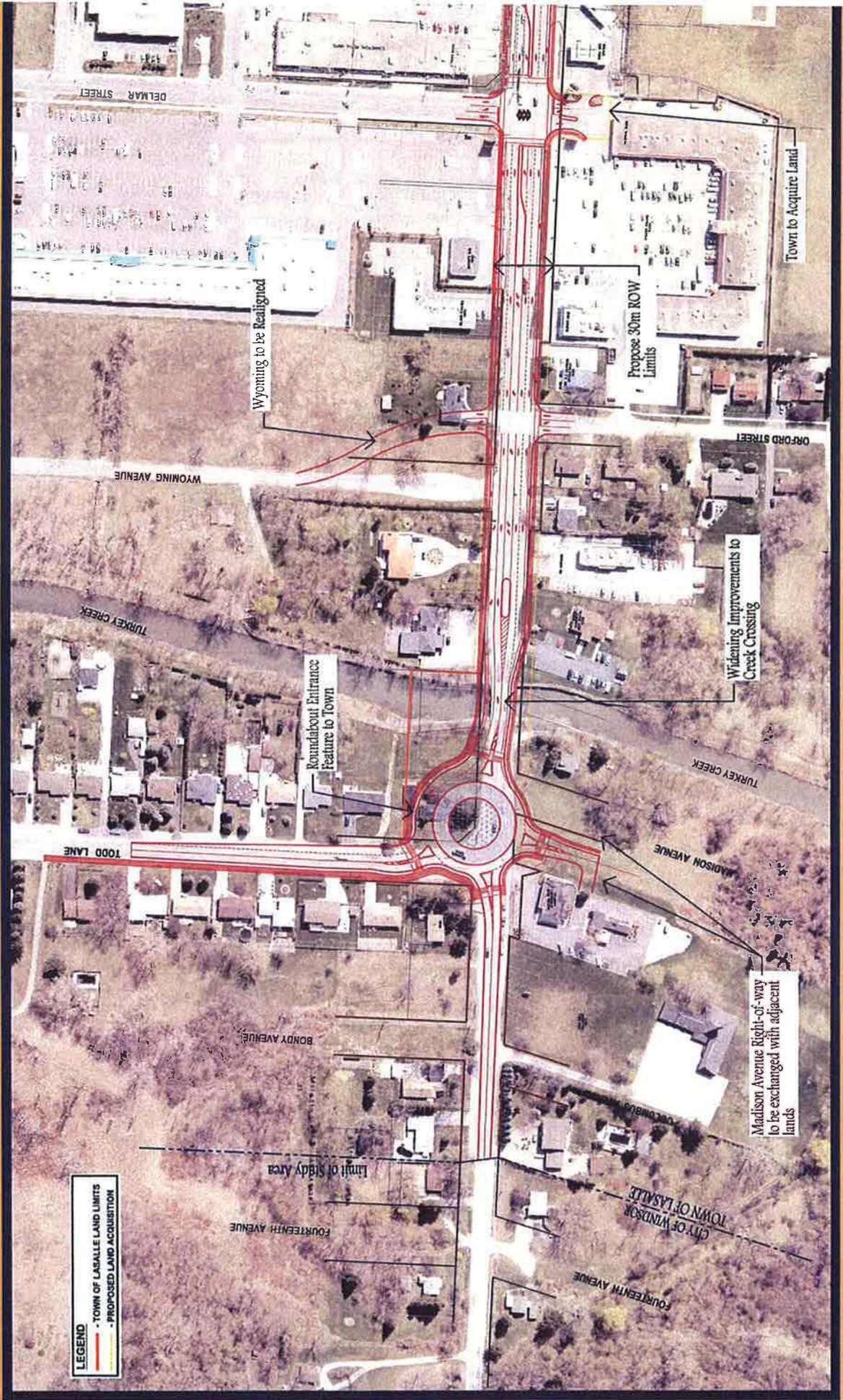
Typical information, trail-rules, wayfinding and trip-end signs



PLEASE PROVIDE YOUR INPUT

- EXISTING CYCLING AND PEDESTRIAN FACILITIES ACROSS THE TOWN CAN BE IMPROVED TO INCREASE SAFETY, EASE AND DESIRABILITY OF USE AND REDUCE CONFLICTS. PLEASE PROVIDE YOUR COMMENTS AND SUGGESTIONS.
- PLEASE PROVIDE YOUR COMMENTS ABOUT EXISTING CYCLING AND PEDESTRIAN FACILITIES ALONG MALDEN ROAD.
WHAT DO YOU LIKE? WHAT DON'T YOU LIKE?
- WHAT TYPES OF NEW OR IMPROVED CYCLING AND PEDESTRIAN FACILITIES SHOULD BE CONSIDERED FOR MALDEN ROAD AND OTHER PARTS OF THE TOWN?





LEGEND
 - TOWN OF LASALLE LAND LIMITS
 - PROPOSED LAND ACQUISITION

Wyoming to be Realigned

Roundabout Entrance Feature to Town

Propose 30m ROW Limits

Town to Acquire Land

Widening Improvements to Creek Crossing

Madison Avenue Right-of-way to be exchanged with adjacent lands

Limit of Study Area

CITY OF WINDSOR
TOWN OF LASALLE

MADISON AVENUE

TURKEY CREEK

ORFORD STREET

WYOMING AVENUE

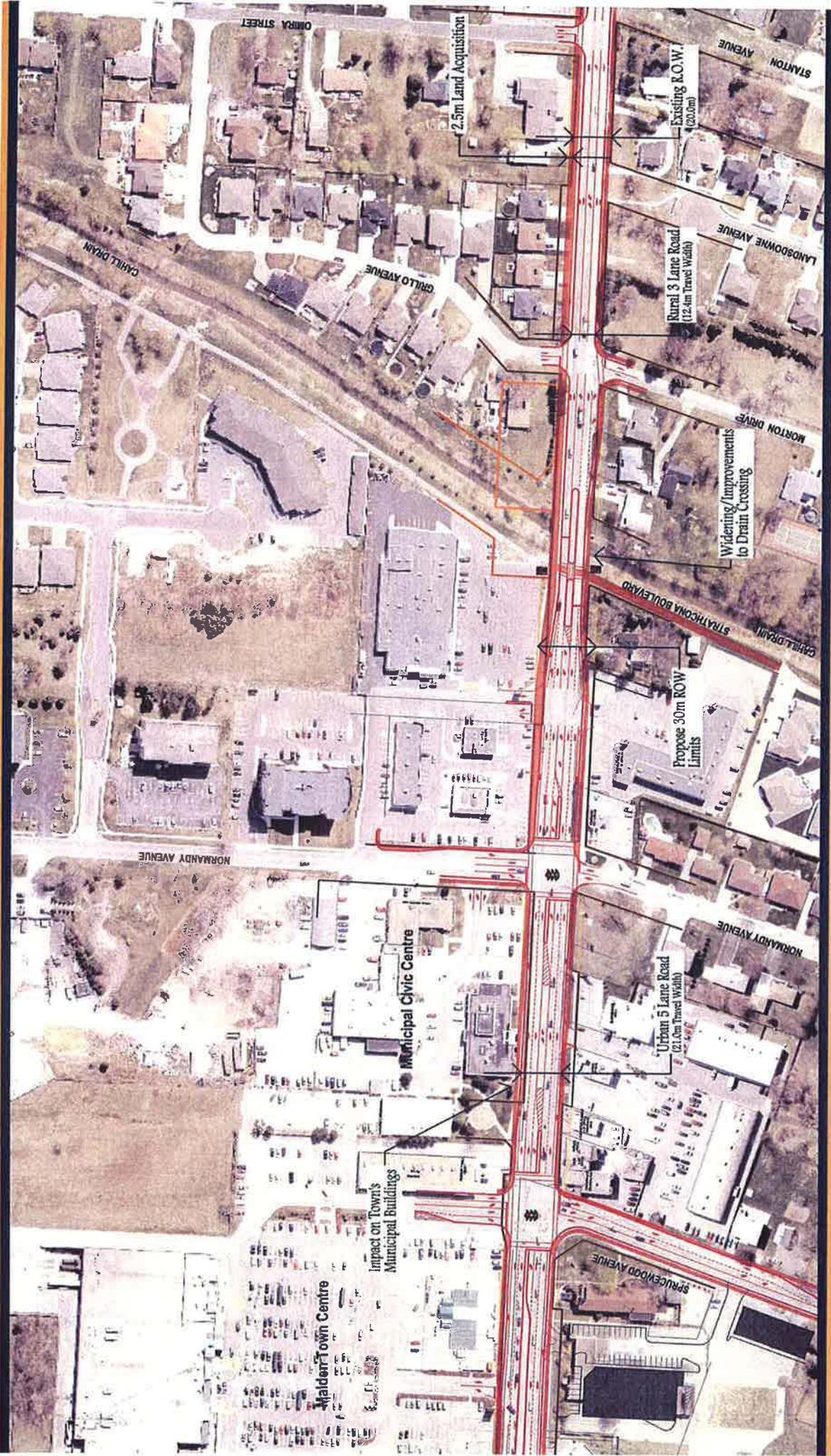
TODD LANE

BONDY AVENUE

FOURTEENTH AVENUE

FOURTEENTH AVENUE

DELMAR STREET



OMIRA STREET

2.5m Land Acquisition

Existing R.O.W. (20.0m)

Rural 3 Lane Road (12.4m Travel Width)

Widening/Improvements to Drain Crossing

Propose 30m ROW Limits

Urban 5 Lane Road (21.0m Travel Width)

Municipal Civic Centre

Halder Town Centre

Impact on Town's Municipal Buildings

CARILL DRAIN

GRILLO AVENUE

LANDSDOWNE AVENUE

MORTON DRIVE

STRATHCONA BOULEVARD

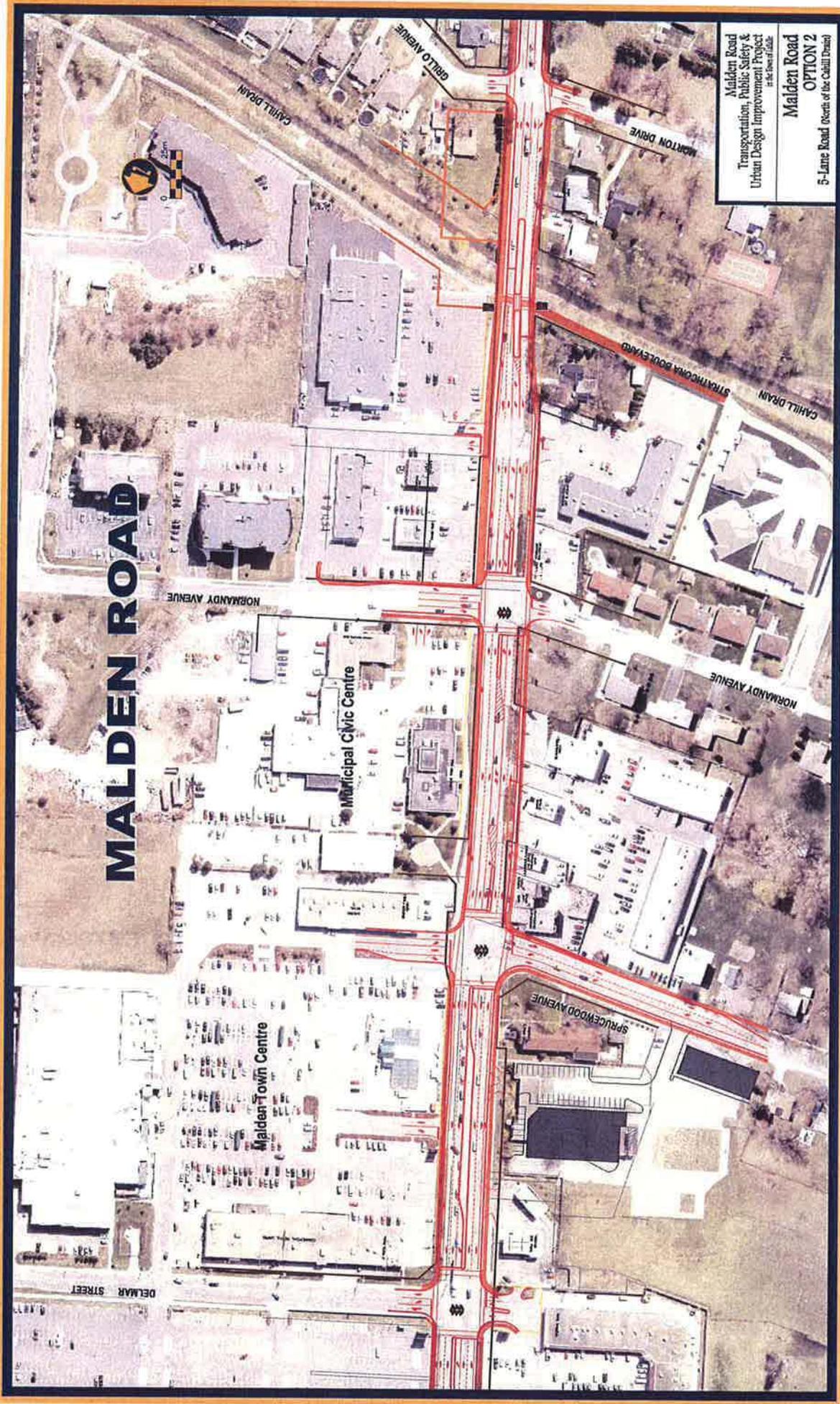
CARILL DRAIN

NORMANDY AVENUE

NORMANDY AVENUE

SPRUCEWOOD AVENUE

STANTON AVENUE

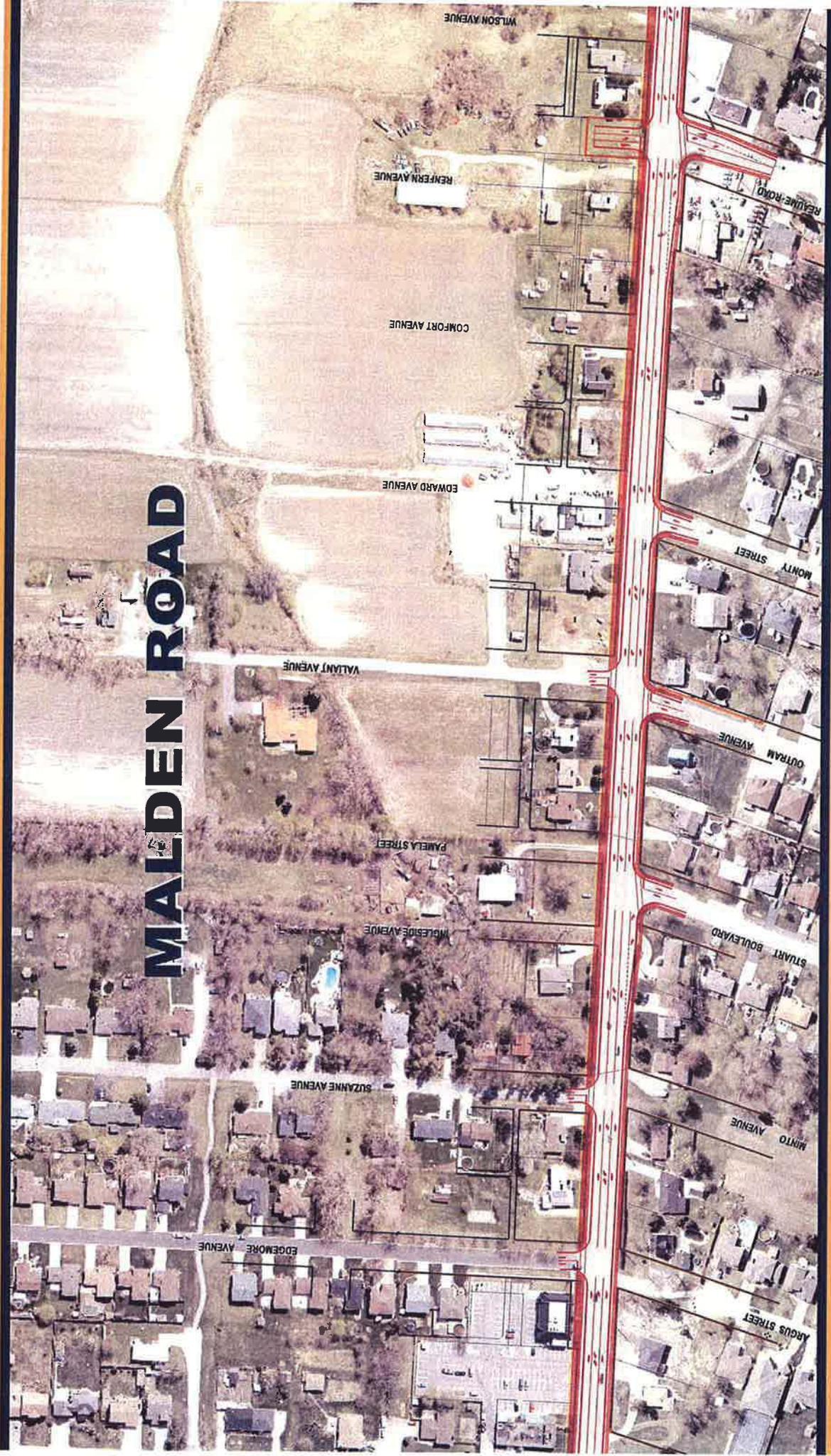


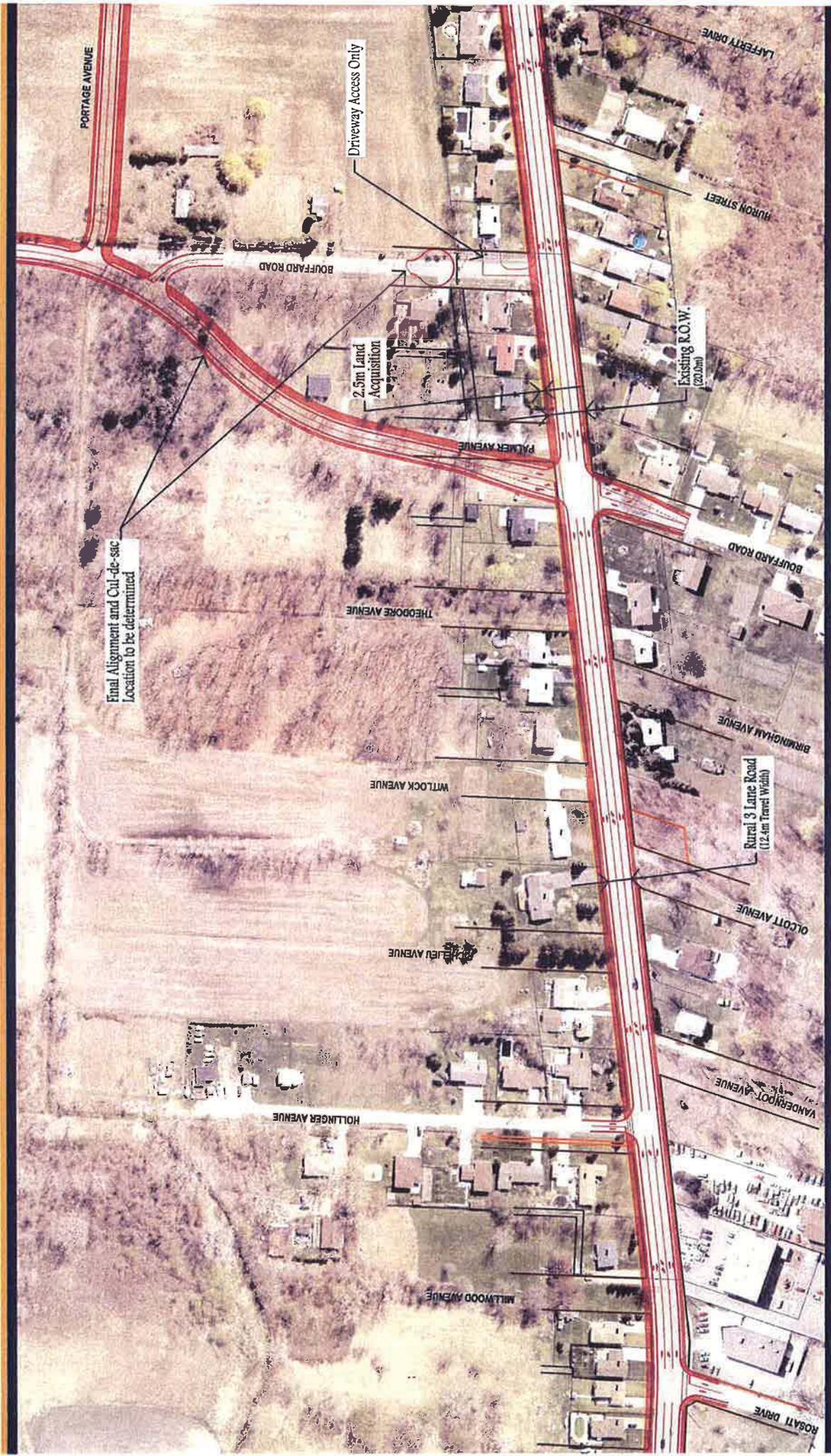
MALDEN ROAD

Malden Road
Transportation, Public Safety &
Urban Design Improvement Project
in the heart of Malden

Malden Road
OPTION 2
5-Lane Road (north of the Cahill Drain)

MALDEN ROAD





PORTAGE AVENUE

Driveway Access Only

2.5m Land Acquisition

Existing R.O.W.
(20.0m)

Final Alignment and Cul-de-sac
Location to be determined

Rural 3 Lane Road
(12.4m Travel Width)

LAFFERTY DRIVE

HURON STREET

BOUFFARD ROAD

PALMER AVENUE

THEODORE AVENUE

BIRMINGHAM AVENUE

WTLOCK AVENUE

MILLIER AVENUE

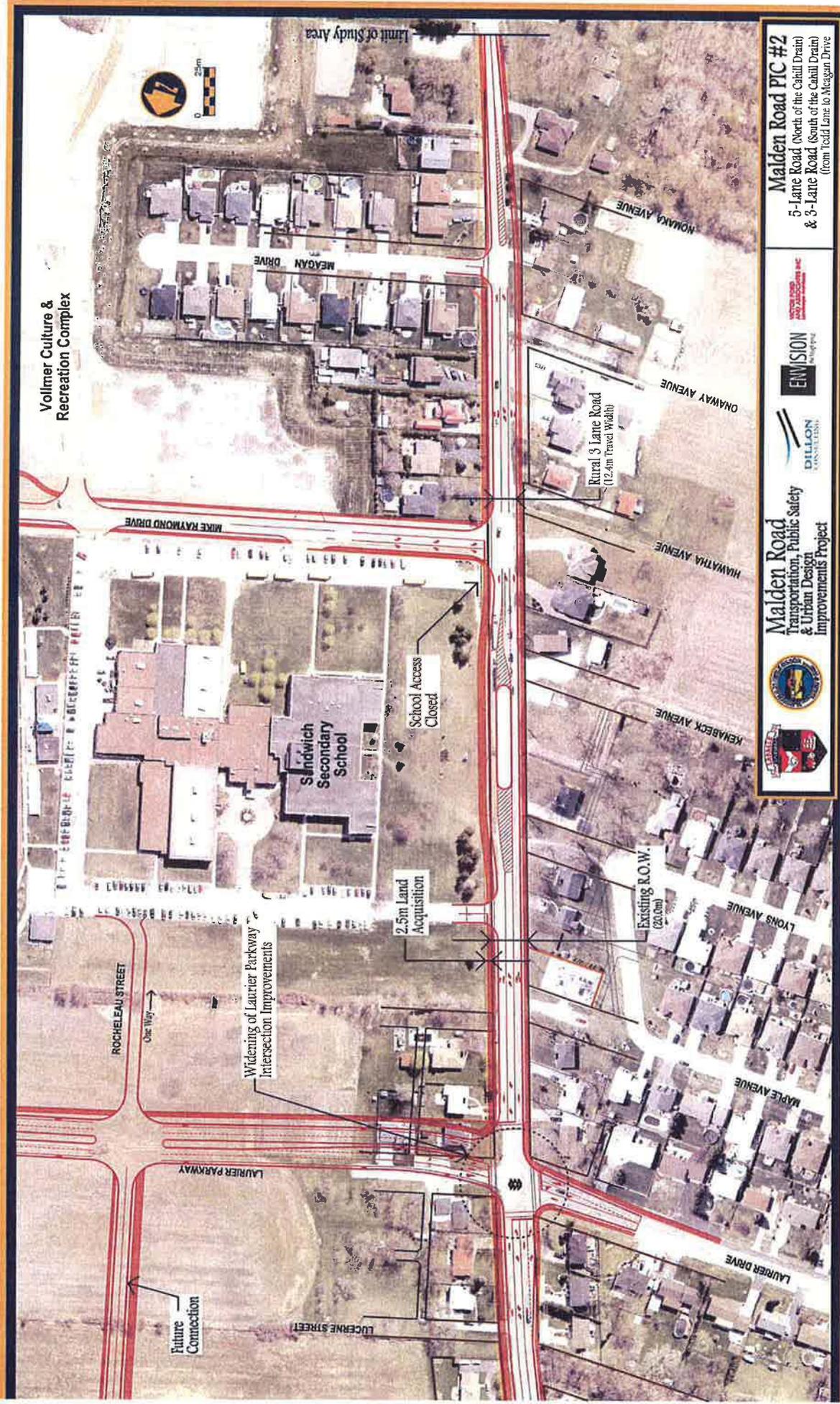
OLCOTT AVENUE

HOLLINGER AVENUE

MILLWOOD AVENUE

VANDERVOORT AVENUE

ROSATTI DRIVE



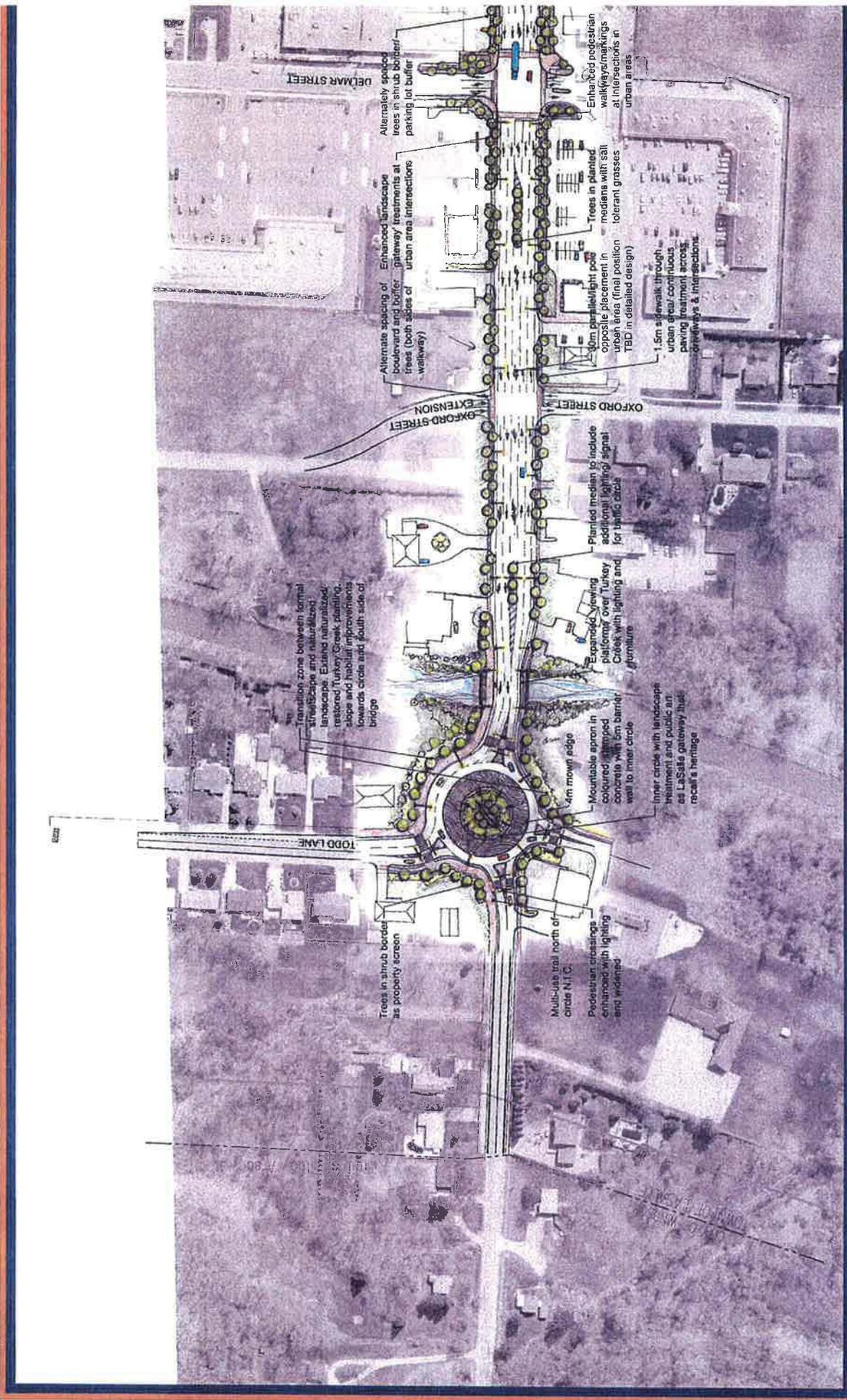
Malden Road PIC #2
 5-Lane Road (North of the Canal Drain)
 & 3-Lane Road (South of the Canal Drain)
 (from Todd Lane to Meagan Drive)



Malden Road
 Transportation, Public Safety
 & Urban Design
 Improvements Project







DELMAR STREET

OXFORD STREET
EXTENSION

OXFORD STREET

TODD LANE

Transition zone between formal
landscape and naturalized
landscape. Extend naturalized
restored Turkey Creek planting
slope and habitat improvements
towards circle and south side of
bridge

Trees in shrub border
as property screen

Multi-lane trail north of
circle N.I.C.
Pedestrian crossings
enhanced with lighting
and widened

4m mown edge
Mountable apron in
coloured stamped
concrete with 5m barrier
wall to inner circle

Inner circle with landscape
treatment and public art
as LaSalle gateway but
recall's heritage

Alternate spacing of
trees in shrub border
parking lot buffer

Enhanced landscape
boulevard and buffer
trees (both sides of
walkway)

Enhanced pedestrian
walkways/markings
at intersections in
urban areas

Trees in planted
medians with salt
tolerant grasses

1.5m sidewalk through
urban area/continuous
paving treatment across
driveways & intersections

Planned median to include
additional lighting/signal
for traffic circle

Expanded viewing
platform over Turkey
Creek with lighting and
furniture

10m parallel light pole
placement in
urban area (final position
TBD in detailed design)

Alternate spacing of
trees in shrub border
parking lot buffer

Enhanced landscape
boulevard and buffer
trees (both sides of
walkway)

Enhanced pedestrian
walkways/markings
at intersections in
urban areas

Trees in planted
medians with salt
tolerant grasses

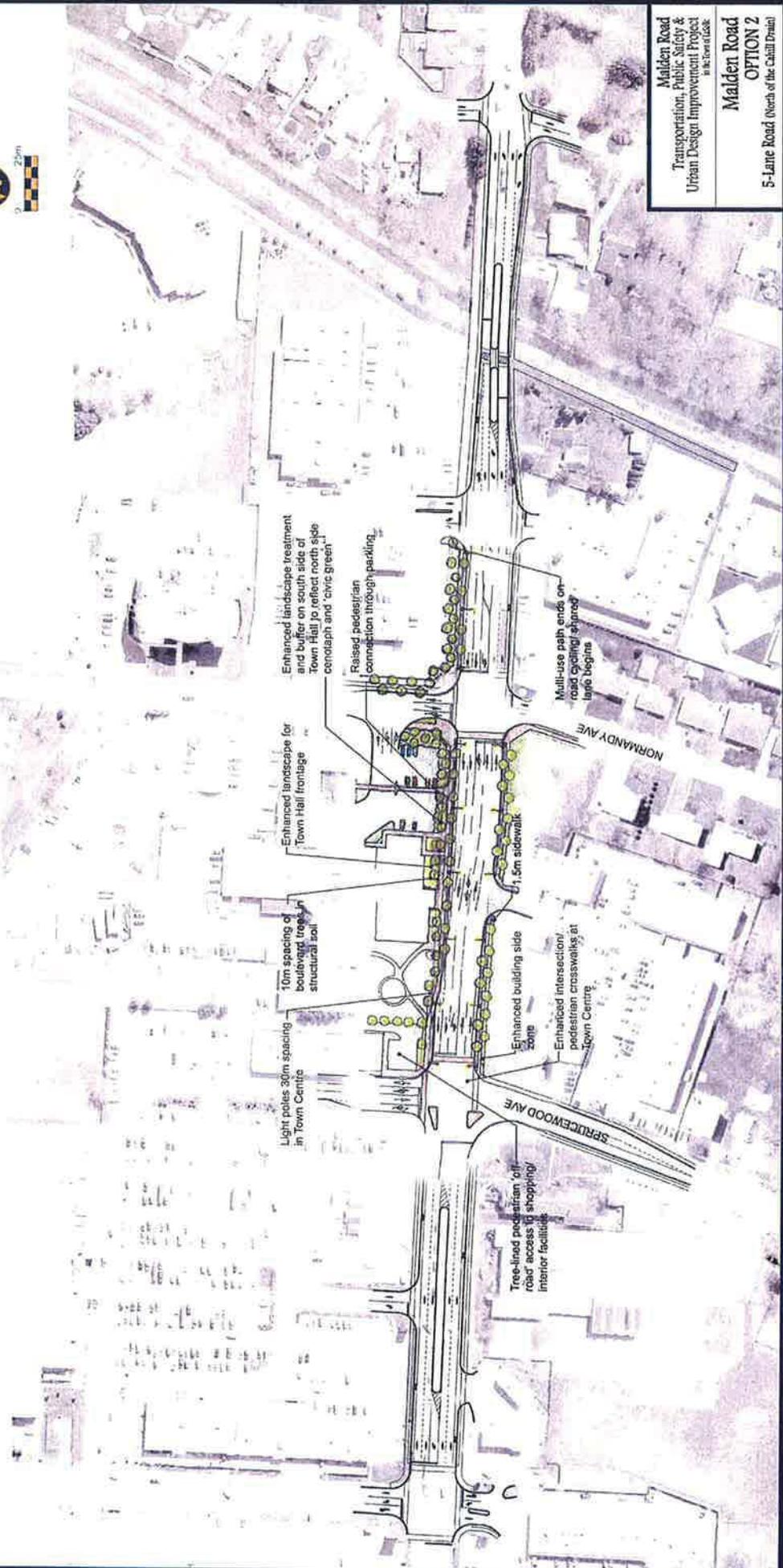
1.5m sidewalk through
urban area/continuous
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additional lighting/signal
for traffic circle

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Creek with lighting and
furniture

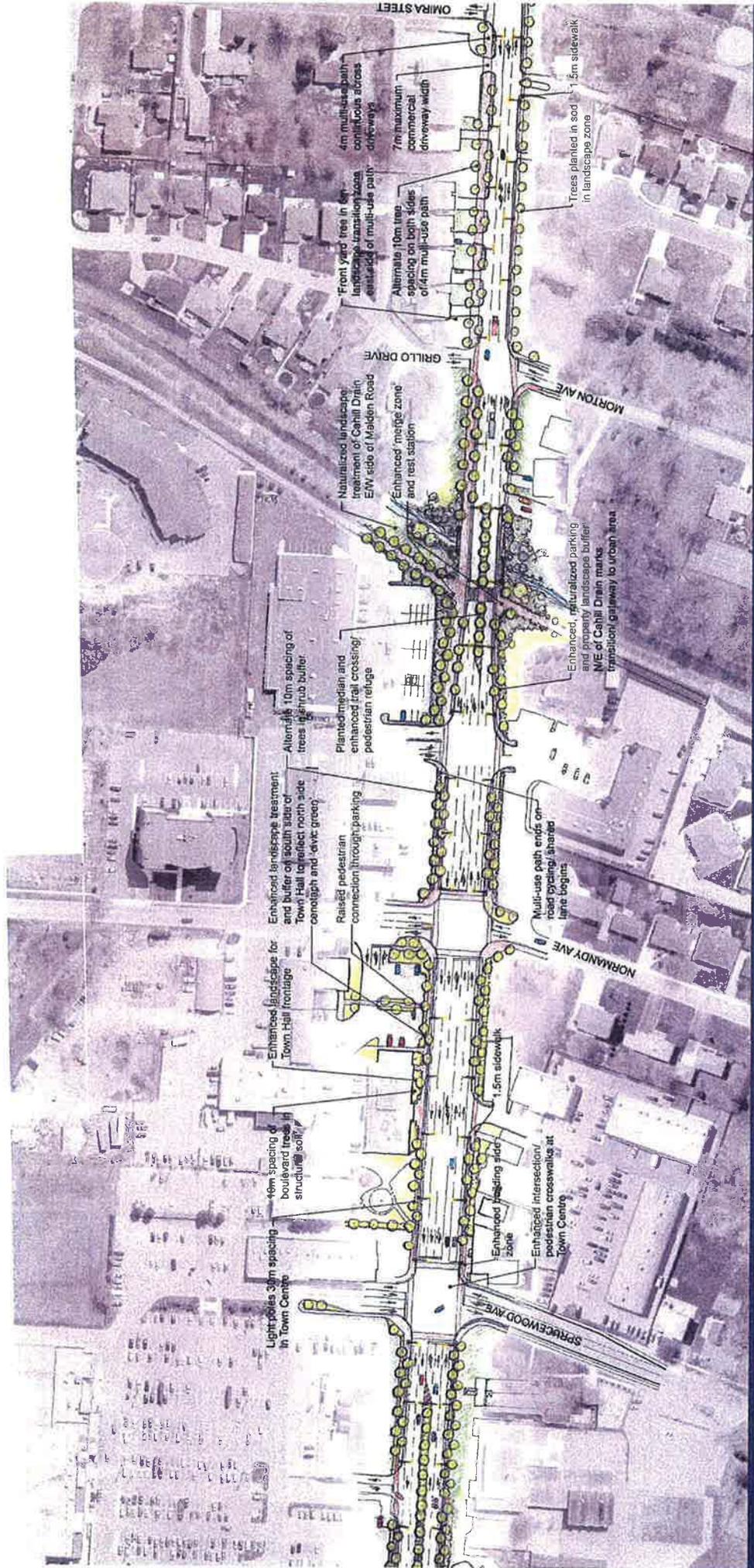
10m parallel light pole
placement in
urban area (final position
TBD in detailed design)

MALDEN ROAD



Malden Road
Transportation, Public Safety &
Urban Design Improvement Project
in the Town Centre

Malden Road
OPTION 2
5-Lane Road (North of the Caball Drain)



Light poles 30m spacing in Town Centre

4m spacing of boulevard trees in structural soil

Enhanced landscape for Town Hall frontage

Enhanced landscape treatment and buffer on south side of Town Hall reflecting north side amenity and civic green

Alternative 10m spacing of trees in street buffer

Planting median and enhanced trail crossing pedestrian refuge

Naturalized landscape treatment of Cahill Drain E/W side of Maiden Road

Enhanced merge zone and rest station

Front yard trees in 8m landscape transition zone east side of multi-use path

Alternative 10m tree spacing on both sides of 4m multi-use path

4m maximum commercial driveway width

Enhanced loading zone

Enhanced intersection pedestrian crosswalks at Town Centre

1.5m sidewalk

Multi-use path ends on road cycling sharara line begins

Enhanced, naturalized parking and property landscape buffer NE of Cahill Drain marks transition gateway to urban area

Trees planted in 300m 1.5m sidewalk in landscape zone

GRILLO DRIVE

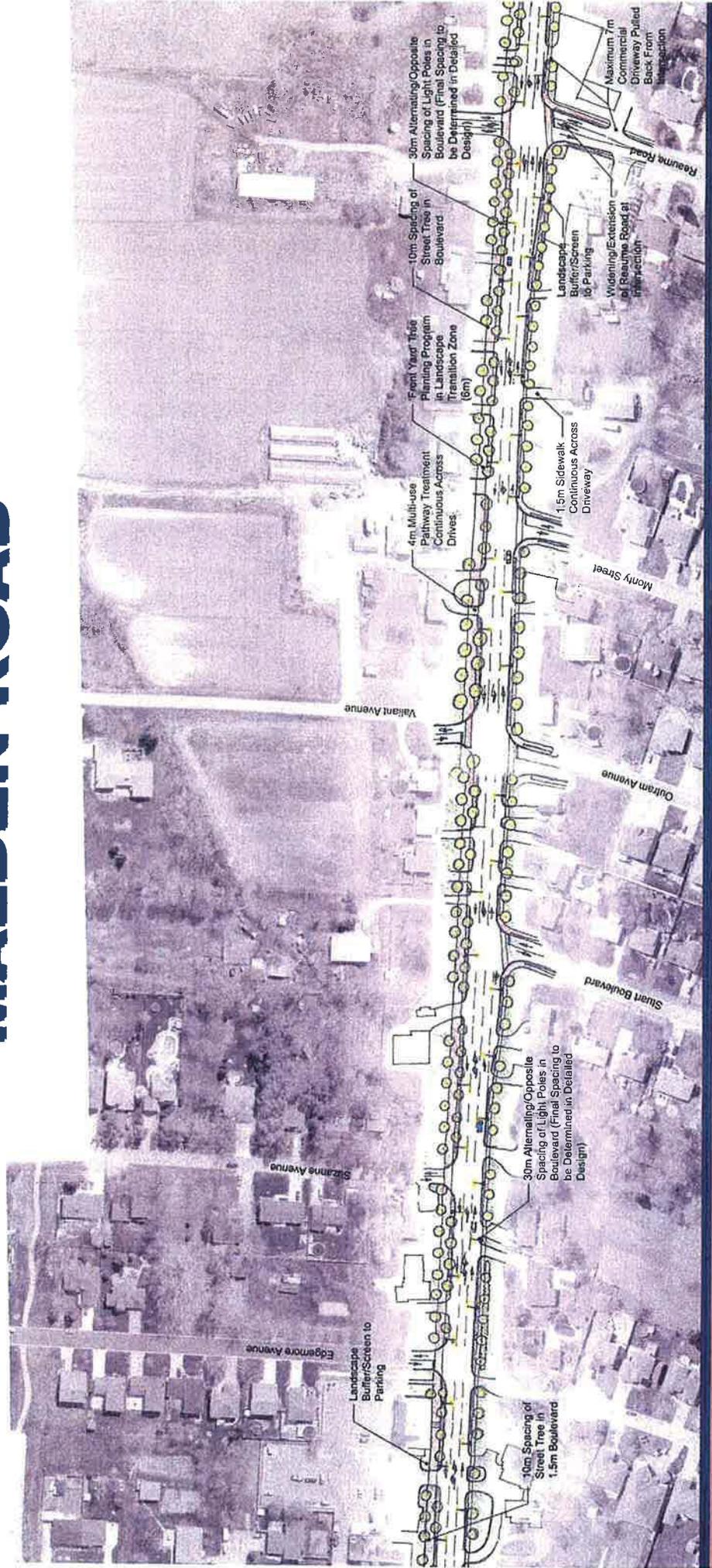
MORTON AVE

NORMANDY AVE

SPRCEWOOD AVE

OMIRA STREET

MALDEN ROAD





Boulevard Reinforcement and 2x Sloped Intersection

Tree Planting on East Side of Multi-use Path in Landscape Buffer Transition Area Alternating Spacing 4 Boulevard Tree

Tree Spacing on Boulevard Tree

4m Multi-use Path Centricibus Across Driveway

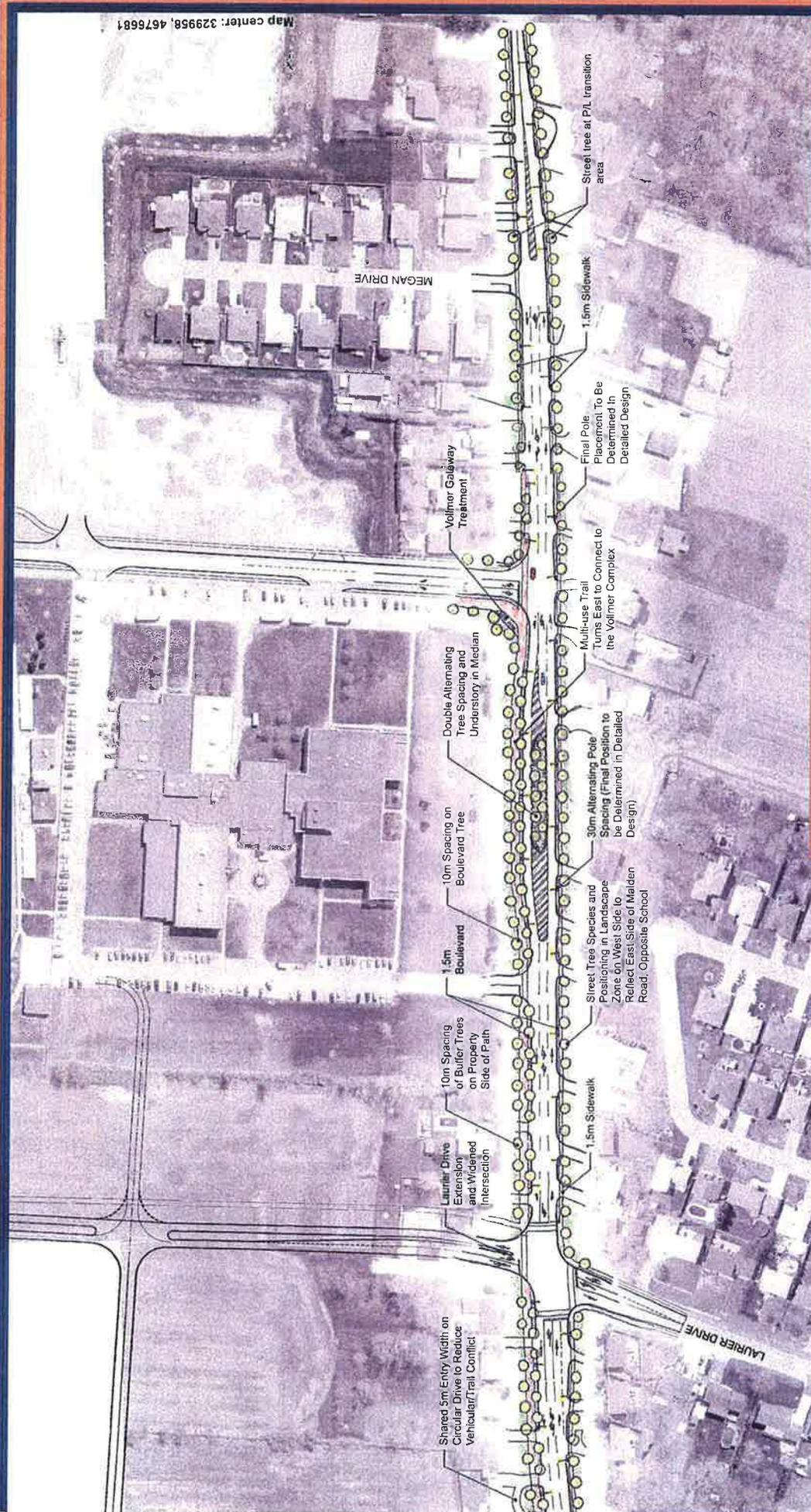
10m Spacing of Bulb Trees on Property on Side of Path

1.5m Sidewalk

Alternating Spacing of Poles in Rural Cross Section (Final Pole Position to be Determined in Detailed Design)

Bourland Road

Hollinger Avenue

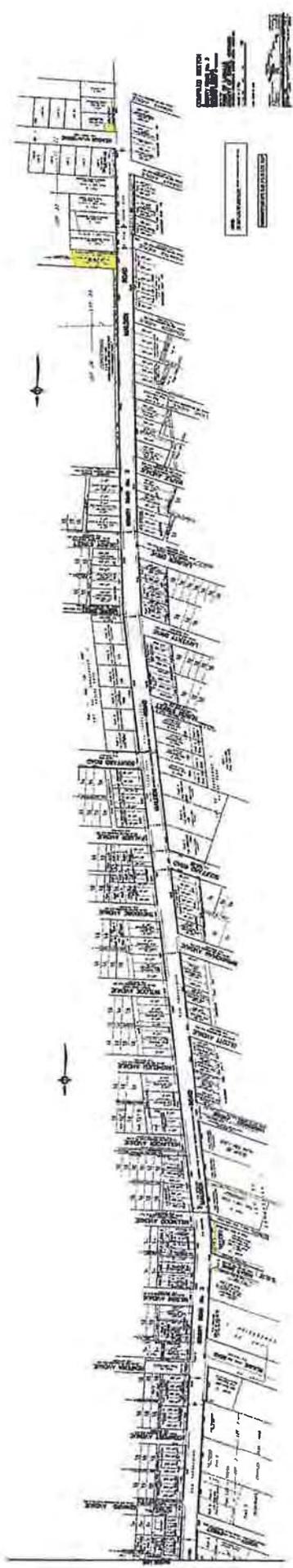


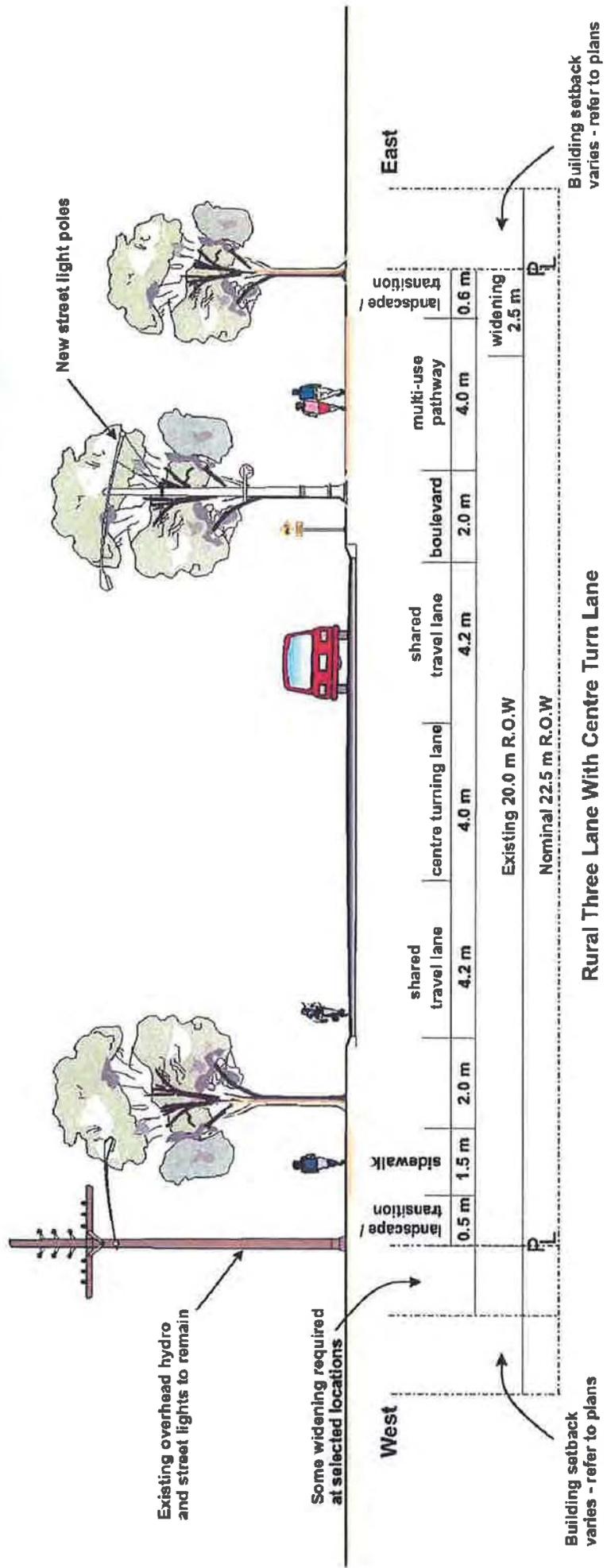
Malden Road PIC #2
 5-Lane Road (North of the Cahill Drain)
 & 3-Lane Road (South of the Cahill Drain)
 (from Todd Lane to Mesquite Drive)



Malden Road
 Transportation, Public Safety
 & Urban Design
 Improvements Project







Rural Three Lane With Centre Turn Lane



City of LASALLE
ONTARIO



CITY OF ESSEX

Malden Road
Transportation, Public Safety &
Urban Design Improvements Project



DILLON
CONSULTING



ENVISION
the thought group

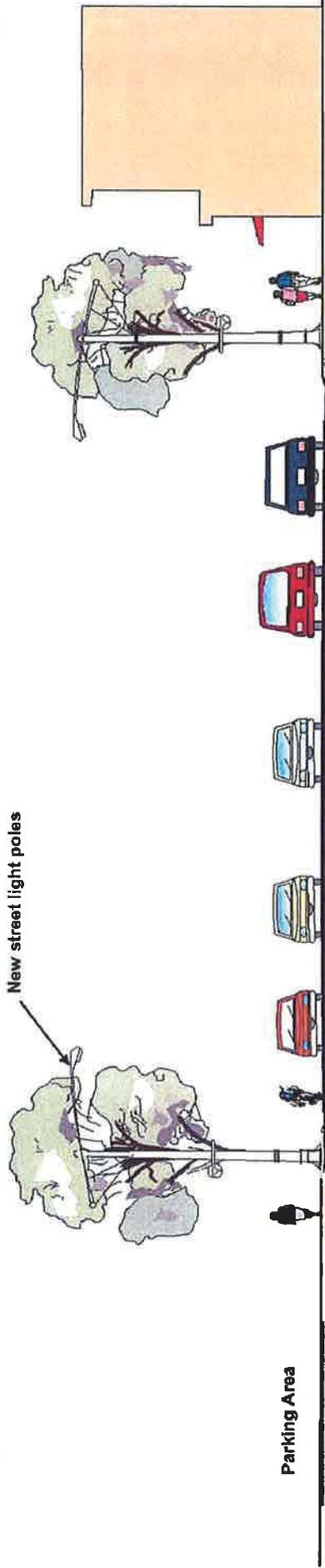


VICTOR FORD AND ASSOCIATES INC
Landscape Architects

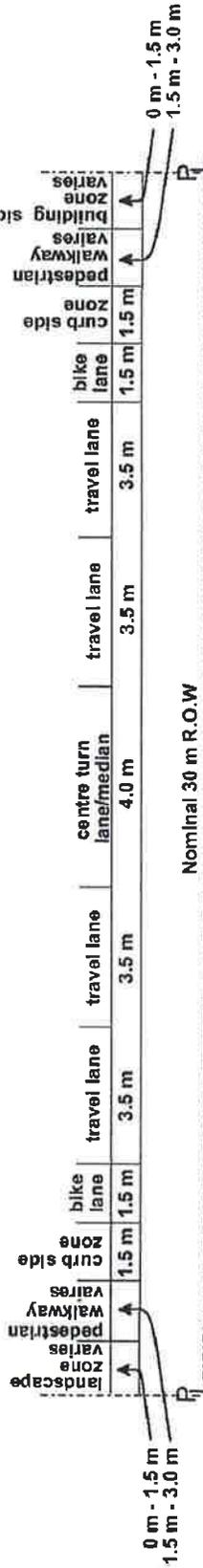
Malden Road PIC #2
Typical 3-Lane (12.4m wide)
Road Cross Section
(South of the Catmill Drain)

Existing overhead hydro removed and buried, Normandy Avenue to Todd Lane

New street light poles



Parking Area



Nominal 30 m R.O.W
(see plans for widening locations)

Urban Five Lane



Malden Road
Transportation, Public Safety &
Urban Design Improvements Project



Malden Road PIC #2
Typical 5-Lane (21.0m wide)
Road Cross Section
(North of the Catill Drain)

LaSalle Town Centre

Continuous pedestrian walkways, enhanced pedestrian crossings & multi-use path connections to Cahill Drain provided
Improvements to lighting and streetscaping
Landscape buffer screening of parking areas
Enhanced gateways to urban area

Mixed Use Transition

Continuous pedestrian walkways, enhanced pedestrian crossing & multi-use path provided
Improvements to lighting and street tree planting
Landscape buffer screening of parking areas

Residential - Vollmer Gateway

Continuous pedestrian walkways & multi-use path to Vollmer Complex provided
Improvements to lighting and streetscaping

Limit of Study Area



Improved urban corridor appearance
Some access and egress alterations

Improved transition area appearance
Some access and egress alterations

Improved residential corridor appearance
Some access and egress alterations



Malden Road

Transportation, Public Safety & Urban Design Improvements Project



Impacts of Recommended Designs on Natural, Social and Economic Environment

Transportation	Description	Natural Environment	Social Environment	Economic Environment
	4 lanes plus left turn lane, north of Cahill Drain	No major impacts	Property taking to increase right-of-way at various locations kept to a minimum	Disruptions to business and residents during construction
	2 lanes plus continuous left turn lane and a few right turn lanes, south of Cahill Drain	Structure widening at Turkey Creek and Cahill Drain will impact fish habitat during construction. Obtain DFO/ERCA approvals with conditions non in-water works during fish spawning (March 15 - July 1)	Property taking mostly on east side of corridor south of Cahill	Left turn lane will improve access to businesses and residents
	Roundabout at Todd Lane	Town owned land	Eliminates traffic signal	N/A
	Traffic signals at Delmar, Sprucewood, Normandy, Laurier	Impact on buildings	Signal timing to be adjusted to allow for safe pedestrian crossings	
	Alignment north of Normandy	Limited impact	Building relocation	Move municipal office to minimize impact on commercial block
	New service roads in and around Vollmer Complex/School Site	Will impact current use of property	Better traffic flow, less waste time. Should relieve traffic congestion and access to Malden Road	Some costs can be recovered through Development Charges
	Realignment of Wyoming and Bouffard		Property required	
Public Transit	No Changes	No impact	No impact	No impact
Utilities	New storm sewer	Will improve drainage	Reduces flooding risks	
	Existing sanitary sewer and watermain to remain	Some in-line storm water quality features can be implemented		
	Hydro poles north of Normandy to be removed	Limited impact	Removal of utility poles improves appearance of corridor	Utility pole relocation expensive, but needed to implement solution
	Most utility poles south of Malden on east side to be removed			
Cycling	On-road cycling lanes north of Cahill Drain. Shared cycling / vehicle lanes south of Cahill Drain. Separated multi-use path on east side of road right of way south of Normandy. Connections of shared lanes/path to Heritage via Normandy, Huron Line, Sandwich West Parkway. Crossing of Malden Road at Cahill Drain. Connection to Vollmer Complex and subdivision in south and multi-use path connection adjacent to Todd Lane connecting to conservation authority and Windsor to the north.	No significant impacts, since all work within or adjacent existing to right-of-ways	Some property taking, supports Town vision and addresses problems and opportunity statements	Not a significant cost
Pedestrians	Sidewalks and multi-use path along Malden Road	No significant impacts, since all work within or adjacent existing to right-of-ways	Some property taking, supports Town vision and addresses problems and opportunity statements	Not a significant cost
Urban Design	Landscape boulevards, median, roundabouts	Limited right-of-way (used by road and trails) has resulted in significant scaling back of available urban design corridor. Cooperation with private owners would enhance corridor in commercial district (north of Cahill)	Some property taking, supports Town vision and addresses problems and opportunity statements with cooperation of land owners, urban design features can be extended on private property	Not a significant cost
	Lighting improvements		Enhance corridor appearance, softens impact of road improvements	



Malden Road Transportation, Public Safety & Urban Design Improvements Project



VICTOR FOARD AND ASSOCIATES INC
Landscape Architects

Improvements to Malden Road Recommended Design Summary

The Recommended Design includes the following:

- 5 lane cross section in Town Centre (Todd Lane to Cahill Drain)
- 3 lane cross section, south of Cahill Drain
- Cycling lanes/wider curb lanes to accommodate on street cycling
- Pedestrian walkways on both sides of road in Town Centre
- Sidewalk on west side of road, south of Town Centre
- Multi-use Pathway on east side of road, south of Town Centre
- Urban design features along entire corridor
- Enclosed drainage system (storm sewers)
- Roundabout at Todd Lane to improve safety and to enhance urban design features
- Utility pole relocation at various locations on Malden Road
- Property acquisition at various locations.



Malden Road Transportation, Public Safety & Urban Design Improvements Project



How can I Provide My Comments on this Presentation?

After you have reviewed this information
and talked to members of the Project Team,
please complete a Comment Sheet.

Your Input
IS
Important to the Success of
this Study

You may fill in your comment sheet and
hand it in before you leave or
mail it to the address indicated before
November 14, 2008.

Thank You for Attending



APPENDIX K

**PUBLIC & AGENCY INPUT
FOLLOWING PIC #1**

MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #1
 Record of Attendance
 (Please Print)

Name	Mailing Address/Postal Code
M.F. Neil	1700 Naples Cr. LaSalle
MARGUERITE WALEES	305-1855 NORMANDY ST. LaSalle
TOM BATEMAN	COUNTY OF ESSEX
Sony Guvarasi	1765 CALIFORNIA.
Tom GEIGER	5979 BALLANTRAE
Bonnie Mousseau	5968 Ballantrae
LINDA GEIGER	5979 BALLANTRAE CRRS
CHUCK FAUBOAT	6675 MALDEN N9H1T5
DAN VINCENT	674 STEVEN DR. (6165 MALDEN ; 6225 MALDEN.)
Ron Kiberdy	1710 Naples Cres. N9J3Y9
Mary Moss	6050 Malden Rd N9H1S8
Andy Mills	6915 MALDEN RD N9J-2T6
Josette Eugeni	1266 McDougall Windsor N9X3M7



MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #1
 Record of Attendance
 (Please Print)

Name	Mailing Address/Postal Code
Guedzin Filchell AMCO Properties	2155 FOXON DRIVE RR#1 Oldcastle NOR 1LO.
Ron/Carol Welch	1525 Normandy
JOE WENZLER	6709 MALDEN RD N9J 2K9
Florence A Sawyer	9515 Malden rd
Charles Burger	9515 Malden
SANDRA HAVENS	380 HWY #18
ROB LAZON	266 RAMBLEWOOD
Gillian Stefanczyk	1765 Stanton St.
SANDY STANKOV	Coco Group.
WOLFGANG KIRCHNER	5670 MALDEN ROAD
Mary Tessier	Sharp Bus Lines 448 Alma St. P.O. Box 69 Amherstburg
Cecile P. Crouzman	8475 Baseline Meindstone
Peter Valente	2985 Dougall Ave.

please
 send copies
 of boards

pvalenti@valentecorp.com



MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #1
 Record of Attendance
 (Please Print)

Name	Mailing Address/Postal Code
BOB FETHERSTON	LASALLE BUSINESS ASSOCIATION 40 BOB FETHERSTON
	2735 TALBOT RD. LASALLE ON N9H 1A7
Dr RS Charron	5805 Malden Rd N9H 1S3
KEVIN O'NEIL	1465 LISGAR DRIVE LASALLE, ON, N9J 3N1
MIKHAIL FEDYUK	560 KENWOOD, LASALLE
WAYNE FORTIN	6045 MALDEN ROAD
CHRIS BROWN	400 City Hall Square, Windsor
Joe Lepera	6250 MORTON IND.
Tim EVERINGHAM	7130 MALDEN ROAD
Lina Tavolien	7075 Malden Rd
* SPD	7145 MALDEN RD 519-256-7690 Please phone re: board copies.
ERNEST VEGH	7145 MALDEN RD.
* KAYE VEGH	7145 MALDEN RD. 519-734-8709



Please call re: board copies.

MALDEN ROAD IMPROVEMENTS
Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #1
Record of Attendance
(Please Print)

Name	Mailing Address/Postal Code
Kathy Vegh	7145 Malden Rd.
MA	5705 MALDEN RD
DANIEL LIZY	6015 Malden Rd.
DAN DINUNZIO	1635 MAPLE AVE.
BRUCE PACIERKA	4909 Malden Rd.
EVELYN BENNETT	7210 MALDEN RD.



MALDEN ROAD IMPROVEMENTS
Transportation, Public Safety, and Urban Design

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Public Comments

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Please complete the following information for our records (Please print).

Name	DAN VINCENT
Address	6165 MALDEN / 6225 MALDEN
Telephone	519-734-0076
E-mail	dvincent@primus.ca

Comments:

4 lane to 3 lane doesn't help traffic
in the 3 lane section

has to be 4 lanes sidewalks both side
and multi use pathway. the hard
part is to make it work

Malden Rd zone change to commercial
could create more street side small
stores

Mr. L. Silani, MCIP, RPP, Director of Planning
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5950 Malden Road
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Fax: (519) 969-4469
lsilani@town.lasalle.on.ca

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Windsor, ON N8W 5K8
Ph: (519) 948-5000
Fax: (519) 948-5054
vhebert@dillon.ca



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Please complete the following information for our records (Please print).

Name	MARY & CLIFF MOSS
Address	6050 Malden Road 14 Gerillo
Telephone	519-478-0111
E-mail	

Comments:

Will our approximate 200 yr. old evergreen trees 'remain' in our front yard - along with our privacy evergreens along Malden???

Fix the timing of traffic lights in town to be more in sync.

Need benches along Cahill Drain - seniors need rest stops.

? More 'STOP LIGHTS' along Malden Rd. or Cross Walk lights - Families close to being 'Run Over' at Malden & Gerillo Street just crossing over.

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Please complete the following information for our records (Please print).

Name	Gillian Stefanczyk
Address	1765 Stanton LaSalle
Telephone	434-9093
E-mail	gstefanczyk@sympatico.ca

Comments:

I found little info addressing the pedestrian issue @ Morton + Malden. People coming off the trail walk down Morton Road (sometimes as many as a dozen pedestrians/bike). They do not have a good connection to cross Malden Rd to access continuation of trail N of Cahill drain. There are often pedestrians in the right-hand turn lane from Malden to Morton.

I would favour a four lane Road further south than the Cahill drain - even if Streetscaping stopped at the drain.

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Please complete the following information for our records (Please print).

Name	SANDRA HAVENS
Address	from first meeting
Telephone	
E-mail	

Comments:

if you have more streets coming into Malden Rd. we will need a 4 lane Road to give great access to Malden.

Does any of these have rest areas along the route

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Please complete the following information for our records (Please print).

Name	ROB LAUZON
Address	266 RAMBLEWOOD
Telephone	978-2834
E-mail	NUMBERS@JET2.NET

Comments:

framework design, identifies uniqueness of 3 areas
 cul de sacs on some roads at Malden.
 where will other traffic light between Cabell +
 Laurier be put
 3 lanes in mixed/res/com area good idea so there
 is still room for wide enough pathways
 Rest areas or breaks along the way
 - consider benches every other block + stools or
 single seats for exhausted elderly or disabled
 S shaped road to alter side of road to remove
 loads.

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Please complete the following information for our records *(Please print)*.

Name	Cecile Crouhman
Address	8475 Baseline Windsor
Telephone	734-1740
E-mail	Impress1 onism @ sympati.co.ca

Comments:

- Public Transit system would reduce traffic congestion (County wide) wide)
- Cycling lane much needed
- probability that above actions would eliminate need to expand/widen many of our roads

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Please complete the following information for our records (Please print).

Name	EVERYNI BENNETT
Address	7210 MALDEN RD.
Telephone	519-98-3169
E-mail	

Comments:

- WE DEFINATELY HAVE TO MOVE AHEAD WITH SOMETHING TO MAKE THE AREA AROUND THE COMPLEX EASIER TO GET IN AND OUT OF THE COMPLEX AND TAKE CARE OF THE PEAK TRAFFIC TIMES.
- I WOULD LOVE TO HAVE A CURB IN FRONT OF MY HOUSE. ALSO I WOULD BE VERY EXCITED TO HAVE THE HYDRO LINES BURIED UNDER GROUND TO GET RID OF THE 2 HYDRO POLES IN FRONT OF MY HOUSE.

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Please complete the following information for our records (Please print).

Name	Rivest Tavolieri
Address	7075 Malden Road
Telephone	918-2905
E-mail	Havolier1@copeco.ca

Comments:

Turning Malden Rd. into 4 or 3 lane highway will be a nightmare for me. As it is I now have difficulty turning safely onto Malden Rd when the soccer games are on. Please do not widen Malden. There seems to be so much open land behind the Volmer Complex. Traffic leaving the complex can leave using Bouffard or Laurier from the back. Also entrance v/s/b on Laurier to soccer fields

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Please complete the following information for our records *(Please print)*.

Name	
Address	
Telephone	
E-mail	

Comments:

Living on Malden Rd is now a nightmare. Widening Malden would be terrible. I definitely won't be able to turn onto Malden

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Please complete the following information for our records (Please print).

Name	<i>Livia Tavolieri</i>
Address	<i>7075 Malden</i>
Telephone	<i>978-2925</i>
E-mail	<i>Havolier1@coqeco.ca</i>

Comments:

I have extreme difficulty turning onto Malden Road from my driveway when soccer games are going on. Pls. do not widen Malden Road. Access to the soccer fields can be made from either Laurier or Bouffard and exiting cars, the backroads. There is plenty of open fields.

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Please complete the following information for our records (Please print).

Name	Rivnat Tavolieri
Address	7075 Malden
Telephone	978-2905
E-mail	rtavolier1@csgeco.ca

Comments:

Do Not Widen Malden Road
~~Do Not~~
Soccer traffic should go the
backway somewhere. Open fields
in back

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3200 Deziel Drive, Suite 608
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Ph: (519) 948-5000
Fax: (519) 948-5054
vhebert@dillon.ca



MALDEN ROAD IMPROVEMENTS
Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #1
Public Comments

Thank you for attending the Public Information Centre. We trust you have found the information helpful in understanding the scope of this project. If you wish to provide further comments, you may complete this form and leave it at the door, or return to either of the addresses below by July 11, 2008.

Please complete the following information for our records (Please print).

Name	PHELPS, MATT
Address	5705 MALDEN RD
Telephone	519 982 6388 519 982 6388
E-mail	mephelps9@yahoo.ca

Comments:

ROUND ABOUTS DO NOT WORK IN NORTH AMERICA. YOU WILL HAVE MORE ACCIDENTS, DUE TO NOT KNOWING HOW TO USE THEM. IF YOU CHANGE THE LANDSCAPE TO A CITY LIKE SETTING, YOU TAKE AWAY FROM THE CHARM OF THIS TOWN. I DO NOT SEE THE NEED TO SPEND TAX MONEY TO DO THIS AT THIS TIME. PEOPLE ARE LOOSING THEIR JOBS MORE & MORE, SO WHEN THEIR PROPERTY TAXES GO UP TO PAY FOR THIS THEY LOSE THEIR HOMES TOO!! YES I DO FEEL WE NEED BETTER SIDE WALKS AND BIKE TRAILS BUT I DON'T THINK WE NEED TO WIDEN THE ROAD. HAVE MORE TO SAY BUT NOT ENOUGH TIME OR SPACE.

Mr. L. Silani, MCIP, RPP, Director of Planning
 Town of LaSalle
 5950 Malden Road
 LaSalle, ON N9H 1S4
 Ph: (519) 969-7770 ext. 288
 Fax: (519) 969-4469
 lsilani@town.lasalle.on.ca

Mr. V. J. Hebert, P. Eng., Project Manager
 Dillon Consulting Limited
 3200 Deziel Drive, Suite 608
 Windsor, ON N8W 5K8
 Ph: (519) 948-5000
 Fax: (519) 948-5054
 vhebert@dillon.ca



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Please complete the following information for our records (Please print).

Name	KEVIN O'NEIL
Address	1465 LISGAR DRIVE, LASALLE, ON, N9J 3N1
Telephone	(248) 512-7566
E-mail	[REDACTED] EONEIL@COGECO.CA

Comments:

① CORRIDOR SHOULD INCLUDE MULTI-USE PEDESTRIAN/BIKE PATHS ON EAST AND WEST OF MALDEN ROAD, DELINEATED FROM VEHICULAR PORTION OF ROADWAY WITH FIXED BUFFER.

② MULTIPLE PEDESTRIAN/BICYCLE CROSSINGS SHOULD BE INCLUDED. GRADE SEPARATED CROSSINGS WOULD BE PREFERRED, BUT IF NOT FEASIBLE, DEDICATED PEDESTRIAN/BICYCLE SIGNALS SHOULD BE INCLUDED (SIMILAR TO ~~TRAIL~~ SIGNALS ON SPRUCEWOOD & MATCHETT W/ TRAIL CROSS.) REASON: TRYING TO CROSS WITH BIKE AT VEHICULAR INTERSECTIONS POSES DANGER FROM DRIVING VEHICLES. THEY DON'T LOOK FOR BIKES.

③ CORRIDOR MUST INCLUDE MULTIPLE BIKE RACKS/LOCKING STATIONS AND SOME SHOULD BE (CONTINUED OVERLEAF)

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lsilani@town.lasalle.on.ca

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vhebert@dillon.ca



Full sub
 PATH
 DELINEATED
 FROM
 ROADWAY
 WITH
 BUFFER
 [scribbles]

CARGE ENOUGH FOR BIKES WITH TRAILERS*

④ DESIGN SHOULD ENCOURAGE USE OF CYCLING FOR PEOPLE WHO WANT TO SHOP, ATTEND SCHOOL, GO TO WORK, ETC., NOT EXCLUSIVELY RECREATION

⑤ DESIGN SHOULD INCLUDE APPROPRIATE LIGHTING THROUGHOUT CORRIDOR.

⑥ LOCAL POLICE SHOULD BE ENCOURAGED TO USE THEIR BIKES & ATVs TO PATROL THESE AND OTHER TRAILS TO DISCOURAGE VANDALISM & FOSTER RAPPORT WITH CYCLISTS.

Mr. L. Silani
Director of Planning
Town of LaSalle
5950 Malden Road
LaSalle, Ontario N9H 1S4

Attention: Mr. L. Silani,
Director of Planning

Dear Mr. Silani:

Subject: Malden Road Transportation, Public Safety, & Urban Design Improvement

I am very interested in this project but have been unable to attend the two scheduled information sessions. I would like to be put on the study mailing list. My perspective is that of the **pedestrian** particularly in the area from Todd Lane to Stuart Boulevard which is presently highly commercialized. Walking is my primary mode of transportation.

In order to comment on your proposal I examined the present situation and developed the following nine pedestrian-related design principles:

Developments which are used to increase the speed and flow of vehicular traffic need to be carefully examined for their possible simultaneous detriment to pedestrian traffic.

Turning lanes increase the difficulty for pedestrians, advanced-green traffic lights decrease the difficulty for pedestrians.

Pedestrians should not be forced to compete with vehicles for use of turning lanes, etc. requiring them to accurately judge the speed of the oncoming vehicle. This could be remedied by an enforced requirement to yield to pedestrians. A simple requirement that all vehicles must turn behind pedestrians would greatly reduce the danger during both right and left-hand turns. A device to force reduced speeds in intersections would be another solution.

A requirement that vehicles stop behind the crosswalk and not enter it until pedestrians have crossed would benefit both those crossing north and south and those crossing east and west. It would also prevent cars being in a position to try and beat the start-up of the line of oncoming traffic at a light change. (Believe it, it happens.)

Developments put in to aid pedestrians must be "walked-through" to check that they are fully functional day and night in all weather. Islands help pedestrians at wide intersections but must be wheelchair accessible. Pedestrian traffic signal buttons must be close enough and on the same side as the curb cut. Pedestrian traffic

signal periods must be long enough and properly understood by both pedestrians and motorists. **Snow Removal Practices** must not be allowed to obstruct curb cuts, and must include sidewalks (even across vacant land) so pedestrians will not be forced to scale Everest at each intersection and/or walk in the street. This requires cooperation/enforcement/planning by the Town, the businesses, the homeowners and private snow removal companies.

The number of decisions that either drivers or pedestrians must make at any one time needs to be reduced. This is probably a factor in motorists being able to see pedestrians but not having them on their mental radar screen (similar to what happens in cell phone distraction). This may be one factor in Senior's Syndrome-- the senior's decision to avoid using the intersection and surprising motorists by crossing in the middle of the block. Following the traffic signal does not prevent the pedestrian from having to negotiate the first turning lane, avoid the cars making left-hand turns and dodge the cars making right hand turns just to cross the street.

Proper attention must be given to when drivers are making their decisions. Pedestrians need to be visible to drivers as they are making their decision to turn which often is far in advance of the corner. This requires adequate lighting and lines of sight.

Turning places must look like turning places so drivers and pedestrians are psychologically prepared. The strip malls on the southwest corner of Malden and Sprucewood and on the east side of Malden north of Omira have cars turning in or backing up **anywhere** through the pedestrian pathway. The laneway on Normandy into the Bella Vista Plaza looks like a driveway but functions as a street. The sidewalk in front of Block Buster/ Hakim is set so far in from the street that drivers do not treat it as a sidewalk with pedestrians.

All changes/improvements must be assessed for their impact on the disabled and children using current best practices for independent use . The Windsor Transit buses are now wheelchair accessible but friends cannot take advantage of them because of the Malden/Normandy intersection. (Just today the crosswalk across the north side of Malden was blocked for a gentleman in a motorized scooter by a motorist who had to abort a left-hand turn when the light changed.) Included in this group are those using wheeled walkers, and the cognitively disabled. Sidewalks that are not continuous, do not match up across intersections, are lacking, are not separated from vehicles at grade level cannot be used by the blind. Teaching children to wait for the "little man" may no longer be enough to guarantee their safety.

Bicycle lanes are a great way to increase safety for cyclists and separate them from traffic and to some extent separate them from pedestrians. However, this means they must either share the roadway with the motorists or the sidewalk with the pedestrians to get to Malden. If they share the sidewalk with the pedestrians they should be required to announce their passing with a bell (as in Europe) and yield to pedestrians. They require lights for travel at night. A consistent use of the sidewalk

(much as used on the roadway) would help cyclists and pedestrians. Cyclists seem to be unaware of the damage they can do in knocking a pedestrian to the ground. Bicycle paths (sidewalks) must be far enough out from the corners of buildings to make the cyclist visible when he intersects with oncoming pedestrians.

Consideration should be given to the possibility of separating pedestrians and vehicles in time or space.

Consideration might be given to having times when no vehicular turning is allowed.(advanced green turning but no turning right on the red light). Consideration might be given to stopping traffic completely on call and allowing pedestrians to cross in all directions at the same time. Consideration might be given to beefing up pedestrian accessibility on two of the four sides of an intersection.

Having all our citizens physically active is good for them and good for the environment. I look forward to studying and commenting on your proposal.

Yours truly,

Marguerite Wales
1855 Normandy St.
LaSalle, Ontario N9H 2R4

cc: Mr. V. J. Hebert, P.Eng. Project Manager
Dillon Consulting Limited

MALDEN ROAD IMPROVEMENTS
Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #1
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Please complete the following information for our records (Please print).

Name	MRS. C. WELCH
Address	1525 NORMANDY
Telephone	519-966-3098
E-mail	

Comments:

We Enjoyed The opportunity to ATTEND THIS Open House. We Look Forward to Any + All Improvements As They Become A Reality.

We DO HAVE A Serious Concern ABOUT The Problem OF TRAFFIC SIGNALS ON MALDEN RD. SPECIFICALLY The Intersections With Normandy And SPRUCEWOOD. There Are An Amazing Number OF People Who Continue On Malden + Ignore Their Red Light. Both in our Vehicle and Walking to the Commercial Area From Home. We Have Hardly a day go by when A vehicle Doesn't Pass Through when the Signal for Malden is Red.

Mr. L. Silani, MCIP, RPP, Director of Planning
 Town of LaSalle
 5950 Malden Road
 LaSalle, ON N9H 1S4
 Ph: (519) 969-7770 ext. 288
 Fax: (519) 969-4469
lsilani@town.lasalle.on.ca

Thanks
 For
 Your
 Concern.

Mr. V. J. Hebert, P. Eng., Project Manager
 Dillon Consulting Limited
 3200 Deziel Drive, Suite 608
 Windsor, ON N8W 5K8
 Ph: (519) 948-5000
 Fax: (519) 948-5054
vhebert@dillon.ca



P.S. Have You Considered Photo-Detection, i.e. Cameras, To Catch Those Drivers Who Proceed on a Red Light? IT WORKS IN OTHER COMMUNITIES!

Chadwick, Lori

From: Hebert, Victor
Sent: July 14, 2008 7:18 AM
To: Chadwick, Lori; Caza, Nicole; Soldo, Edward
Subject: FW: Malden Road Improvements

Lori... another comment

From: Sean Davidson [mailto:sdavidson@davidsonheritage.com]
Sent: Friday, July 11, 2008 5:09 PM
To: Hebert, Victor
Cc: Isilani@town.lasalle.on.ca
Subject: Malden Road Improvements

Attention; Mr. V. J. Hebert, P. Eng., Project Manager

Comments regarding the Malden Road Improvements:

There is a dirt road that runs along the south side of Sandwich Secondary School, this road is currently used to access the soccer fields.

According to the site plans for the "REC Center" project, this road is a construction access road, and was never intended to be a "permanent roadway".

This roadway needs to be closed. It is my opinion that any attempt to make it permanent would be met with a vigorous legal challenge.

"ALL" traffic to the soccer fields should be using Laurier Parkway, that's why you built it.

Since planning has not thought about this, may I recommend a solution.

There will be a high volume of traffic coming from Windsor, Tecumseh and the surrounding area, an access road off of Bouffard road to the complex and soccer fields would:

- 1: Eliminate the traffic congestion that exists on Malden Road, and enable users of the REC Center and Soccer Fields to access the facilities unabated by any traffic congestion.
- 2: As we are all aware from all of the research and impact studies produced on the second border crossing, Planning needs to consider:

Opening up access to the complex and soccer fields from Bouffard which is non residential in that area (Farm Field)

This would reduce the smog and greenhouse gases on Malden Road from the idling vehicles and the environmental impact to the surrounding "residential" neighborhood and school yard. There has been plenty of traffic impact studies produced for the second border crossing over the last several years, that indicate idling vehicles are a major contributor to lung disease which will lead to lung cancer. I'm sure this issue would be met with a vigorous legal challenge.

Further, the Region's economy is to shrink, and demographics suggest a declining population with lower income levels for the area.

Therefore you have a declining tax base which to draw from.

Your presentation suggests a downtown streetscape for the commercial area. You should "revisit the drawing board".

You do not have a downtown area like Ouellette avenue, and Ottawa Street in Windsor.; you have a series of strip malls.

Streetscapes and strip malls do not complement each other., there is no pedestrian traffic to warrant such an expansion.

Malden Road Improvements could be a good thing if it is done correctly and at the right time.

Your presentation suggests to me you have missed the boat on both accounts.

cc. Mr. L. Silani, MCIP,RPP, Director of Planning.

Sean P. Davidson
sdavidson@davidsonheritage.com

7145 Malden Road
Lasalle, ON
519-734-8709

Chadwick, Lori

From: Hebert, Victor
Sent: March 10, 2008 12:59 PM
To: Chadwick, Lori
Subject: FW: traffic lights

lori. please file this with EA.

From: Larry Silani [mailto:lsilani@town.lasalle.on.ca]
Sent: March 10, 2008 12:48 PM
To: Iona College
Cc: Robert Hayes; Kris Street; Allen Burgess; Jerry Barycki; Hebert, Victor; Brian Geary
Subject: RE: traffic lights

Ms Rose:

By copy of this reply, I am forwarding your email to our Town Engineer (Mr. Robert Hayes). I am also sending a copy to our Traffic Engineering Consultants for their information. Your comments are timely, in that we are embarking on a transportation study (environmental assessment) for the Malden Road Corridor ---- to address public safety, capacity and urban design issues that will result in improved conditions and streetscapes for motorized vehicles, cyclists and pedestrians that use Malden Road and the intersecting streets and adjoining properties. For your information, as part of this transportation study, there will be public open houses later this spring and summer at which time you are welcome to attend the sessions to provide input regarding your specific concerns. These meetings will be advertised in the local community newspapers.

In the meantime, I trust that this brief explanation is of assistance.

Larry Silani, M.PL., MCIP, RPP
Director of Planning & Development Services
Town of LaSalle
5950 Malden Road
LaSalle, Ontario
N9H1S4
Phone: 519-969-7770, ext. 288
Fax: 519-969-9852

From: Iona College [mailto:office@ionacollege.edu]
Sent: Friday, March 07, 2008 9:47 AM
To: Larry Silani
Subject: traffic lights

Hello Larry,

I am not sure if you are the right person to address this to. If you are not, could you please forward my request to the appropriate person?

I am writing because I am frustrated with the timing of the light on Malden Road intersecting Delmar Street. It seems to be an unnecessarily long red light when traveling north on Malden Road. In the mornings I can wait up to 3 light changes before I can cross the intersection. It also ties up traffic at the Sprucewood and Malden

intersection as well in the mornings because of the high amount of traffic turning left onto Malden. The cars are so backed up that the cars are unable to make a left turn.

In my opinion, Delmar is not a high traffic road and it could handle a longer red light in order to achieve a longer green light on Malden.

Could you let me know if there is anything that could be done about this? Are you able to reset the timers on these lights?

Thank you very much for your consideration in this matter.

Sincerely,

Sandi

Sandi Rose

Chadwick, Lori

From: Hebert, Victor
Sent: April 28, 2008 8:14 AM
To: Chadwick, Lori; Caza, Nicole
Subject: FW: Malden Road Transportation, Public Safety & Urban Design Improvement Project
Attachments: Issues and Design Workshop flyer.pdf; 20080421131928.pdf

Lori, file...

From: Larry Silani [mailto:lsilani@town.lasalle.on.ca]
Sent: Friday, April 25, 2008 11:33 AM
To: Brenda Andreatta
Cc: Kevin Miller; Robert Hayes; Hebert, Victor
Subject: Malden Road Transportation, Public Safety & Urban Design Improvement Project

Brenda:

The attached notice of study commencement and the invitation for property owners/tenants/stakeholders to attend the May 7th Issues and Design Workshop have been sent out to affected residents and businesses within the study area by our Consultants.

Please provide copies of this information to members of Council.

As the study progresses, we will be providing Council with periodic updates at key project milestones.

Larry Silani, M.Pl., MCIP, RPP

Director of Planning & Development Services
Town of LaSalle
5950 Malden Road
LaSalle, Ontario
N9H1S4
Phone - (519) 969-7770, ext 288
Fax - (519) 969-9852



June 27, 2008

To Whom It May Concern,

RE: ORC Initial Comments on PIC: Transportation and Design Improvement, LaSalle

Thank you for circulating Ontario Realty Corporation (ORC) on your Public Information Centre. The ORC is the strategic manager of the government's real property with a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives of the government.

Our preliminary review of your notice and supporting information indicates that ORC-managed property is in the study area. As a result, your proposal may have the potential to impact this property and/or the activities of tenants present on ORC-managed lands. Attached please find a map that identifies to assist you in identifying and avoiding potential impacts.

Potential Negative Impacts to ORC Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, and impacts to natural heritage features/habitat and functions, should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices and MNR and MOE standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of ORC managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative these should be appropriately mapped and quantified within EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. ORC requests circulation of the draft EA report prior to finalization if potential impacts to ORC managed lands are present as part of this study.

Cultural Heritage Issues

If proposed alternatives may impact cultural heritage features on ORC managed lands, we would request that the examination of cultural heritage features be enhanced to include issues such as cultural landscapes, archaeology and places of sacred and secular value.

Potential Triggers Related to ORC's Class EA

The ORC Class Environmental Assessment (ORC Class EA) applies to a range of realty and planning activities including leasing or letting, planning approvals, selling, demolition and property maintenance/repair. For details on the ORC Class EA please visit the Environment and Heritage page of our website found at <http://www.orc.on.ca/Page133.aspx>. If the ORC Class EA is triggered, consideration should be given to explicitly referring to the ORC's undertaking in your EA study.

The purchase of ORC lands or disposal of rights and responsibilities (e.g. easement) for ORC lands triggers the ORC's Class EA. If any of these are being proposed as part of any alternative, please contact the Sales and Marketing Group through ORC's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672) at your earliest convenience to discuss next steps.

The undertaking of physical work on ORC lands also triggers the ORC Class EA. If any work is proposed on ORC lands, please contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

Please note that Hydro corridor lands appear to be affected by the undertaking and ORC has lands within the surrounding area of the study. Please note that should you require access or will impact any of these properties please contact ORC and/or Hydro One for proper process and access to the properties.

Concluding Comments

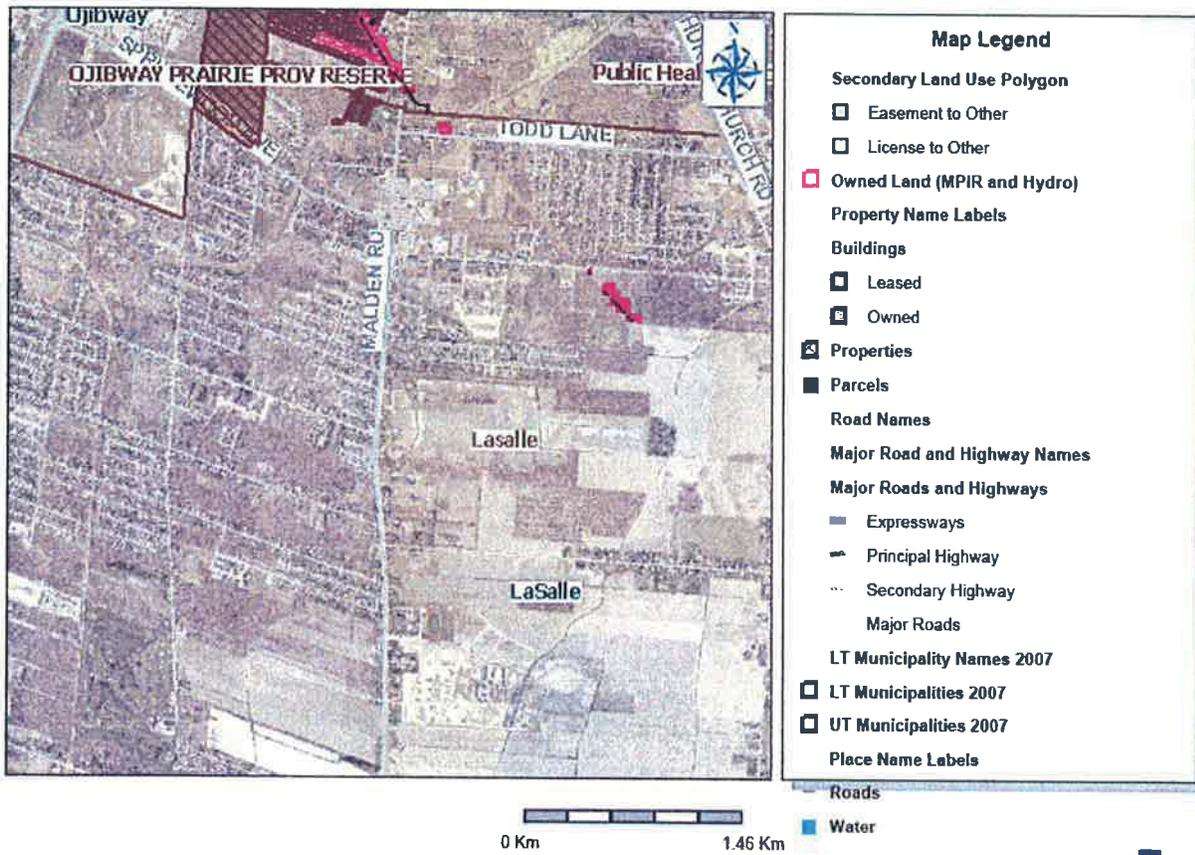
Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions on the above I can be reached at the contacts below.

Sincerely,



Lisa Myslicki
Environmental Coordinator
Ontario Realty Corporation - Professional Services
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@ontariorealty.ca

Appendix 1: Location of Properties



Date: 6/27/2008 9:53:51 AM

For discussion purposes only.



APPENDIX L

**PUBLIC & AGENCY INPUT
FOLLOWING PIC #2**

MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #2

Record of Attendance

(Please Print)

Name	Mailing Address/Postal Code
Michele Benvenuto	8870 Broderick N9A 6Z6
DOM VIKIRA	230 MINNIO AVE N9J 3M1
DAN DIAMANTO	1635 MAC AVE N9J 3L2
Monica Barila	1810 MEADAN LN N9J 3K7
ROGER BRATTIN	2765 BRIDGEWAY N9H 2L3
Steve Zeff	1695 STANTON N9J 3U3
Ann Kramer	2000 Talbot Rd W N9A 6S4
KIM O'NEIL	1465 LISGAR N9J 3N1
DEBBIE + WAYNE FORTIN	6045 MALDEN, N9H 1S7
A. Smith	1799 Meigs. LaSalle. N9J 2C9
Gloria Rowe	1820 Boulevard Road. LaSalle
Gloria Rowe	6760 Malden N9H 1T7
JULIAN RANLE	1820 BOULEVARD R8 N9H 1V7



MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #2
 Record of Attendance
 (Please Print)

Name	Mailing Address/Postal Code
R Langlois	1835 meagan dr
M.H. Clark	171 RAMBLEWOOD DR.
Cecilia Carro Detboursis	312 Bouffard Rd N9T1G2
C. Robitaille	6375 Malden Rd. N9H1T4
Harry Langlois	6740 MALDEN RD N9H1T7
Sandy Stanbur	Coco Group.
MATT MILLS	1654 MAPLE AVE. N4T-3L2.
KERN HARVEY	10084 ASPEN LANE WINDSOR N9R 2B8
MURRAY KROSTOFF	1501 RAMBLEWOOD N9H-3A5
JEFF HRYNEWICZ	5930 OVLEY AVE N9H1W5
Josette Eugeni	CITY OF WINDSOR.
G. W. Rubin	670 Malden Rd N9H1T7
Charles Bowyer	9515 Malden N9S2W3



MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #2

Record of Attendance

(Please Print)

Name	Mailing Address/Postal Code
Shane Seguin	5862 Malden Rd. N9H 1S4.
Ed Mielke	7915 ^{N9J 2X6} Malverette Rd., Re: 5990-6000 17 Malden Rd.
Earl & Kay Maloche	6475 Malden N9H 1T4
J. Phillips	7140 Malden Rd N9J 2T7
Karen Mauro	2440 Todd N9H-1K5 (Silhouette)
Bruce Giroux	100 Sunnyside Blvd N9J 5J2
Ron + Carol Welch	1525 Normandy St N9J 1X9
Chuck Stanlan	Lasalle Police 5950 MALDON RD. N9H 1S4
JOE WENZLER	6709 Malden Rd Lasalle N9J 2K9
CHRIS GURNIAK	1775 GOLFVIEW DR. LASALLE N9S1Z1
Jessie Gurniak (D. + G.)	1775 Golf View Dr. Lasalle N9J 1Z4
D.B. CAMERON	3771 Prairie Ct N9G 2X4
Bob & Estelle Underwood	1905 NORMANLEY ST N9H 1P9



MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #2

Record of Attendance

(Please Print)

Name	Mailing Address/Postal Code
JO ANNE BAS	1600 N. TOWNLINE N9T 2W7
Kelly Bural	845 route LaSalle N9T 3M1
BENOIT TERRAULT	675 54th W. LaSalle N9T 3G9
DENNIS SEGUIN	3500 DELIA WARE N9T 5L4
Gina Difranco	1648 Hyona N9T 3K4
JOHN + SARAH MANNING	7155 MALDEN N9T 2T6
Dave Roberts	1575 Ed Fries Dr.
Paol Petroni	5855 Cabot Ave
Judith Wrona	1101 Reaume Rd. LaSalle On. N9T 1B9
Victor Wrona	- same -
Snehalata Kamath	1402 Reaume Rd LaSalle N9T 1C2
ANDRE GAYNON	6625 Malden Rd N9H 1T5
Jim McCorquodale	5685 Malden Rd N9H 1R9



MALDEN ROAD IMPROVEMENTS
Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #2

Record of Attendance

(Please Print)

Name	Mailing Address/Postal Code
Len Mariani	6680 MALDEN Rd N9H 1T6
RS Charron	5805 Malden Rd.
Ed Matti	6890 Malden Rd.
SANDRA HAVENS	380 HWY # 18 N9S1A4
Rob Lauzon	266 Ramble Wood N9S2B3
Paul Siddall	1810 Meagan Dr N9T 3K7
CATHY GREENHAM BRIAN GREENHAM	2730 SOUFFARD RD. N9H 1W2
GLORIA KENNY	7296 MALDEN RD. N9T2T7
IRENE QUENNEVILLE	7300 MALDEN RD. N9T2T7

3:00



MALDEN ROAD IMPROVEMENTS
Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #2
 Public Comments

Thank you for attending the Public Information Centre. We trust you have found the information helpful in understanding the scope of this project. If you wish to provide further comments, you may complete this form and leave it at the door, or return to either of the addresses below by **November 14, 2008**.

Please complete the following information for our records (Please print).

Name	KEVIN O'NEIL
Address	1465 USGAR DRIVE LASALLE, ON, N9J 3W1
Telephone	(248) 512-7560 (WORK)
E-mail	kooneil@citypcu.ca

Comments:

- IS THERE ANY NEED FEASIBILITY FOR TRAFFIC SIGNAL AT REAGAN WYOMING, DELMAR & MALDEN?

* STRONGLY SUPPORT ~~WYOMING~~ PEDESTRIAN CROSSING AT STRATKOVA *

- SUGGEST AN ADDITIONAL PEDESTRIAN CROSSING AT SOUTH END NEAR TULLY CREEK TO CONNECT TO TULLY CREEK TRAILS BEHIND SOTIABANK

- COMPLETE CONNECTION BETWEEN DELMAR AND ~~WYOMING~~ WYOMING

Mr. L. Silani, MCIP, RPP, Director of Planning
 Town of LaSalle
 5950 Malden Road
 LaSalle, ON N9H 1S4
 Ph: (519) 969-7770 ext. 288
 Fax: (519) 969-4469
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Mr. V. J. Hebert, P. Eng., Project Manager
 Dillon Consulting Limited
 3200 Deziel Drive, Suite 608
 Windsor, ON N8W 5K8
 Ph: (519) 948-5000
 Fax: (519) 948-5054
vhebert@dillon.ca



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Public Comments

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Please complete the following information for our records (*Please print*).

Name	Guido Benvenuto
Address	8870 Broderick
Telephone	519-978-9863
E-mail	g.benvenuto@sympatico.ca

Comments:

Why ~~is~~ are they not going to
continue down Malden to Kelly Road
due to the fact that there is a school
there.

Mr. L. Silani, MCIP, RPP, Director of Planning
Town of LaSalle
5950 Malden Road
LaSalle, ON N9H 1S4
Ph: (519) 969-7770 ext. 288
Fax: (519) 969-4469
lsilani@town.lasalle.on.ca

Mr. V. J. Hebert, P. Eng., Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Ph: (519) 948-5000
Fax: (519) 948-5054
vhebert@dillon.ca



MALDEN ROAD IMPROVEMENTS
 Transportation, Public Safety, and Urban Design

PUBLIC INFORMATION CENTRE #2
 Public Comments

Thank you for attending the Public Information Centre. We trust you have found the information helpful in understanding the scope of this project. If you wish to provide further comments, you may complete this form and leave it at the door, or return to either of the addresses below by **November 14, 2008**.

Please complete the following information for our records (Please print).

Name	ROB LAUZON
Address	266 RAMBLEWOOD
Telephone	978-1113
E-mail	NUMBERS @ JET 2. NET

Comments:

Roads to west of Malden need a curb along centre line, 20 feet from intersection. The width of curbside would be adequate, rising to six inches in height. This will keep everyone on their side, as law suggests is cheaper than law enforcement.

Heading west on Sprucewood from Malden many people turn left into plaza where Schwa's & LaSalle Post is. Road is not wide enough & too many people come around corner & are not aware of stopped vehicles. Left turn lane into new Regal plaza & this other plaza Imperial to will alleviate problem

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Please complete the following information for our records (Please print).

Name	416849 ONTARIO INC
Address	5805 MALDEN Rd N9H 1S3
Telephone	519 981-0325
E-mail	

Comments:

After project do I get an updated survey?
Who incurse legal costs?
Anything of value removed for construction, is there a compensation? eg Evergreens?
Cost to move an existing sign, who's cost?
MPAC → New Survey = New Value.
does MPAC make change to property value?
or do I have to chase them?
MPAC → IF all frontage is taken, does property still fall under "frontage" even with loss of depth?
Orford side will lose frontage: Same Questions
Driveway: Any change to structure: who's responsible for cost?
OVER.

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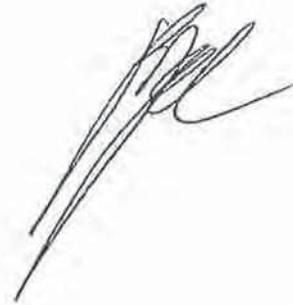
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Electric & Telephone are Fed from Pole
on Orford, at rear of property:

Will they need to be buried?

R. J. Charron

A handwritten signature in black ink, appearing to be 'R. J. Charron', written in a cursive style with a long, sweeping underline.

10/17

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Please complete the following information for our records (Please print).

Name	Cindy Crobitaille
Address	6375 Malden Rd
Telephone	519-978-2328
E-mail	crobitaille1@wgeco.ca

Comments:

Please no tree in my driveway - we
 share the driveway and it allows us
 to turn and pull out straight into
 driveway - not back out.

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Horvath, Kimberly

From: Caza, Nicole
Sent: Friday, October 31, 2008 11:22 AM
To: Soldo, Edward; Horvath, Rudy; Hebert, Victor
Cc: Horvath, Kimberly
Subject: FW: Malden Road EA

See comments/questions below regarding transportation.

Kim, we should include in the ESR.

Thanks,
Nicole

Nicole Caza, P. Eng.
Associate
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Tel: (519) 948-5000, ext. 3246

From: Claudia DeThomasis [mailto:CDeThomasis@stclaircollege.ca]
Sent: October 31, 2008 11:03 AM
To: Caza, Nicole
Subject: Malden Road EA

Hi Nicole

Further to the public meeting last night, I have a few more comments/questions for the study team to review (I don't need a response, I just wonder if consideration was given to these items and if not perhaps they can be reviewed).

I agree that removing the offset in the intersections of Bouffard and Malden is a good idea for thru traffic on Bouffard but I wonder if any thought was given to the impact to left turn movements from Bouffard to Malden and the traffic volumes for the intersection as a four leg intersection versus two three leg intersections. Specifically if this becomes a four leg intersection, will left turn movements from Bouffard to Malden be more difficult despite the addition of left turn lanes?

Has any thought been given to improving the configuration at Reaume at Malden? Currently the intersection is not quite a 90 angle which makes sight lines when you are on Reaume trying to turn left onto Malden a bit difficult.

Thank you,
Claudia

Claudia Corro DeThomasis, P.Eng.
Professor - Civil Engineering
St. Clair College
2000 Talbot Road West
Windsor, ON N9A 6S4
Ph. 519-972-2727 Ext 4296

10/31/2008

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Please complete the following information for our records (Please print).

Name	MATT MILLS
Address	1654 MAPLE AVE.
Telephone	519-978-3369
E-mail	MMILLS@COBECO.CA.

Comments:

- IT APPEARS THAT YOU ARE ON THE RIGHT TRACK, CONGRATULATIONS!

- PROGRESSIVE THINKING / PLANNING OBVIOUS.

- AS A CYCLING COMMUTER I CAN APPRECIATE DESIGNATED LANES. PRESENTLY I DO RIDE ON THE ROAD NOT THE MULTI-USE LANE (JUMPING CURBS - UNSAFE FOR MYSELF AND VEHICLES APPROACHING INTERSECTIONS). ALSO, WALKING ON PRESENT LANES CAN BE A TEST OF FATE AS WELL.

- NOTHING FURTHER TO ADD - I RETURN TO FIRST LINE.

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Please complete the following information for our records (*Please print*).

Name	Cleyns Pawle
Address	1820 Boufford Road.
Telephone	
E-mail	

Comments:

		tie driveways to Boufford. shared
1820 Driveway		- dead end to the north //
6760	B O U F F O R D	
Malden		

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(12)

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Please complete the following information for our records (Please print).

Name	Bob Duschaine
Address	6760 Malden
Telephone	
E-mail	

Comments:

Check ownership of old alleyway.

6760

allowance for second driveway.

is there opp to swap land along Bouffard for Malden

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vhebert@dillon.ca



Horvath, Kimberly

From: Peter Anstett [midnight1287@sbcglobal.net]
Sent: Monday, October 20, 2008 11:01 AM
To: Horvath, Kimberly
Subject: Update on Address change

Hi Kim,

I just received a letter at my old address for the La Salle Malden Road improvement meeting.

You can now send all information to our new address which is on Malden road.

As Follows:

Peter & Maureen Anstett
7130 Malden Road
LaSalle, Ontario
N9J 2T7

519-860-1771

Thank you,

Sincerely,

Peter Anstett

Mailing list for future notices has been updated Oct. 21/08.

Horvath, Kimberly

From: Hebert, Victor
Sent: Tuesday, September 02, 2008 8:32 AM
To: Horvath, Kimberly; Caza, Nicole
Subject: FW: Bicycle Pamphlet comments
Attachments: Additional info from Tom and Sue Omstead.pdf; Comments from Tom and Sue Omstead.pdf

Kim, print out and keep with comments received from public for Malden Rd

From: Jaime Garcia [mailto:JGarcia@countyofessex.on.ca]
Sent: Thursday, August 28, 2008 3:46 PM
To: Larry Silani
Cc: Soldo, Edward; Hebert, Victor
Subject: Bicycle Pamphlet comments

Hi Larry

Please find attached the comments received from Tom and Sue Omstead with respect of the Biking Pamphlet

Jaime.

Tom Bateman - Fw: Biking Pamphlet

From: "Tom and Sue Omstead"
To: "Tom Bateman"
Date: 8/21/2008 4:46 PM
Subject: Fw: Biking Pamphlet
Attachments:

Hi Tom,

Thanks for forwarding to us a draft of the LaSalle Biking Education Pamphlet. We understand and appreciate the intention of the pamphlet and think it is necessary.

As the Pamphlet you sent is still in draft form, if you are planning to use it, we'd like to provide some input. There are some typing errors (ie. PAMPHLIT and others which we can identify for you, if you wish) as well as what we feel are some mixed and potentially contradicting messages.

For example,

a) The Rules of the Road section preamble suggests that that section outlines laws of Ontario.....it doesn't. "Bicycles... are subject to the same laws... as motor vehicles" (correct) VS. "Cyclists shall give way to faster moving vehicles". We think that the latter wording is not a correct statement of the law and could support the dangerous intepretation held by some motorists that they have more rights on the road than cyclists. We think that it would be better to just say that cyclists (as slow moving vehicles like farm tractors) should be aware of and be courteous to other vehicles and make a sincere effort to ride in such a way as to avoid blocking or impeding the normal flow of traffic. If the pamphlet wishes to include the legal rules, we think the wording on the MTO website is preferred as it is unambiguous <http://www.mto.gov.on.ca/english/pubs/cycling/section5.0.shtml>:

"HTA 147 - Slow moving traffic travel on right side - any vehicle moving slower than the normal traffic speed should drive in the right-hand lane, or as close as practicable to the right edge of the road except when preparing to turn left or when passing another vehicle. For cyclists, you must ride far enough out from the curb to maintain a straight line, clear of sewer grates, debris, potholes, and parked car doors. You may occupy any part of a lane when your safety warrants it. Never compromise your safety for the convenience of a motorist behind you. **Set fine: \$85.00**"

b) "Use the appropriate lane (*right hand lane*)". The right hand lane is not always the appropriate lane to use (as shown in the Intersections section of the pamphlet) so the words in italics should be deleted.

c) I don't think most readers of the pamphlet will know what "off-tracking" is (in the Automobile drivers section).

d) Under the equipment section, the equipment listed is not all required by the law in all situations (so, again, this is ambiguous). The reflective tape and lights are only required by law if night riding as per the MTO website:

"HTA 62(17) - Lights - a bike must have a white front light and a red rear light or reflector if you ride between 1/2 hour before sunset and 1/2 hour after sunrise and white reflective tape on the front forks and red reflective tape on rear forks. **Set fine: \$20.00**"

In general, we feel that most readers pay more attention to a positive message (Do.....) rather than a negative one (Don't....) and our sense of the draft pamphlet is a more negative message than a positive one.

We have examples of similar pamphlets from other jurisdictions, in particular from the State of Georgia, which is our favourite. We would like to fax a copy of the Georgio pamphlet to you for comparison. If you would like us to do so, can you please confirm your fax # for us? In addition, we've attached a

pamphlet from Toronto which is more in keeping with the positive style we think is preferable.

Again thanks for the opportunity to review the draft and we hope that you find our input to be worthwhile.

Tom & Sue

----- Original Message -----

From: "TOM AND SUE OMSTEAD" <tsomstead@sympatico.ca>

To: <omstead@telus.net>

Sent: Monday, August 18, 2008 6:05 PM

Subject: FW: Biking Pamphlet

>

>

>

>>From: "Tom Bateman" <TBateman@countyofessex.on.ca>

>>To: "Tom and Sue Omstead" <tsomstead@sympatico.ca>

>>Subject: Biking Pamphlet

>>Date: Mon, 18 Aug 2008 12:59:23 -0400

>>

>>Tom,Sue; attached is a draft information pamphlet produced through the

>>Malden Road EA work. I thought that you might find this of interest.

>>

>>Thanks Tom.....

>

>

To: Tom Bateman

From: Tom + Sue Oinstead

Hi Tom,

Here's the Georgia brochure.

We would produce this in yellow and we'd incorporate the Share the Road logo (your road sign). One side is for motorists & the other for cyclists.

It is meant to be folded in 3 so

the headings show on each side of the folded pamphlet.

Sue

AUG 22 2008

**MOTORISTS:
DON'T BE A
ROAD
HOG**



Roads are made for traveling, and bicycles belong on the roads as much as motor vehicles. Bicyclists may not be the fastest road users, but under Georgia law, bicycles are recognized as vehicles, and have a right to use the road. Every user should recognize this right and drive courteously.

Did you know?

Bicyclists are required to ride as near to the right in the roadway as practicable, exceeding due care when passing or being passed in the same direction. However, bicyclists typically must leave the right-hand side when:

- A cyclist is overtaking and passing another vehicle proceeding in the same direction.
- A cyclist is preparing for a left turn at an intersection or onto a driveway.
- There are unsafe conditions, such as parked vehicles, pedestrians, animals, potholes, drainage grates, metal road work covers, debris, or narrow lanes.

When a bicyclist is changing lanes to make a left turn, for example, he or she follows the same path any other vehicle would take traveling the same direction.

Bicycles are a legitimate mode of transportation, not toys! They are pollution free, and put no measurable wear and tear on our roadways. That means lower roadway maintenance costs -- and because bicycles are smaller and cyclists frequently use alternate routes, there's less congestion, too.

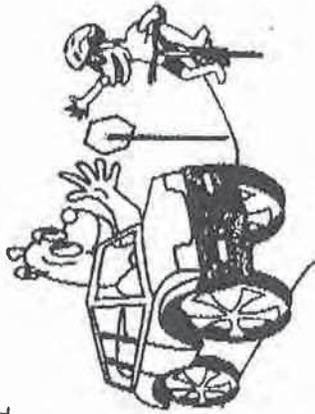
Sidewalks are made for walking, not riding! Don't expect bicyclists (except children on bikes) to use sidewalks instead of the road. Sidewalks are made for pedestrians, and are inadequate as bikeways. **SHARE THE ROAD** with cyclists instead!

Cycling isn't dangerous, at least no more so than driving, if you obey traffic laws and ride visibly and

The Motorist's Responsibility

Pass cyclists with care. Look ahead when you drive; plan and anticipate passing bicyclists quickly and efficiently, providing plenty of room. At least 3 feet of side space is recommended at moderate speed. If the roadway isn't clear for passing, be patient, and wait until it's safe to pass. Respect cyclists' right to use the road.

Save your horn. Honking because you see a bicyclist on the roadway is not a permitted use of the horn. Some bicyclists are startled by honking, using it improperly could actually cause a serious crash.



Let's keep Georgia Peachy Clean. Everyone prefers a well-kept streetscape. Debris and litter can keep bicyclists away from the right side of roadways. Keep it clean, and there'll be more room for all.

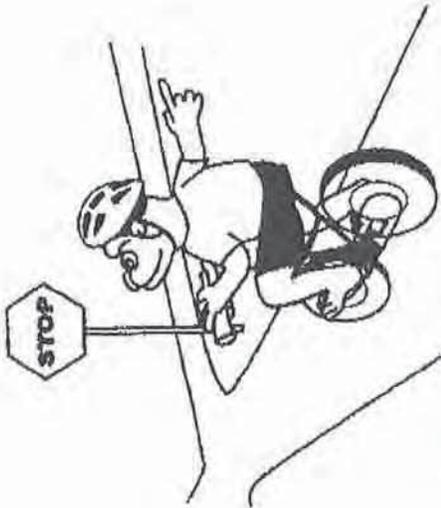
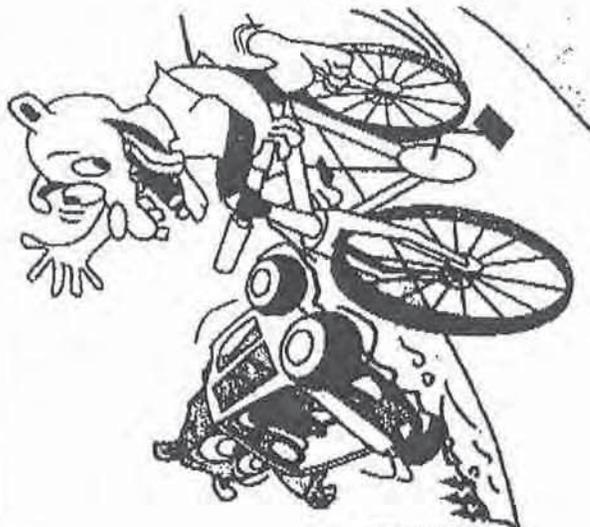
.....
 This brochure was prepared by Southern Bicycle League, Atlanta, Georgia. Illustrations by W. Gminski. SBL publishes a monthly magazine, *Freeride*, which includes an extended ride calendar. For more info, see our website at www.BikeSBL.org

For a "SHARE THE ROAD" bumper sticker, send a SASE to SBL, P.O. Box 88550, Atlanta, GA 30355-8550

For more detailed information on bicycles and motorists sharing the road, see *Georgia Bicycles: A Guide for Cyclists & Motorists*, published by Georgia Dept. of Transportation. To obtain a copy, see www.dot.state.ga.us then click on Bicycle & Pedestrian Transportation



**CYCLISTS:
DON'T BE A
ROAD
WARRIOR**



The Bicyclist's Responsibility

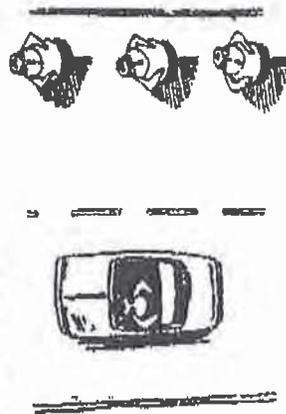
When you ride your bike, you are a driver. Georgia law recognizes bicycles as vehicles and rights of cyclists to use roads. Every driver should do so legally and courteously.

Ride RIGHT - with traffic, and to the right side of your lane. Always look back, signal, and check for traffic before you make any turn, even a right-hand turn. When entering a roadway, look left, right, then left again.

Always follow the rules of the road. Stop at all stop signs, and obey traffic lights, too - you are a driver now!

Pedestrians get to go first. Yield the right of way to pedestrians.

If you ride with your buddies, don't hog the road. Two riding side by side is the limit, but ride single file whenever cars or trucks are around. Be courteous to other traffic.

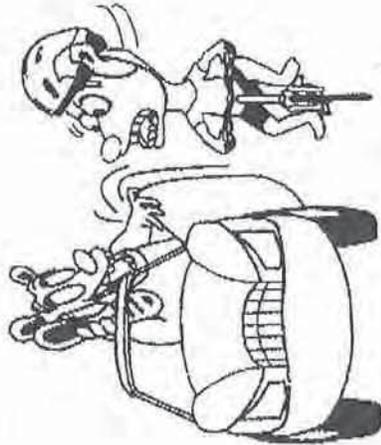


Ride with Caution

Always wear your bike helmet - it could save your life, and it's state law if you're under 16. Don't hit the road without wearing a helmet.

Check your brakes, and make sure your handlebars don't wobble and your tires have enough air - every time you ride.

Keep a sharp lookout for drivers near you, just as other drivers do. Allow four feet between you and parked cars. A driver or passenger might open a door in your way.



If you ride after dark, be safe -- **BE SEEN.** Georgia law requires your bicycle to be equipped with a white light in front and a red reflector in the rear, each visible from a distance of 300 feet. (A red rear flashing light is great!) Light, colored clothing with reflective tape and materials also help you be seen.

Sidewalks are made for walking, not biking. A motorist leaving a driveway doesn't expect you speeding down the sidewalk across their path. If you use a sidewalk, be extra careful every time you cross a driveway, and every time you leave the sidewalk to enter the road.

Safety

Prevention

Awareness

Courtesy

Education

SPACE



Mirror & Guardian
Newspapers



Ontario



Share the Road Safely!

SPACE for cyclists

See and be seen!



Use lights from a half-hour before sunset to a half-hour after sunrise. Never travel at night or during periods of low visibility without a white front light, a red rear light or reflector and white and red reflector tape on your bicycle.
Improper bicycle lighting (HTA 62) \$30 fine.

Please walk your bike on the sidewalk!

Pedestrians have the right of way on sidewalks. They shouldn't have to (and often can't!) get out of the way of cyclists. Always walk your bike across crosswalks.

Riding bicycle with tire size over 61 cm (24 inches) on sidewalks (City of Toronto by-law) \$90 fine.



SPACE for pedestrians

Step out safely!

Look before you step into the road. Remember that drivers and cyclists need time to stop safely. On busy streets, cross only at marked pedestrian crosswalks or at traffic signals. Point and wait for traffic to stop before you leave the curb. Push the button for flasher lights (if available). Obey all traffic signals when crossing the street.



Pedestrian crossing highway failing to yield to vehicle (City of Toronto by-law): \$90 fine.

SPACE for motorists



Pass safely!

Take care when passing cyclists. Cyclists need one metre of SPACE from the curb so they can easily avoid road hazards like potholes and sewer grates. Give them at least a metre of SPACE from your car. If the lane is too narrow to share safely, change lanes to pass cyclists. Sufficient room to pass (HTA 148): \$105 fine.



Watch for bikes!

Before you open your door, check for cyclists, pedestrians and other road users overtaking your vehicle. Remember, look behind and to the left and the right of your vehicle. Opening vehicle doors into moving traffic is illegal and dangerous.

Open door into traffic (HTA 165): \$105 fine.

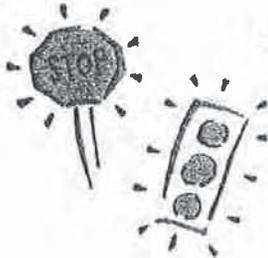


Do a good turn!

Turn or change lanes only when the way is clear and after you have double-checked your vehicle's "blind spots" (over your shoulders). Be patient and yield to cyclists and pedestrians. Remember, cyclists may be travelling faster than you think.

Improper turn (HTA141): \$105 fine.

SPACE for everyone



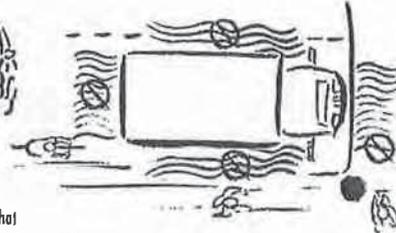
Check the signs!

Share SPACE on the road safely. Obey speed limits, stop signs and traffic signals. Travel in the correct direction on one-way streets and yield the right of way. Co-operate with everyone else on the road. Failure to stop (HTA136): \$105 fine.



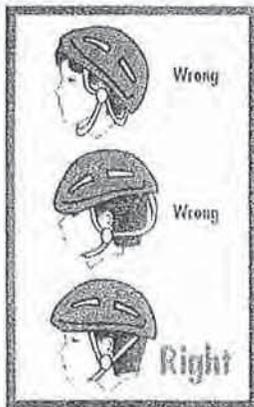
Give the right signals!

Be predictable on roads and sidewalks! Make sure that other road users know what you're planning to do next. Before turning or changing lanes, look behind and around you, and signal your intentions. Yield and proceed when the way is clear and safe. Failure to signal turn (HTA142): \$105 fine.



Be aware around large vehicles!

Remember, drivers of large vehicles need more room to see and more SPACE to stop. Cyclists, pedestrians and motorists: increase your distance from large vehicles to increase your safety. Be especially careful around intersections or when turning. Large vehicle operators: look twice and signal before turning or changing lanes. Leave SPACE when passing.



Look for: CSA, Snell, ANSI, ASTM, British Standard or Australian Standard stickers.

SPACE aims to teach all road users – cyclists, pedestrians, motorists, and in-line skaters – to respect each other's need for safe travel. SPACE is designed to make road users more skilled, more informed, and safer. Together, we can make a change!

Be safe. Have fun!

- ➔ Always wear a helmet.
- ➔ Wear light-coloured or reflective clothing, especially at night.
- ➔ Always have a bell or horn on your bike.
- ➔ Don't talk on the phone while moving.
- ➔ In-line skaters: use wristguards, kneepads and elbow pads for extra safety.

Take Control. Take CAN-BIKE.

CAN-BIKE is a national program, co-ordinated by the Canadian Cycling Association, that teaches cyclists everything they need to know about riding in traffic. The CAN-BIKE cyclist training program includes courses for adults and children (Kids CAN-BIKE and Adult Learn to Ride).

CAN-BIKE hotline: (416) 392-1311

For more information on road safety call (416) 338-0338.

Cette brochure traite de la sécurité routière. Pour des renseignements en français, appelez le (416) 338-0338.

此冊子解釋道路安全的共同責任。華社查詢。請致電：(416) 338-0338。

Questo opuscolo riguarda l'uso collettivo della strada e il rispetto delle regole di sicurezza. Per informazioni in italiano chiamate il (416) 338-0338.

Este folheto, refere-se às medidas de segurança na estrada. Para mais informações, em português, ligar para o (416) 338-0338.

Niniejsza broszura jest poświęcona bezpieczeństwu rowerzystów. W celu uzyskania informacji w języku polskim prosimy o telefon pod numer (416) 338-0338.

Ця брошура подає інформації як можна безпечно користуватися дорогами спільно з другими. За інформаціями в українській мові, дзвоніть на ч. тел. (416) 338-0338.

Το παρόν φυλλάδιο αφορά την ασφαλή χρήση του δρόμου. Για πληροφορίες στα ελληνικά, τηλεφωνήστε στο (416) 338-0338.

இக்கையேடு வீதிகளை பாதுகாப்பாக பங்கீடு செய்வது பற்றியது. தமிழில் மேலதிக தகவல்களுக்கு, (416) 338-0338 ஐ அழையுங்கள்.

Þuuggan wuxuu ka hadalayo, sidii jidka nabadgelyo loogu wadaagi lahaa. Haddii aad u baahantahay lah faahin af Soomaali ah, soo wac (416) 338-0338.

Este folleto es sobre cómo compartir la carretera con prudencia. Para información en español, llame al (416) 338-0338.

Horvath, Kimberly

From: Hebert, Victor
Sent: Thursday, October 16, 2008 9:00 AM
To: Horvath, Kimberly; Caza, Nicole
Subject: FW: Town of LaSalle - Notice of Public Information Centre #2 - Malden Road

Forward to everyone... kim, include as comments received....

From: Caza, Nicole
Sent: Thursday, October 16, 2008 8:54 AM
To: Hebert, Victor; Horvath, Kimberly
Subject: FW: Town of LaSalle - Notice of Public Information Centre #2 - Malden Road

Vic,

Do you want these comments forwarded to the Steering Committee (incl. internal project team)?

Nicole

Nicole Caza, P. Eng.
Associate
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Tel: (519) 948-5000, ext. 3246

From: Mikhael, Loraine
Sent: October 16, 2008 8:41 AM
To: Caza, Nicole
Subject: FW: Town of LaSalle - Notice of Public Information Centre #2 - Malden Road

From: Tom and Sue Omstead [mailto:tsomstead@sympatico.ca]
Sent: Wednesday, October 15, 2008 8:03 PM
To: Mikhael, Loraine
Subject: Re: Town of LaSalle - Notice of Public Information Centre #2 - Malden Road

Hi Loraine,

We appreciate being sent a copy of the Malden Road redesign notice so that we may have a chance to review & comment on them before they're finalized. We may be in North Bay and unable to attend the drop-in Public Information session on October 30th. Regardless, we would ask that you forward the following comments to those responsible for the redesign and final approval of the Malden Road project. Thank you.

We are glad to see that LaSalle is continuing to seek out better ways to address the legitimate needs of all modes of transportation including pedestrians, cyclists as well as motorists. We also recognize and appreciate that LaSalle has in recent years been often ahead of the Essex Region's "curve" in employing the best design practises used successfully elsewhere. Because of LaSalle's proactive approach, we have focused our efforts elsewhere within the Region where the need for promoting

10/16/2008

awareness and action on these matters was greater. We must also say that today many other communities within the Region are now adopting plans and visible improvements for all roads users are taking shape.

In respect to LaSalle's Malden Road plans we have the following comments:

1. We fully support employing Roundabouts as often as possible. It's our understanding that they've been proven to be safer and more efficient at controlling the even flow of traffic, they save on fuel and they address the problem faced by cyclists waiting for a red light that isn't triggered to change until a motor vehicle comes along;
2. We fully support making any on-road allowance for cyclists. We recognize bike lanes are in fashion, but we prefer instead to see simple edgelining to create sufficient paved shoulder space. Edgelining to create a paved shoulder ALONG WITH "Share the Road" signage is in our opinion the ideal combination for improving an on-road cycling facility. Edgelining a paved shoulder better addresses the needs of cyclists who must occasionally move off the paved shoulder to avoid road debris or to ensure their better visibility. We recognize that exclusive bike lanes are still an improvement, but they do lead motorists to think that cyclists are not legitimate road vehicles as recognized by the MTO;
3. We support multi-use pathways running adjacent to a road, but only if they cross very few driveways per kilometre (studies have shown that drivers exiting onto the road are not attentive to pathway traffic as their attention is directed instead to the road so driveways crossing a pathway are potential driver/cyclist conflict sites), AND only if there is "Share the Road" signage installed on the adjacent roadway to ensure that motorists don't misunderstand that cyclists are still vehicles and still able to use the road;
4. For Regional consistency and because this road is an important arterial road for cyclists, where the road narrows to down to 3 lanes (with the middle for left turning), we hope that you decide use the same yellow "Share the Road" signage as is being used elsewhere in Essex County and in many communities such as Leamington and Kingsville;
5. We definitely prefer the installation of mountable curbs rather than barrier curbs to avoid "pedal strike" when cycling and to allow for easy exit from the road, if necessary, by a cyclist; and,
6. We don't know the dimensions of the lanes proposed, but would suggest that rather than oversizing any lanes (but particularly any middle turning lanes), the lanes could be right-sized to allow for edgelining and paved shoulders as described under 2. Perhaps this approach to design would provide sufficient pavement within the cross-section for edgelining a paved shoulder in the 3 lane area...

We don't think any of these suggestions will affect that costs of the existing option being considered and we hope that you'll give them each serious consideration. Please let us know if you have any questions regarding our suggestions. If not, we look forward to hearing of your final plans.

Yours truly,
Share the Road , Essex Region

Tom & Sue Omstead

10/16/2008

----- Original Message -----

From: Mikhael, Loraine

To: info@sandcastlerecreation.com ; erezes@lasalleroadwatch.com ; davidhillis@cogeco.ca ; rotarymann@gmail.com ; tsomstead@sympatico.ca ; omstead@telus.net

Sent: Thursday, October 09, 2008 2:27 PM

Subject: Town of LaSalle - Notice of Public Information Centre #2 - Malden Road

Please find the attached notice.

Loraine Mikhael
Dillon Consulting Limited
3200 Deziel Drive
Suite 608
Windsor, ON
N9A 6S1

Tel: (519) 948-5000

Fax: (519) 948-5054

Email: lmikhael@dillon.ca

This message is directed in confidence solely to the person(s) named above and may be privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned immediately and then destroy this message.

Ce message est destine uniquement aux personnes indiquees dans l'entete et peut contenir une information privilegiee, confidentielle ou privee et ne pouvant etre divulguee. Si vous n'etes pas le destinataire de ce message ou une personne autorisee a le recevoir, veuillez communiquer avec le soussigne et ensuite detruire ce message.

Horvath, Kimberly

From: Hebert, Victor
Sent: Monday, November 03, 2008 5:16 PM
To: Karen Mauro
Subject: RE: Malden widening
Follow Up Flag: Follow up
Flag Status: Red

Karen, my responses are in bold

From: Karen Mauro [mailto:silhouette@cogeco.ca]
Sent: Sunday, November 02, 2008 2:46 PM
To: Hebert, Victor
Subject: Malden widening

Hello

We chatted at the open house. Can you provide me with a little follow up information please?

Estimated cost of total project? **The estimate will be shown in the Environmental Study Report which should be available at the end of this year**

Estimated time frame from beginning to end? **I assume you mean the construction. I expect that the work would be done in phases. It will be up to Council to decide the pace of the improvements**

What area of Malden Road will the 2.5 metres be needed. **The 2.5 metre widening is generally along the east side of Malden Rd, south of the Cahill Drain. There are other areas that property will be required as shown on the plan that we presented at the public meeting.**

How long will the Turkey Creek bridge be under construction? And when? Will it be closed? **It will probably take between 4 to 6 months to widen the bridge. The existing bridge would remain in service throughout the construction, so Malden Rd will not be closed. The timing of construction will depend on Council.**

Will road be closed anywhere and for how long? **The road will remain open during construction, and traffic will be maintained throughout the construction site. There may be short periods of time, where access to properties are restricted.**

When do you estimate the project will begin and where? **We will address phasing as part of the Environmental Study Report. As of now, I expect that work on the intersections will be given a priority.**

Thank you
Karen Mauro

Horvath, Kimberly

From: Hebert, Victor
Sent: Thursday, November 06, 2008 4:04 PM
To: Horvath, Kimberly
Cc: Caza, Nicole; Larry Silani; Robert Hayes
Subject: comments from Mr. Lyle Hodginson... 1805 Todd Lane

Kim please file with Malden Rd EA

I spoke with Mr. Lyle Hodginson today (Nov 6, 2008). He lives just east of the roundabout. He is in support of a roundabout. He is concerned about increased noise when the existing home is demolished to install the roundabout. He would be happy with a noise wall. I suggested a 3 metre high solid wood fence and he was receptive to this solution.

Vic

Our File: 08-8837-1000 (Corr.)



November 11, 2008

Mr. Lyle Hodgson
1805 Todd Lane
LaSalle, ON
N9H 1J6

**Malden Road Transportation
Public Safety & Urban Design
Improvement Project**

Dear Sir:

Further to our recent telephone conversation, we enclosed a plan showing the proposed round-about that abuts your property. We understand that you are concerned about a potential increase in noise levels with the removal of the house to the west.

As discussed, it is possible to install an acoustical wood fence along your west property line.

Yours sincerely,

DILLON CONSULTING LIMITED

V.J. Hebert, P. Eng.
Project Manager

3200
Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
(519) 948-5000
Fax
(519) 948-5054

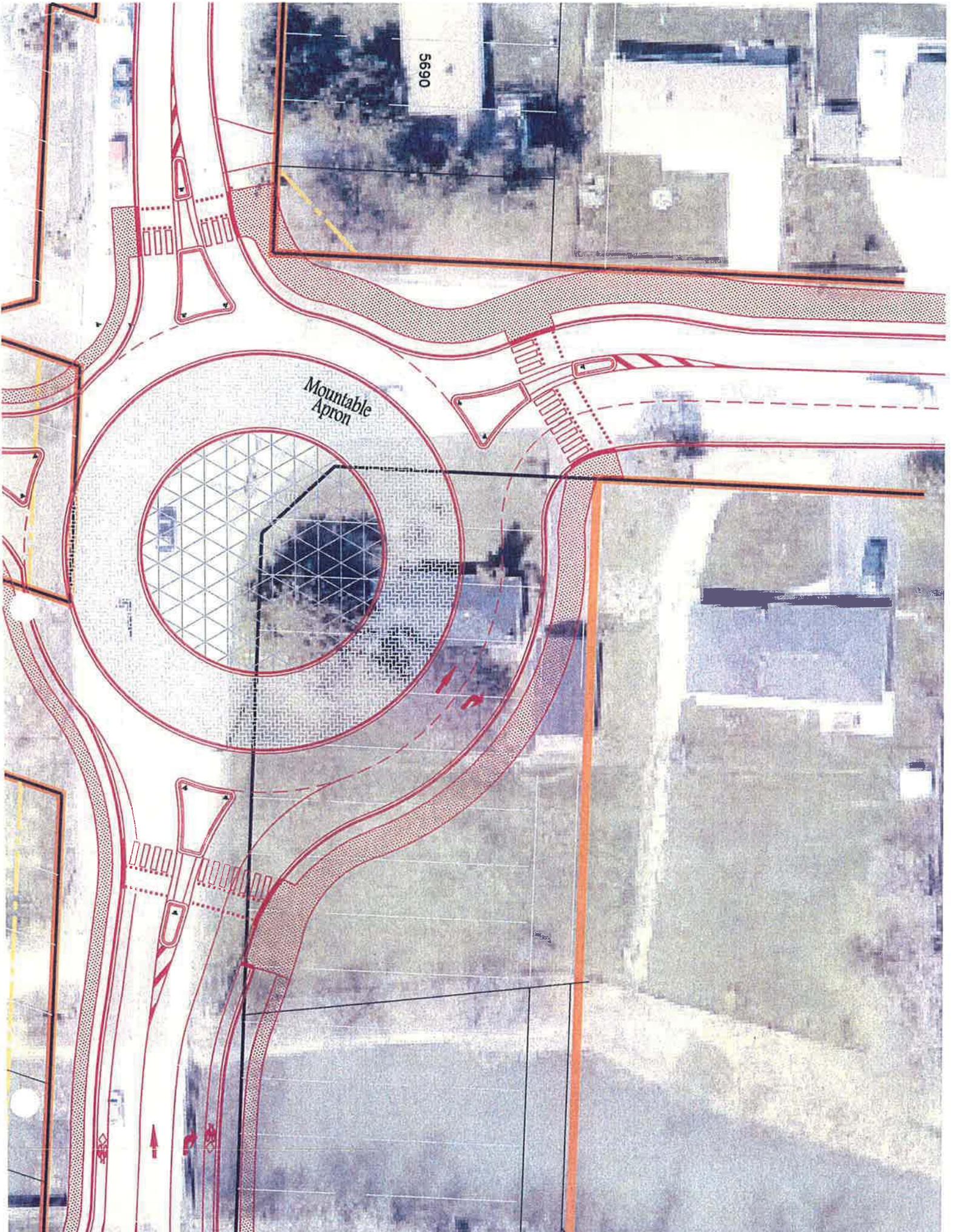
VJHldm
Encl.

cc: Mr. R.D. Hayes, P. Eng. – Town of LaSalle
Mr. Larry Silani – Town of LaSalle
Mr. Tom Bateman – County of Essex

**Dillon Consulting
Limited**

5690

Mountable Apron



Horvath, Kimberly

From: Caza, Nicole
Sent: Friday, November 07, 2008 8:35 AM
To: Horvath, Kimberly
Cc: Hebert, Victor
Subject: FW: Malden EA - Question at PIC #2
Attachments: Malden EA Urban Design dwg.pdf; Malden EA Trans dwg.pdf

Kim,

At the PIC, I received a question/comment from Ed Mielke. See below for his question, which I've forwarded to the team for a response. Please add to the comments you are summarizing for PIC #2.

Thanks,
Nicole

Nicole Caza, P. Eng.

Associate

Dillon Consulting Limited

3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Tel: (519) 948-5000, ext. 3246

From: Caza, Nicole
Sent: November 6, 2008 9:27 AM
To: Soldo, Edward; Derek Weckers; 'Victor Ford and Associates'
Cc: Horvath, Rudy; Hebert, Victor
Subject: Malden EA - Question at PIC #2

The owner of the commercial development at the south-east corner of Malden Road and Normandy would like clarification on the width of the trail/sidewalk in front of his property, as indicated on the attached plans.

The attached transportation layout dwg shows hard surface from back of curb to his property line (parking lot), however, the attached urban design dwg shows a sidewalk with landscaping on either side of it. Our drawings do not agree on the width of the trail/sidewalk in this location.

Edward/Victor/Derek....could you confirm what is proposed at this location and get back to me so that I can advise the property owner?

Thanks,
Nicole

Nicole Caza, P. Eng.

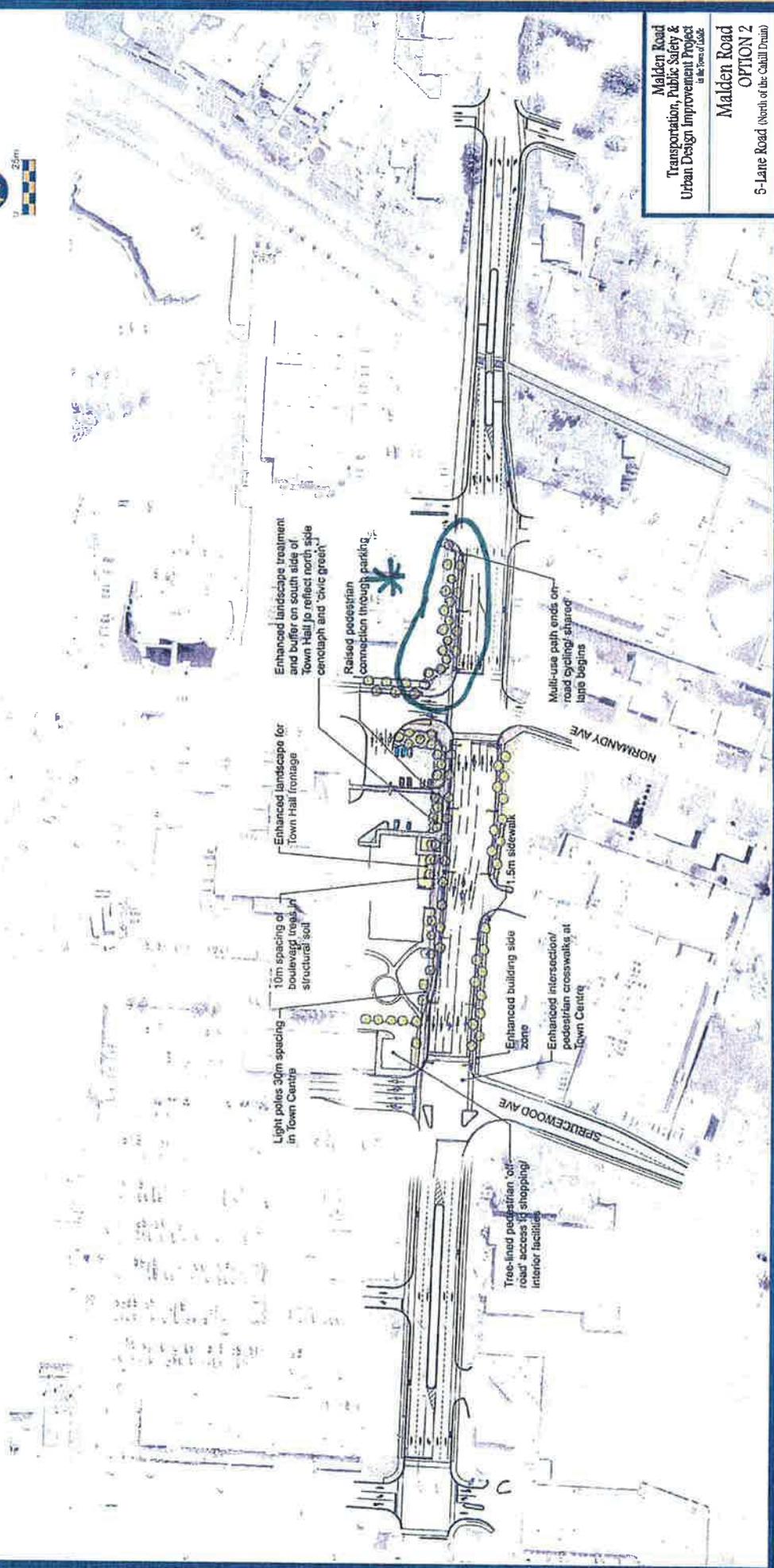
Associate

Dillon Consulting Limited

3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Tel: (519) 948-5000, ext. 3246

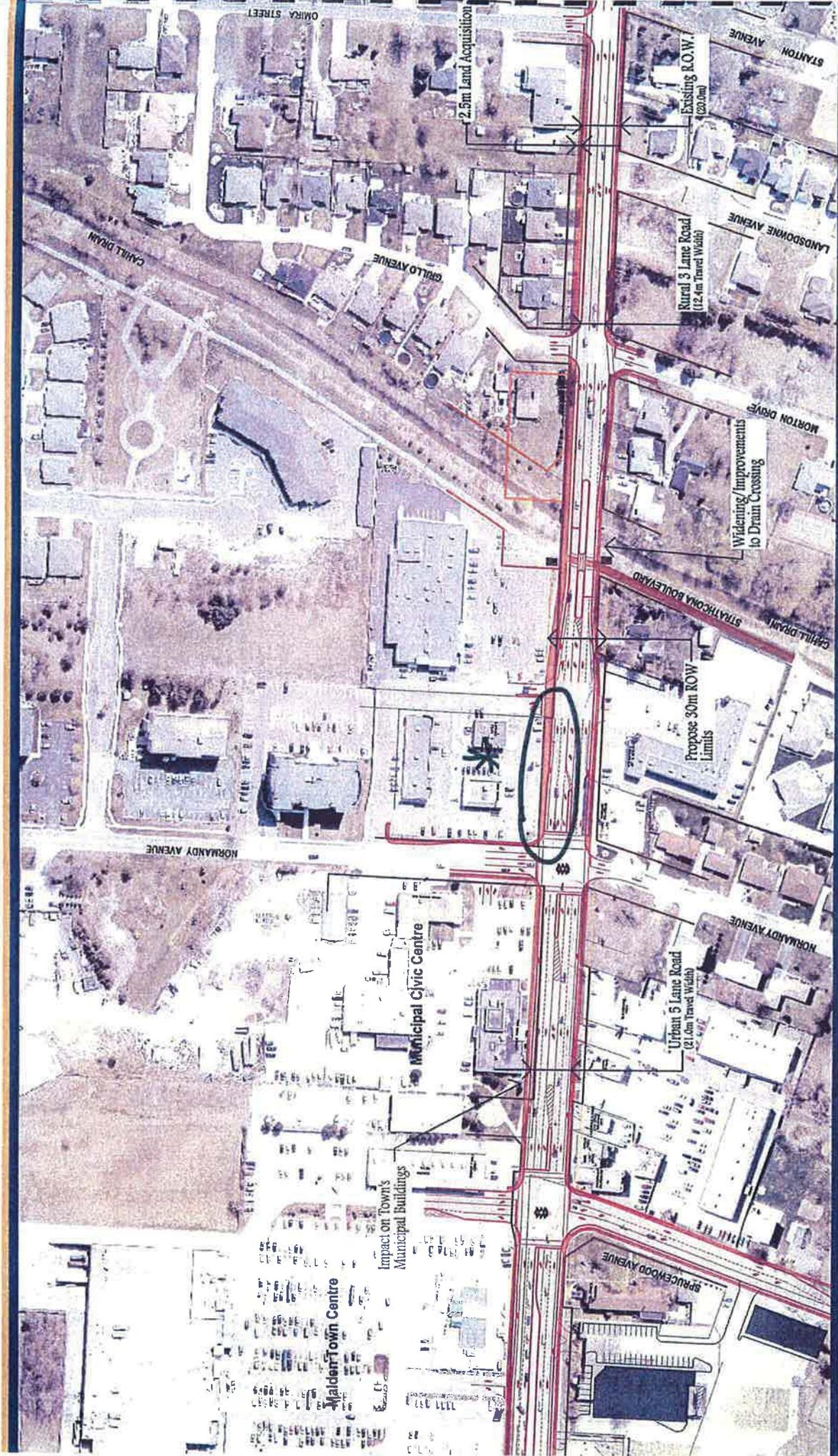
11/7/2008

MALDEN ROAD



Malden Road
Transportation, Public Safety &
Urban Design Improvement Project
in the Town of Malden

Malden Road
OPTION 2
6-Lane Road (North of the Cahill Drive)



OMIRA STREET

2.5m Land Acquisition

Existing R.O.W. (20.0m)

Rural 3 Lane Road (12.4m Travel Width)

Widening/Improvements to Drain Crossing

Propose 30m ROW Limits

Urban 5 Lane Road (21.0m Travel Width)

Malden Town Centre

Impact on Town's Municipal Buildings

Municipal Civic Centre

STANTON AVENUE

LANDSDOWN AVENUE

MORTON DRIVE

STATHCONA BOULEVARD

NORMANDY AVENUE

SPURCWOOD AVENUE

GILLO AVENUE

NORMANDY AVENUE

CAYL DRAIN

C FEE LANE

Horvath, Kimberly

From: Hebert, Victor
Sent: Tuesday, November 11, 2008 7:36 AM
To: Soldo, Edward; Horvath, Kimberly; Horvath, Rudy; Caza, Nicole
Subject: FW: re malden road la salle

Edward/Rudy, can trucks get around ... vic

Kim, file with correspondence.

From: Protourist2@aol.com [mailto:Protourist2@aol.com]
Sent: Monday, November 10, 2008 6:56 PM
To: Hebert, Victor
Cc: lsilan@town.lassale.on.ca
Subject: re malden road la salle

Sir after reading and seeing more on the Todd lane / Malden rd turning circle .I have to wonder if anyone in your firm or the towns planning took in to consideration the space required for large transports to get around it.

A 18 wheeler coming off Todd lane turning left to Malden would have to use both lanes and would be very dangerous mixing with cars also trying to use the space. for a left turn or a wide right due to our turning radius

I am a owner /operator and have had the misfortune of using them in Indana and Ohio ,trying to get a truck to merge with traffic from a standing start is near impossible due to the loads on us.

Todd lane is the only access to Malden due to the weight limits on Sprucewood, Matchette which are class b roads you have gas stations that get tankers in by btrains or straight tanks , you have shopping plaza's that require al kinds of goods to be delivered in 53 ft trailers , the bars and resturantsalso get their fare from trucks

If you consult with M&M and the Shell gas station you find they closed the entrance to the gas station off due to a high risk of accident as the truck has to back in to the plaza and requires a spotter to watch for traffic as he must block Malden rd to back in

Due to the growth on Malden with new and larger plaza's planned you must take in account higher truck traffic to service them , and a traffic circle is anything but calming for a driver who must watch for cars in blind spots as you move about one .

I am life member of OOIDA (Owner Opperator and Independant Drivers Association) (www.ooida.com) with millions of miles accident free ,I am sure if you consulted OOIDA you would get a large data base about the traffic circles and accidents

Thank you for your time
Tom Desjarlais
519 978 3131
21 Adams Lane
La salle

Sulja, Kathy

From: Horvath, Kimberly
Sent: Wednesday, November 19, 2008 8:27 AM
To: Sulja, Kathy
Subject: FW: re malden road

Kathy,
Can you please print this and include in the comments section of the Malden Road binder I gave you yesterday.
Thanks

From: Hebert, Victor
Sent: Wednesday, November 19, 2008 7:58 AM
To: Caza, Nicole; Horvath, Kimberly; Soldo, Edward; Horvath, Rudy
Subject: FW: re malden road

Rudy, can you put a truck template on the turning circle.

Kim file.

From: Protourist2@aol.com [mailto:Protourist2@aol.com]
Sent: Tuesday, November 18, 2008 11:48 AM
To: Hebert, Victor
Subject: re malden road

Sir as a owner /opperator and a resident of La Salle i have many concerns with the proposed traffic circle. My first is the amount of space required for this which would mean buying private property on the four corners at a great exponce ,second is the traffic volumes and the speed at which a transport laden would require to merge in the circle.

Our turning radius is so great that the tractor would be in the far right lanes and our trailing wheels in the curb left lane if a car does not give way it will be crushed and i have witness this in ohio

Most towns in Ohio and Indiana are removing the circles or have added traffic lights due to volume and accidents with cars and trucks

There is no other way to access the shopping areas except from Malden from windsor or Todd lane , Sprucewood is a class b road and the bridge over turkey creek is a 5 tonne so a laden fuel tanker or tractor with a 53 ft trailer with a delivery to Zehrs or any other store can not use Front rd to sprucewood

I am not sure if you have ever been in a transport with a spread axle set up even on a 48 ft unit to see what the turning radius is and not a computer model we must allow wide spaces or suffer tire damage and axle damage

The corner now at Todd and Malden is a tough turn when cars pull ahead of the white line making us go over the right curb to swing and miss the nose of a car .

I am more than willing to take you out in my unit and see for yourself just how tight that corner is and with the circle it would be near impossible to start from a stop and merge with traffic.

The M&M store in the plaza had the entrance to the shell gas station shut off due to traffic endangering trucks and pedestrians crossing there a truck doing delivery must cross Malden and back into the plaza

a move that requires a spotter by law and even then you are blind at some points backing in .

The other issue is the number of cars will increase with the town selling its land for a new project again a increase in truck car mix

Tom Desjarlais
21 Adams Lane
519 978 3131

APPENDIX M

**COUNCIL PRESENTATION
APRIL 14, 2009**

MALDEN ROAD

Transportation, Public Safety & Urban
Design Improvements
Class Environmental Assessment

Council Meeting

April 14, 2009



Introductions & Agenda

- Introductions
- Agenda
 - Background
 - Main Objectives
 - Preferred Design
 - Property Impacts
 - Budget Costs
 - Phasing
 - Cycling Facilities and Signage
 - Urban Design Guidelines
 - Next Steps
 - Questions



Background

.....how did we get here?

Malden Road is a major north-south arterial road..

connecting the Malden Town Centre with the new Vollmer Complex... over 16,000 vehicles travel this road daily

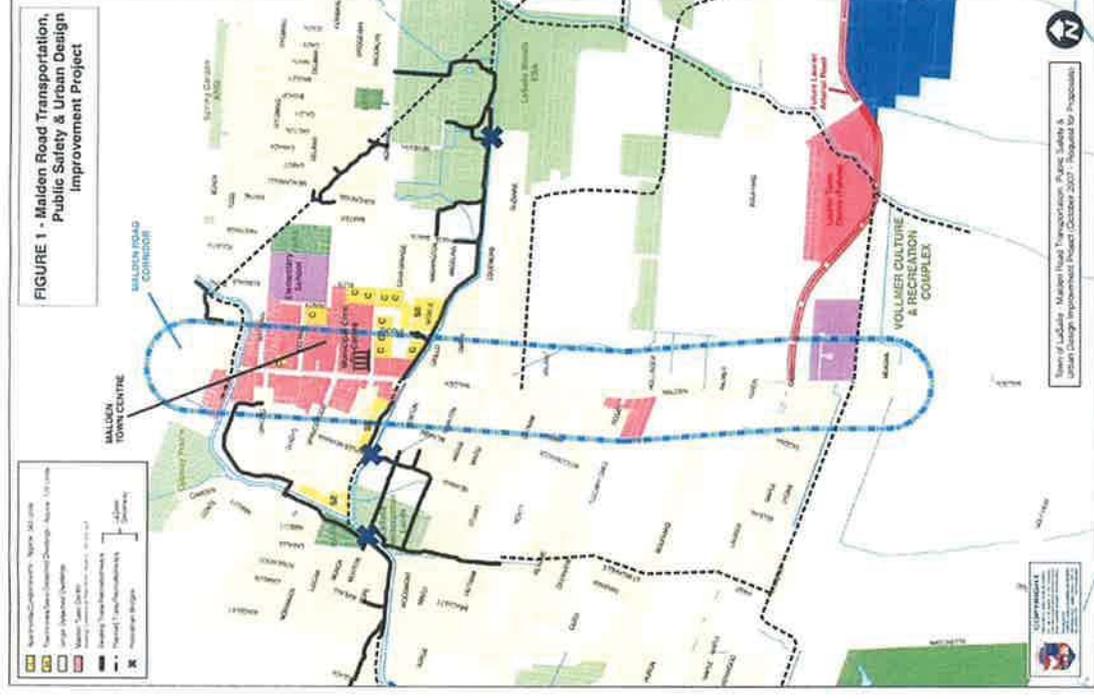


Background

.....how did we get here?

Town and County are joint proponents for this EA, with an integrated urban design and cycling design component

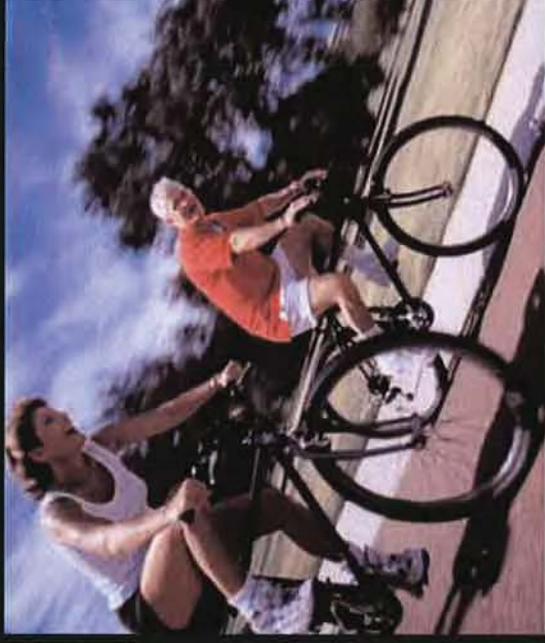
.....to identify road, cycling and pedestrian facilities that are needed within this corridor today and 20 years in the future



Background

.....how did we get here?

... a growing number of LaSalle residents want to ride their bikes, walk and take public transit... *more than 1,000 residents live within or near the Malden Town Centre*



Background

.....how did we get here?

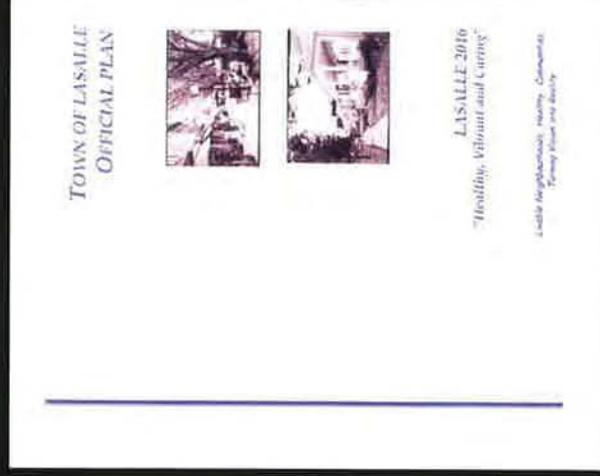
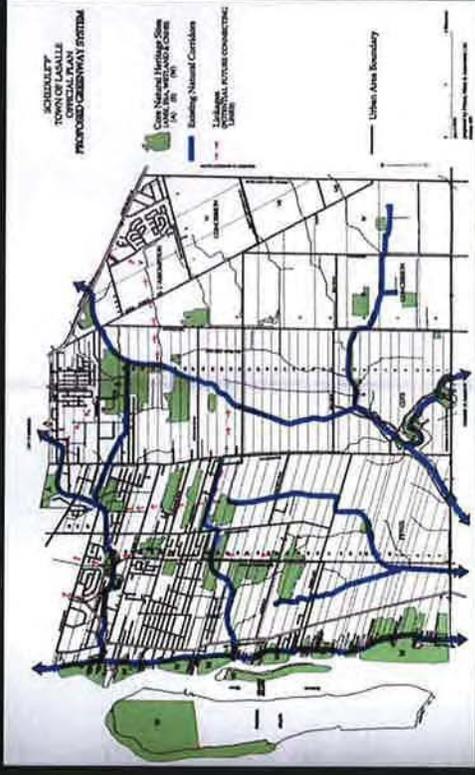
.... since 1999 LaSalle Council has invested significant resources in the town (over \$6 million) to provide infrastructure for pedestrians and cyclists
... *14 km. of new sidewalks have been built and 16 km. of new trails have been built*



Background

.....how did we get here?

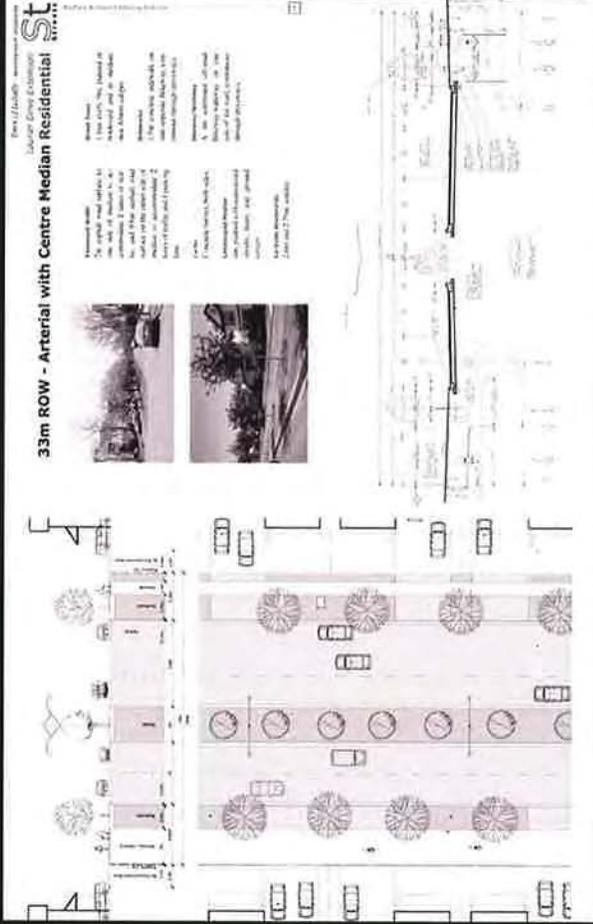
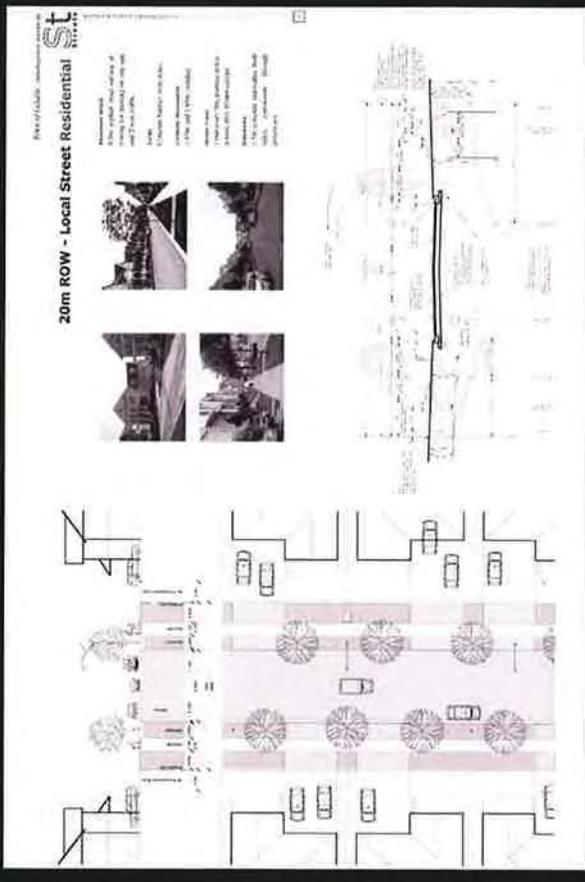
... as far back as 1997 Council has adopted a number of Planning documents to facilitate the creation of walkable neighbourhoods, and town centres.....*which offer a wide range of transportation choices and goods and services closer to where people live and work...* these policies and the corresponding implementation actions will greatly improve the health and well being of LaSalle residents



Background

....how did we get here?

... Council has adopted development standards for new local streets and for arterial roads ..*which are to be followed within new development*.... with design elements to improve public safety and to encourage walking and cycling



Main Objectives

Two main objectives of this EA...

- 1) to prepare a multi-phase plan of action to re-construct Malden Road as a “complete street” which can safely and conveniently accommodate pedestrians, cyclists, transit and vehicular traffic, and which promotes and encourages pedestrian and cyclist means of transportation to/from the Town Centre District, the Vollmer Recreation Centre and the surrounding residential neighbourhoods;
- 2) to incorporate amenities and features that strengthen the Town Centre District, making it more attractive and inviting for businesses and for LaSalle residents and visitors, and creating a built environment that helps shape and define a positive image and sense of place for the Town.



Documents

- Environmental Study Report (ESR)
- Urban Design Guidelines
- Cycling Facilities: Way-Finding & Other Signage
- Safety Suggestions for Cycling



Preferred Design



Preferred Design ...5 lane cross-section (north of Cahill Drain)

Existing overhead hydro removed and buried, Normandy Avenue to Todd Lane

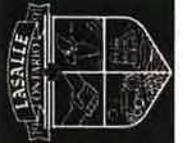
New street light poles

Parking Area

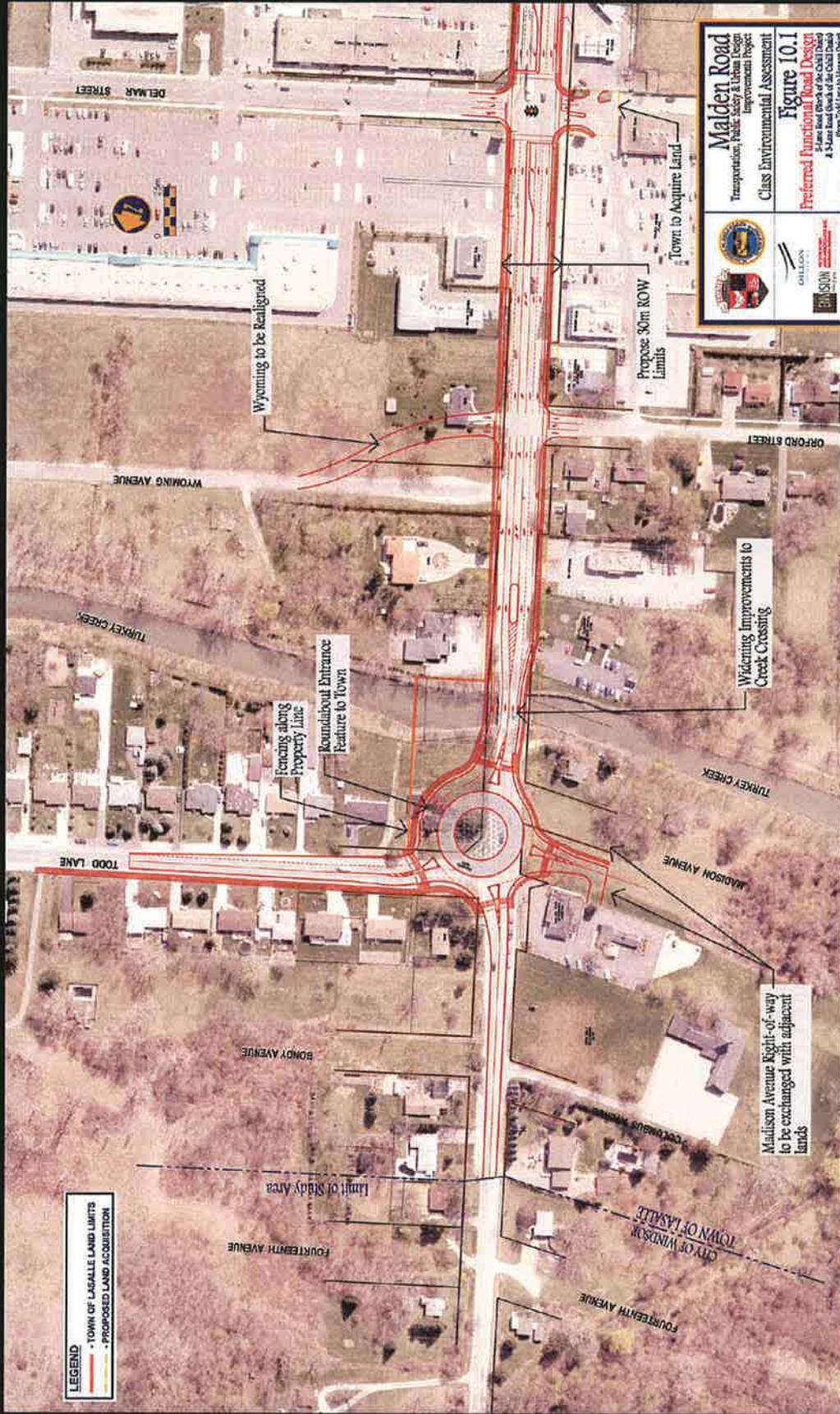


Nominal 30 m R.O.W.
(see plans for widening locations)

Urban Five Lane



Preferred Design



Maiden Road
 Transportation, Public Safety & Urban Design Improvement Project

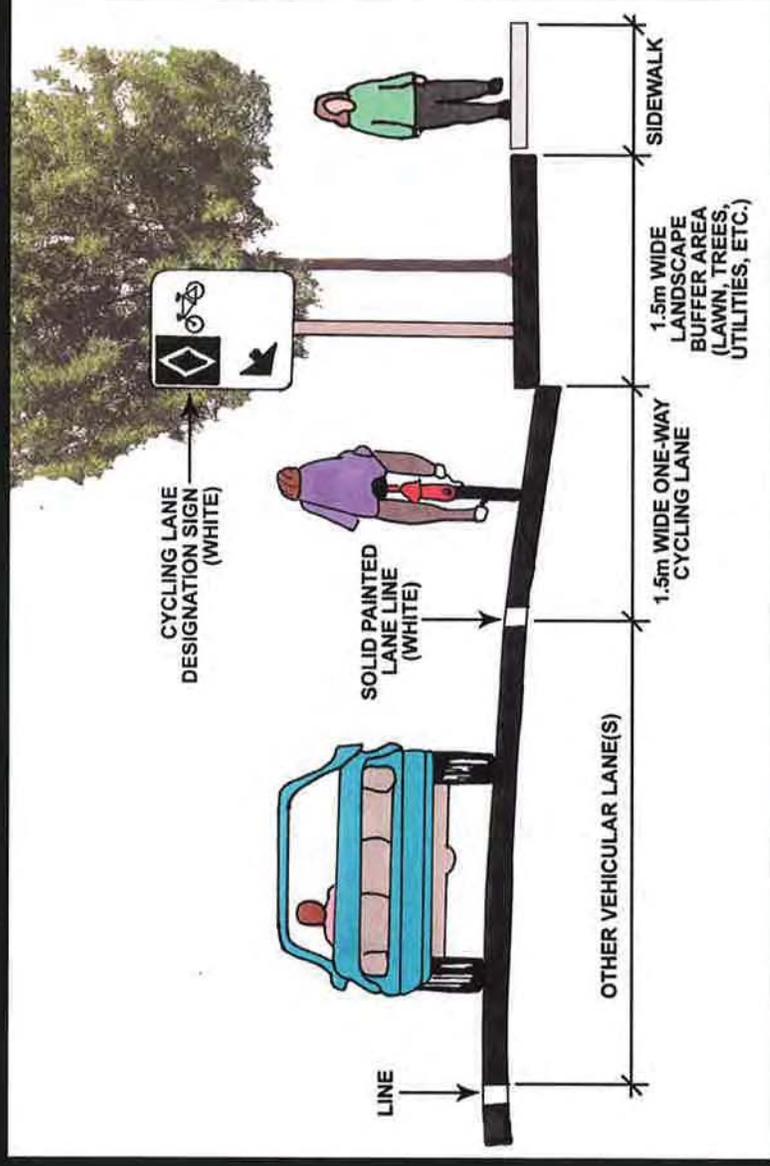
Class Environmental Assessment

Figure 10.1
Preferred Functional Road Design
 5-Lane Road (Bank of the Cold River) & 4-Lane Road (Bank of the Cold River) from Todd Lane to Orford Street

Preferred Design

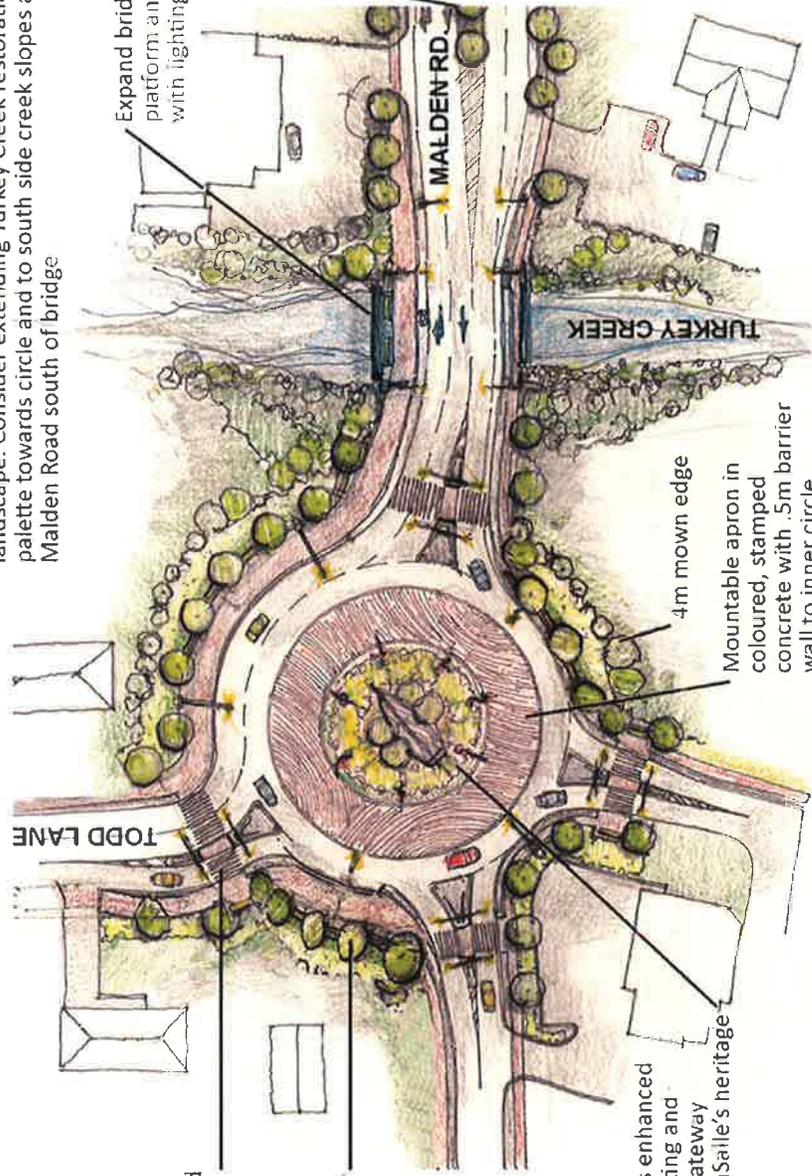
...5 lane cross-section (north of Cahill Drain)

Cycling and pedestrian needs accommodated in the Town Centre Area...
sidewalk, landscaped boulevard, and designated cycling lane.



Preferred Design ...Todd Lane – Turkey Creek Town Centre Gateway

Transition zone between formal streetscape and naturalized landscape. Consider extending Turkey Creek restoration plant palette towards circle and to south side creek slopes and Malden Road south of bridge



Enhanced, articulated pedestrian crossings

Trees in shrub border as property buffer

Inner circle integrates enhanced feature planting, lighting and public art as part of gateway feature that recalls LaSalle's heritage

4m mown edge

Mountable apron in coloured, stamped concrete with .5m barrier wall to inner circle

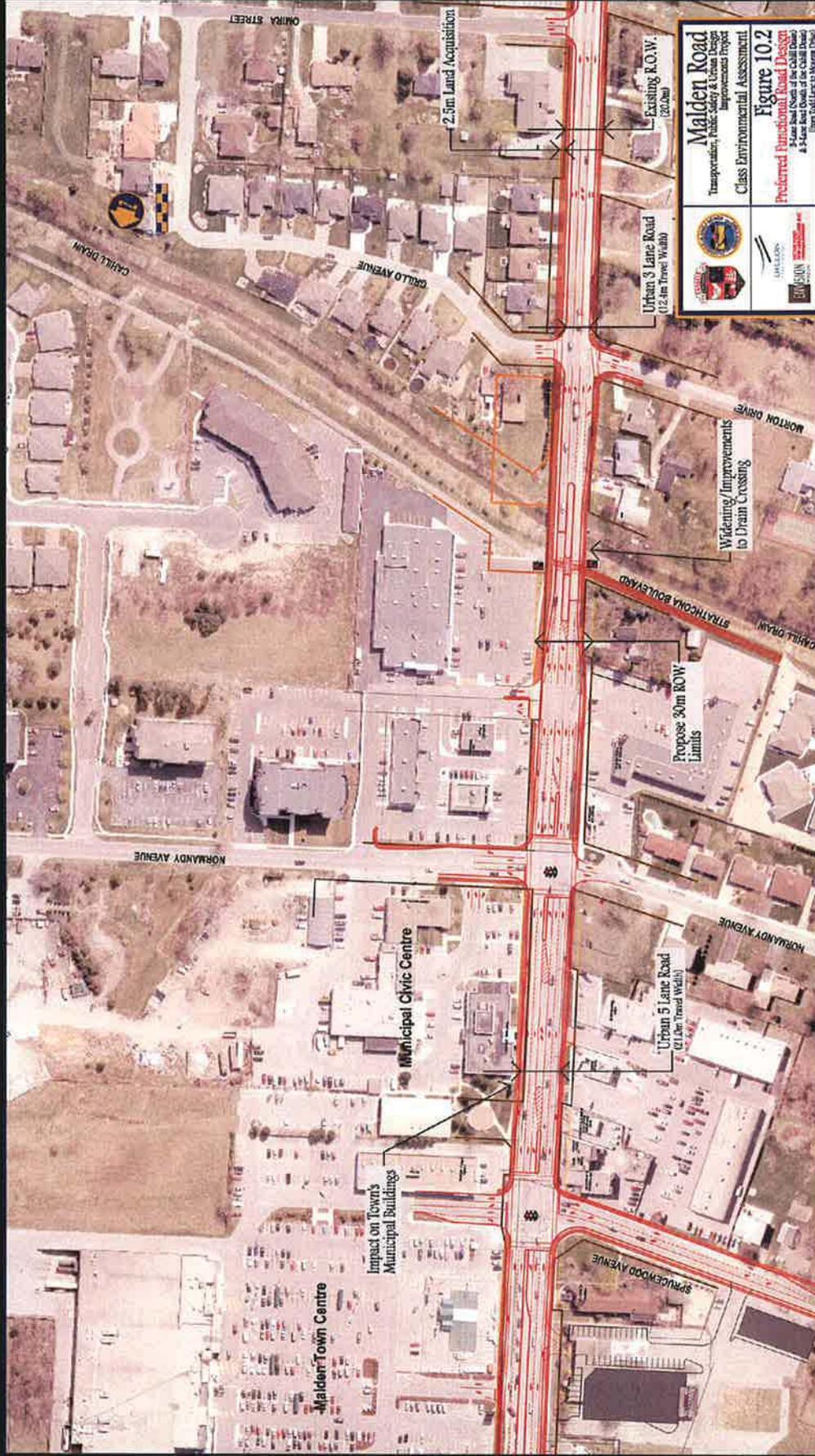
Expand bridge viewing platform and enhance with lighting and benches

Plant palette for median to reflect landscape of turning circle and include additional warning lighting/signal for circle

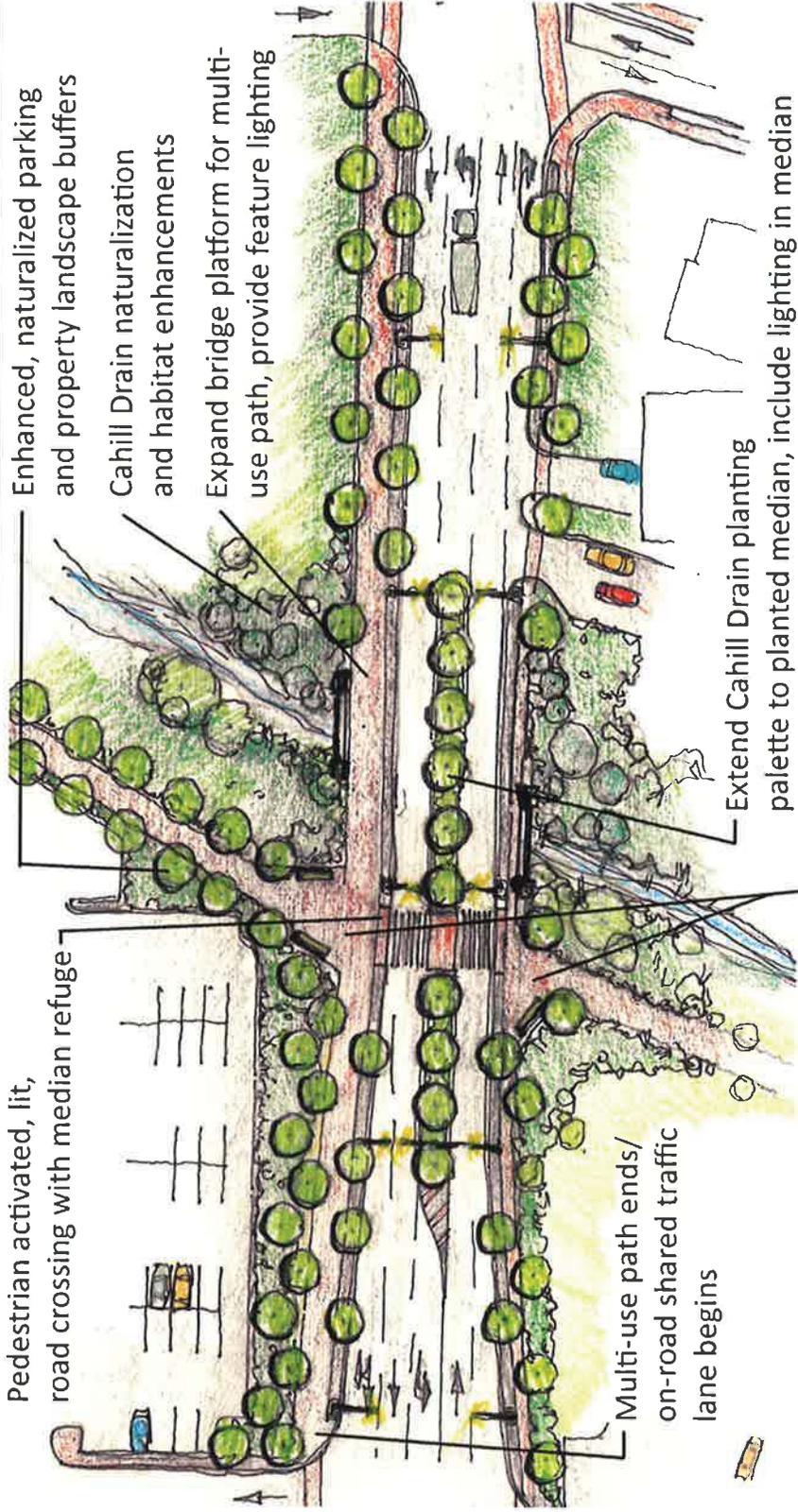
Todd Lane-Turkey Creek Town Centre Gateway



Preferred Design



Preferred Design ...Cahill Town Centre Gateway



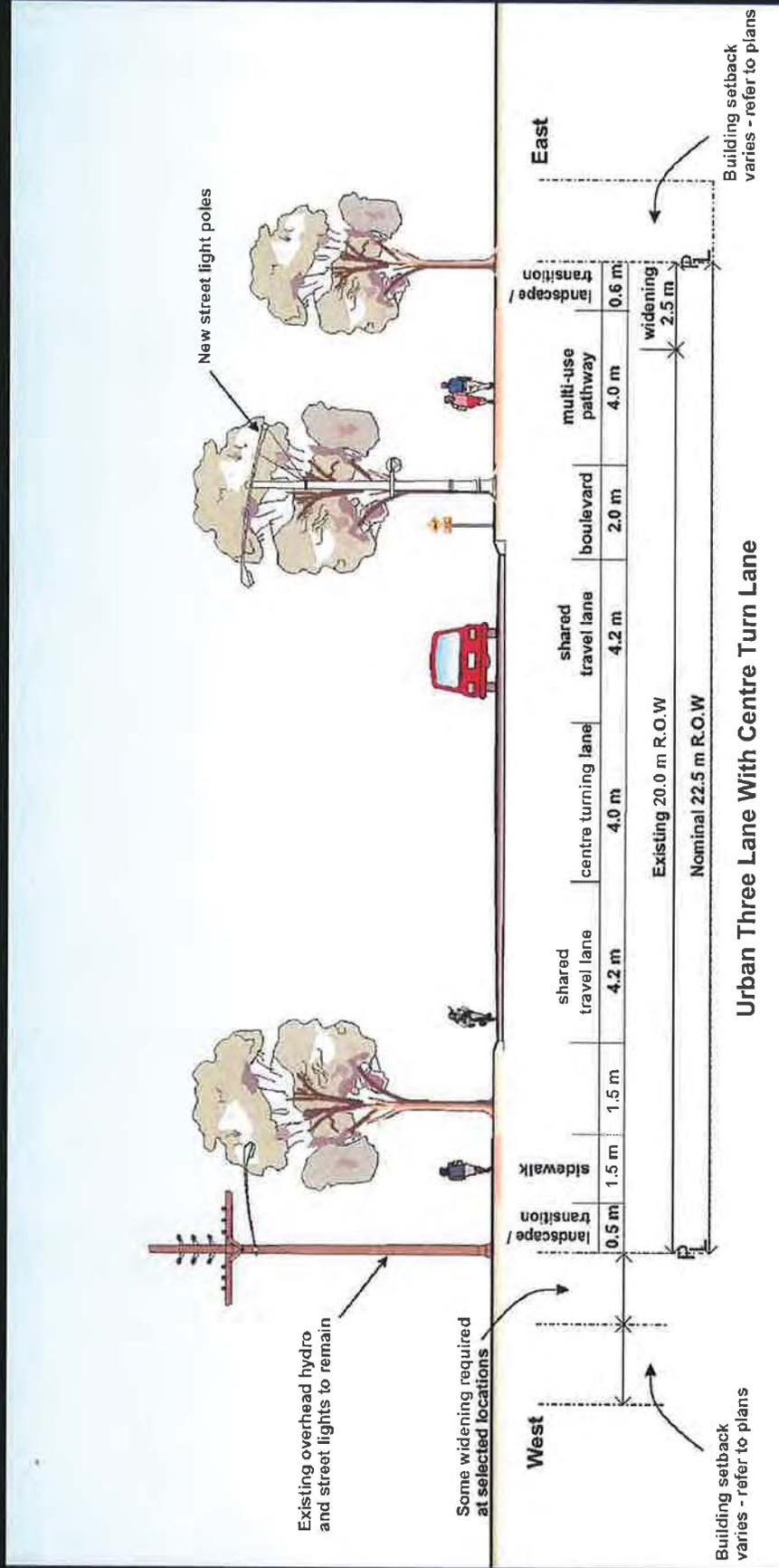
Cahill Town Centre Gateway

Enhanced pedestrian/cyclist merge zone, trailhead and rest zone



Preferred Design

...3 lane cross-section (south of Cahill Drain)



Preferred Design

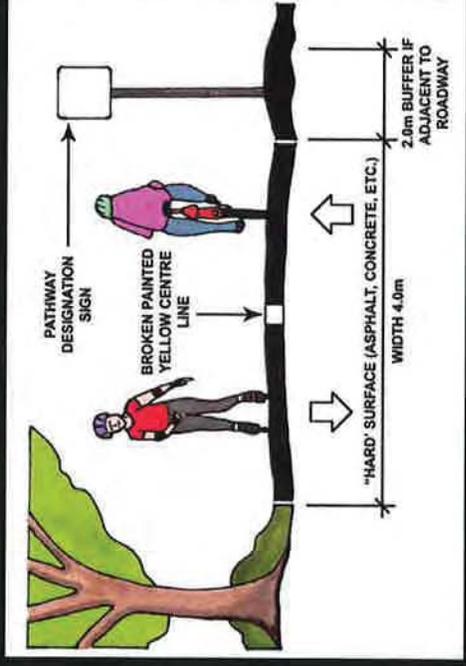
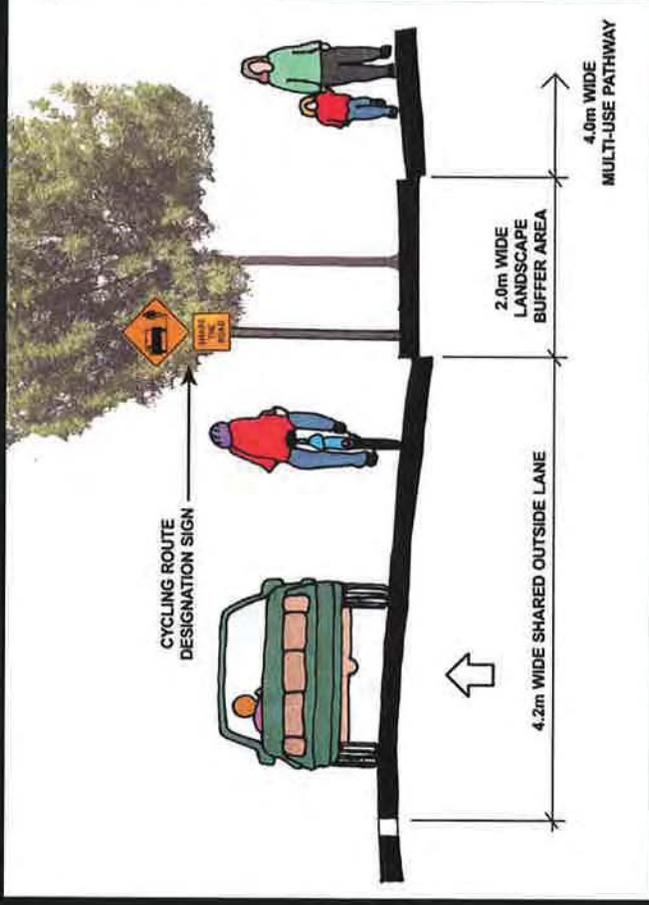


Preferred Design

...3 lane cross-section (south of Cahill Drain)

Cycling and pedestrian infrastructure in the southern part of the study area...

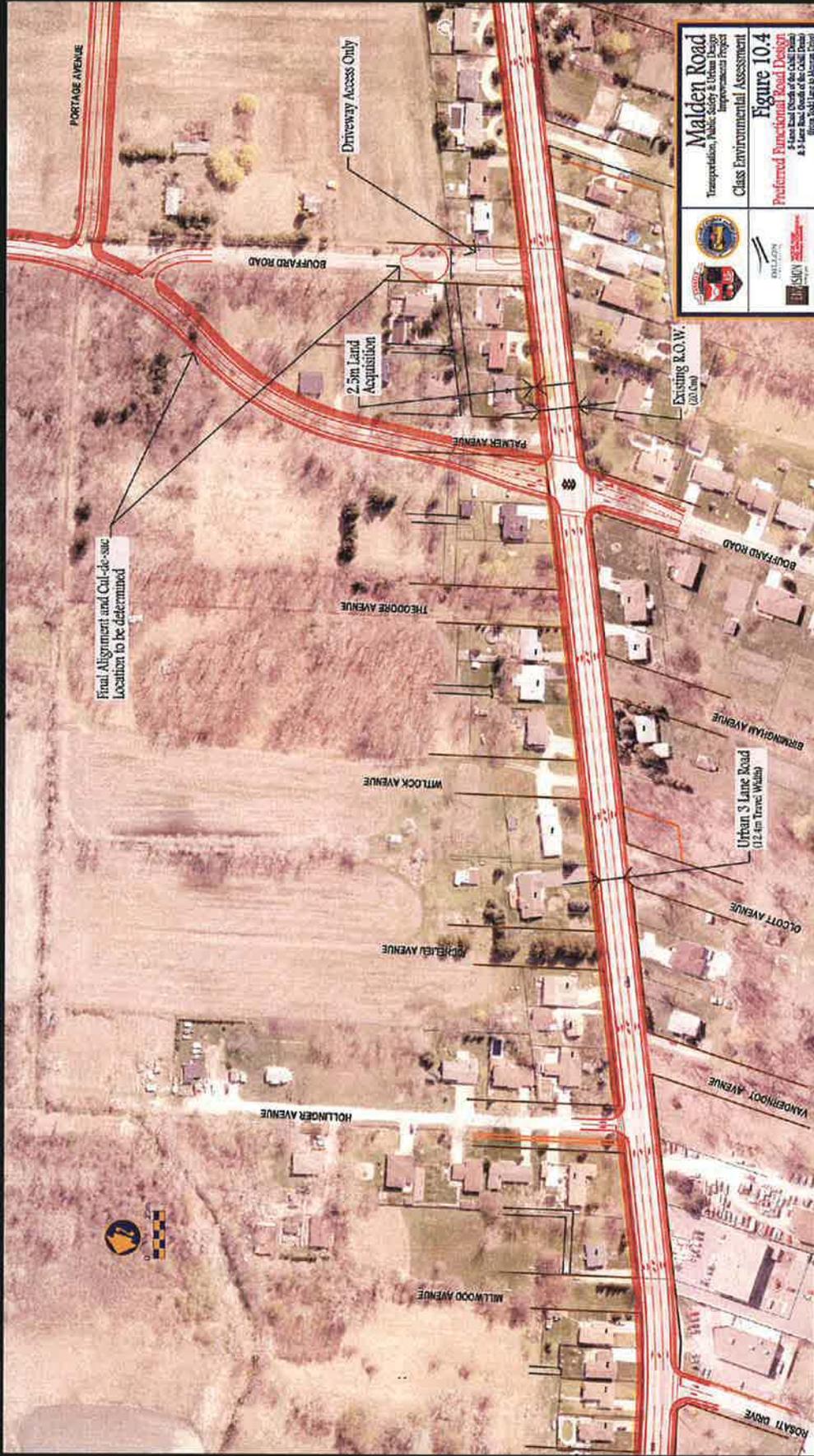
Multi-use pathway, landscaped boulevard and shared outside lane.



Multi-use pathway within the southern part of the study area



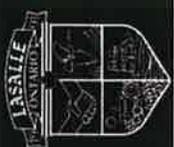
Preferred Design



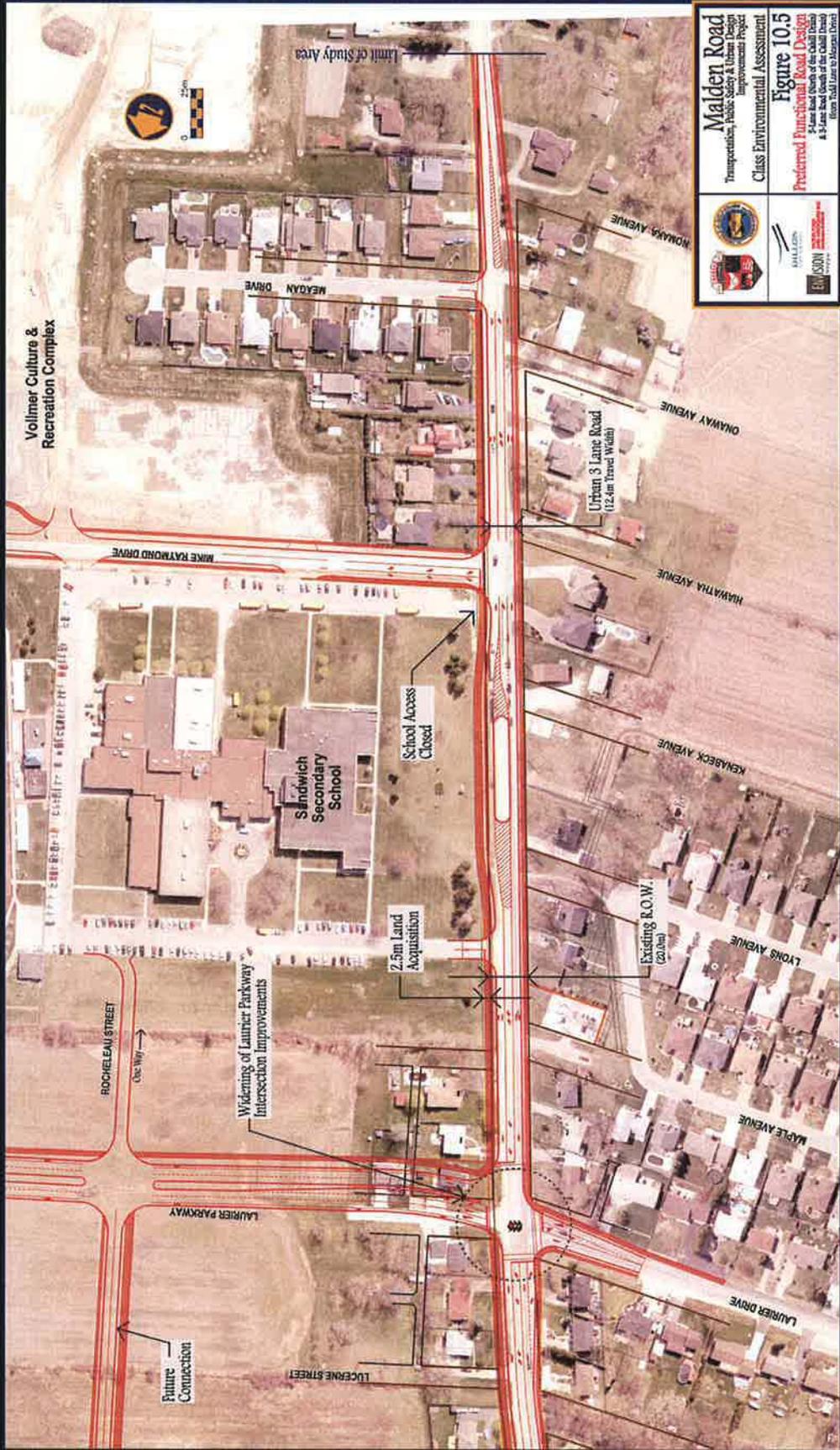
Malden Road
 Transportation, Public Safety & Urban Design
 Improvement Program
 Class Environmental Assessment

Figure 10.4
 Preferred Functional Road Design

4 Lane Road with 12.4m Trans. Width
 4.5m Right of Way
 10.0m Right of Way



Preferred Design



Malden Road
Transportation, Public Safety & Urban Design
Improvement Project

Class Environmental Assessment

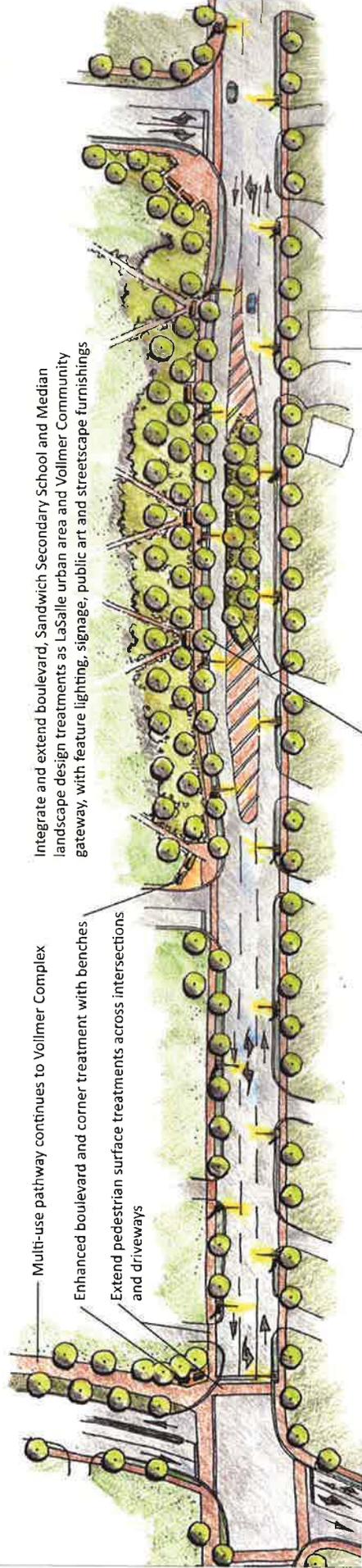
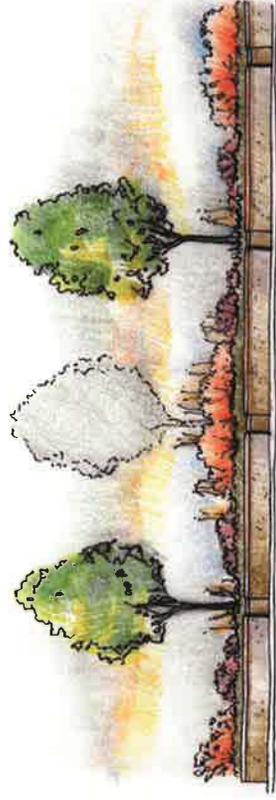
Figure 10.5
Preferred Functional Road Design
4-Lane Road (South of the Call Road)
& 3-Lane Road (South of the Call Road)
From Todd Lane to Huron Drive



Preferred Design

... Vollmer Community Gateway

(fronting Sandwich Secondary School)



Multi-use pathway continues to Vollmer Complex

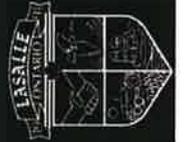
Enhanced boulevard and corner treatment with benches

Extend pedestrian surface treatments across intersections and driveways

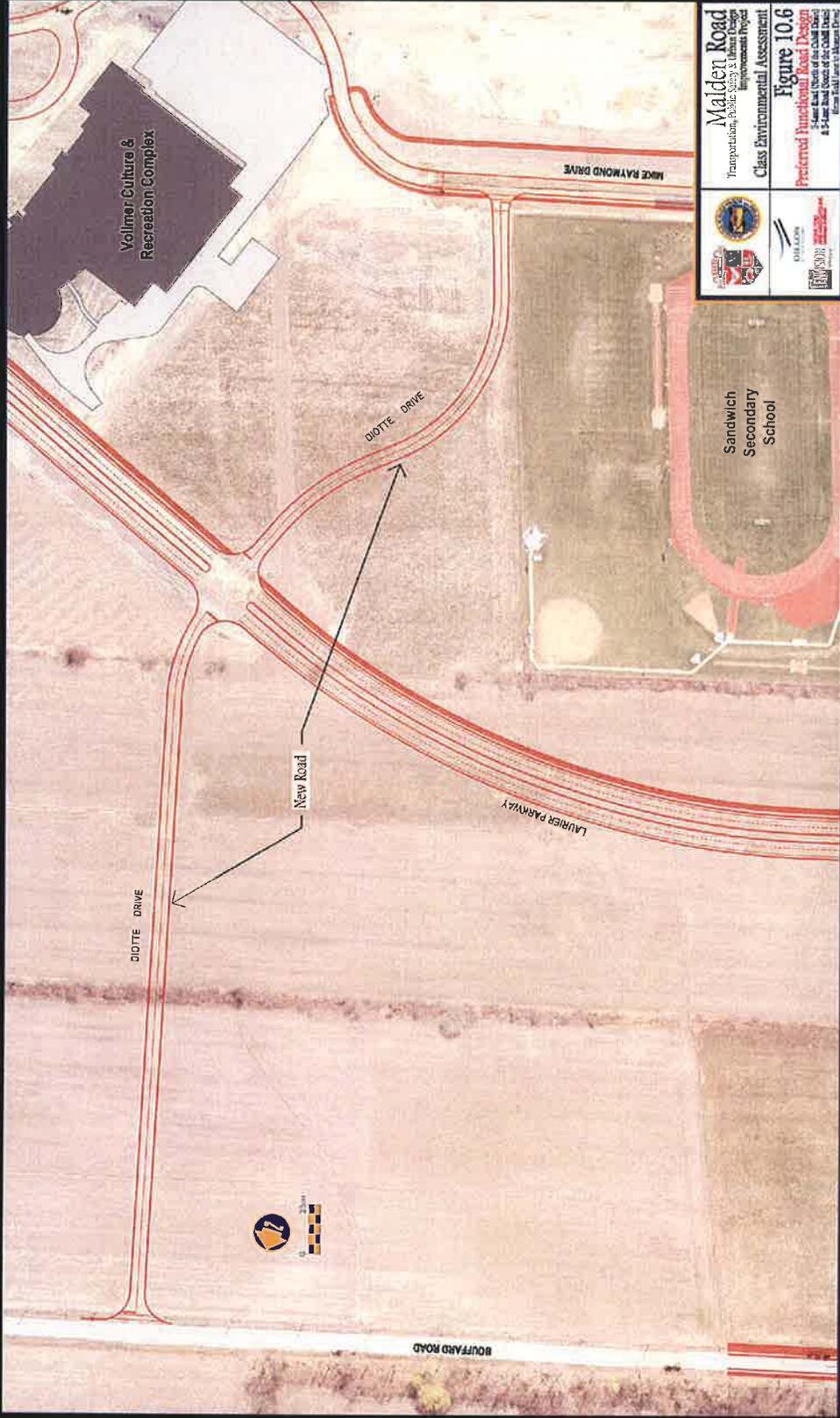
Integrate and extend boulevard, Sandwich Secondary School and Median landscape design treatments as LaSalle urban area and Vollmer Community gateway, with feature lighting, signage, public art and streetscape furnishings

Extend tree species selection to west side of Malden Road

Vollmer Gateway



Preferred Design



Malden Road
Transportation, Public Safety & Urban Design
Improvement Project
Class Environmental Assessment

Figure 10.6
Preferred Paved Road Design
1 - Lane Road (North of Diotte Drive)
2 - Lane Road (South of Diotte Drive)
3 - 4 Lane Road (East of Diotte Drive)
4 - 4 Lane Road (East of Laurel Parkway)
5 - 4 Lane Road (East of Mike Raymond Drive)



Property Impacts

Town Centre (Todd Lane to the Cahill Drain)

- Complete acquisition of 30m (100 ft) corridor in Town Centre
- Additional property beyond the 30m would enhance the urban design features

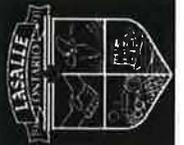
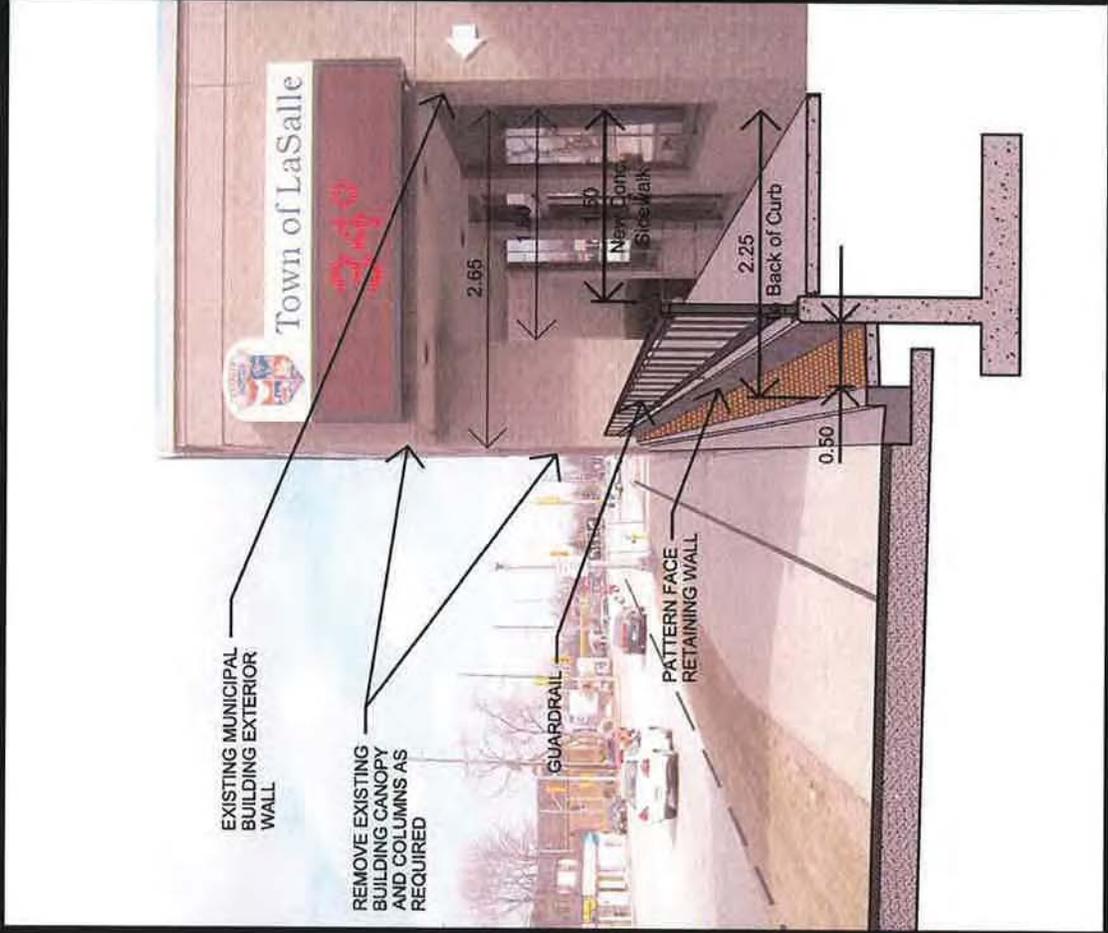
South of Town Centre (south of the Cahill Drain)

- 2.5m widening along east side of corridor (widening to east to avoid conflict with hydro poles on west side of corridor)
- Isolated widenings on both sides at intersections



Property Impacts

.....at the Municipal Building



Budget Costs

Town Centre Precinct (Todd Lane to Cahill Drain)	\$7.9 M
Transition Precinct (Cahill Drain to Reaume Road)	\$5.0 M
<u>Residential Precinct (Reaume Rd to Meagan Drive)</u>	<u>\$6.0 M</u>
Total Construction Cost Estimate	\$18.9 M

Notes:

- Based on 2008 construction costs
- Excludes property acquisition costs
- Excludes G.S.T.
- Includes utility relocation costs and engineering



Phasing

- Property acquisitions
- Major utility relocations:
 - Removal of hydro poles and burial of overhead hydro north of Normandy
 - Removal of utility poles on the east side south of the Cahill Drain
- Construction of intersections:
 - Laurier Drive; Normandy Street; Todd Lane; Sprucewood Avenue
- Construction of 5 lane and 3 lane sections



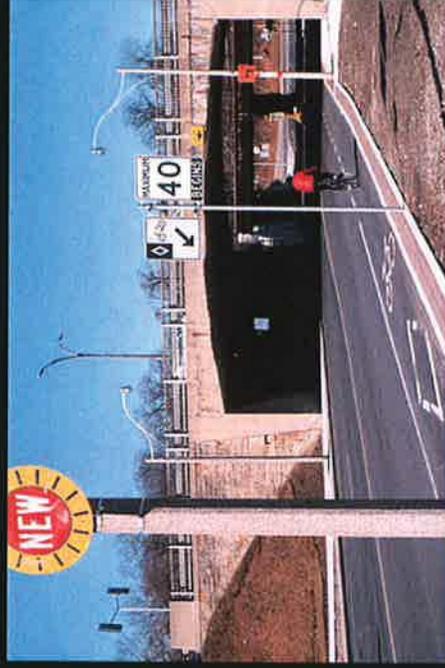
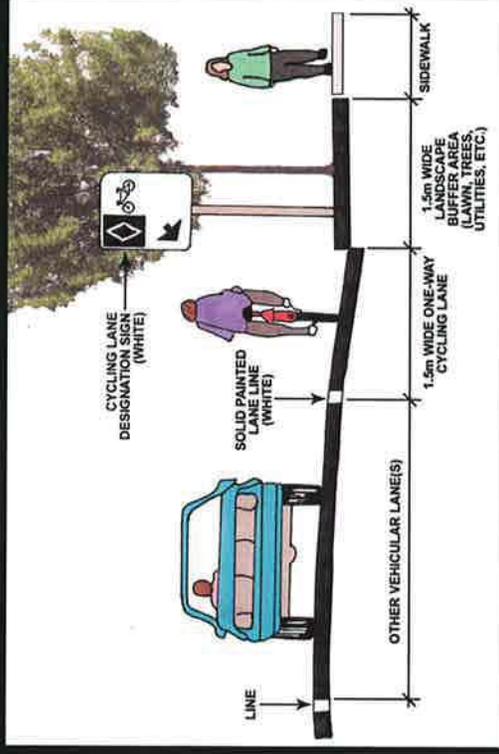
Cycling and Pedestrians

- Typical Cycling Facilities
- Proposed Design Solutions at Select Locations
- Local and Regional Connections
- Signage
- Cycling Safety Pamphlet



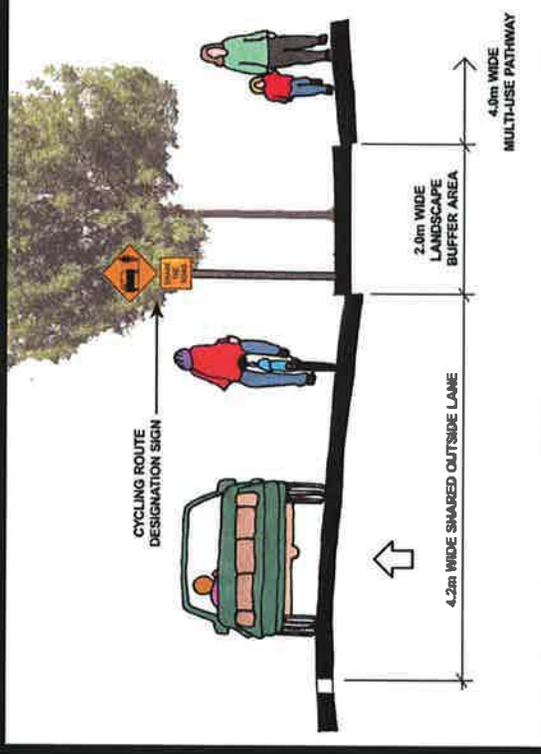
Designated Cycling Lane

- 1.5m preferred width
- On both sides of street
- Signage and lane markings
- 1.5m landscape buffer



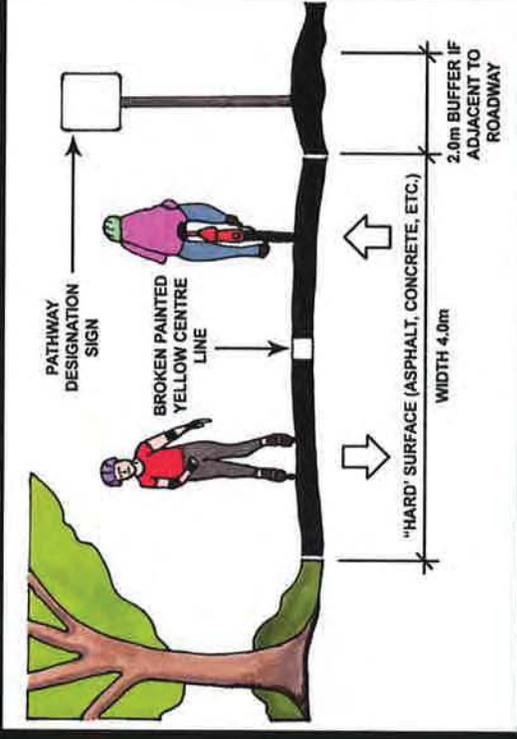
Shared Outside Lane

- Shared by cyclists and automobiles
- 4.2m width
- On both sides of street
- Signage and lane markings
- 2.0m landscape buffer



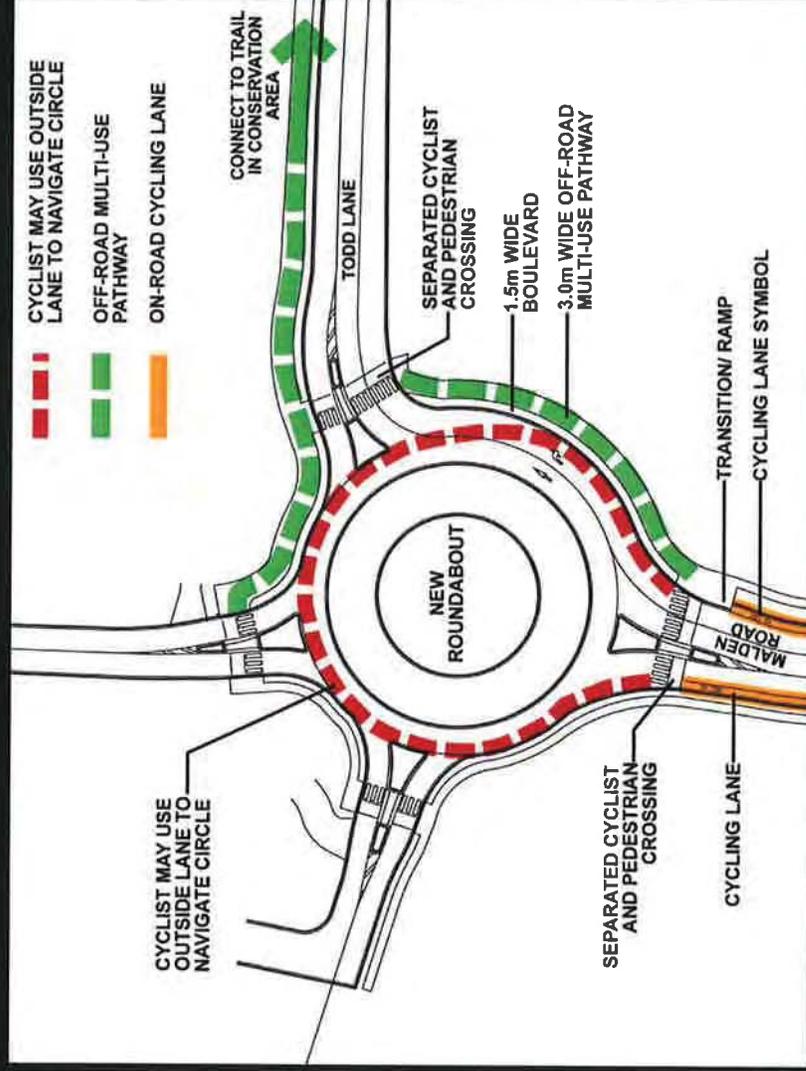
Multi-Use Trail

- 4.0m preferred width
- Painted centre line
- Designation signage



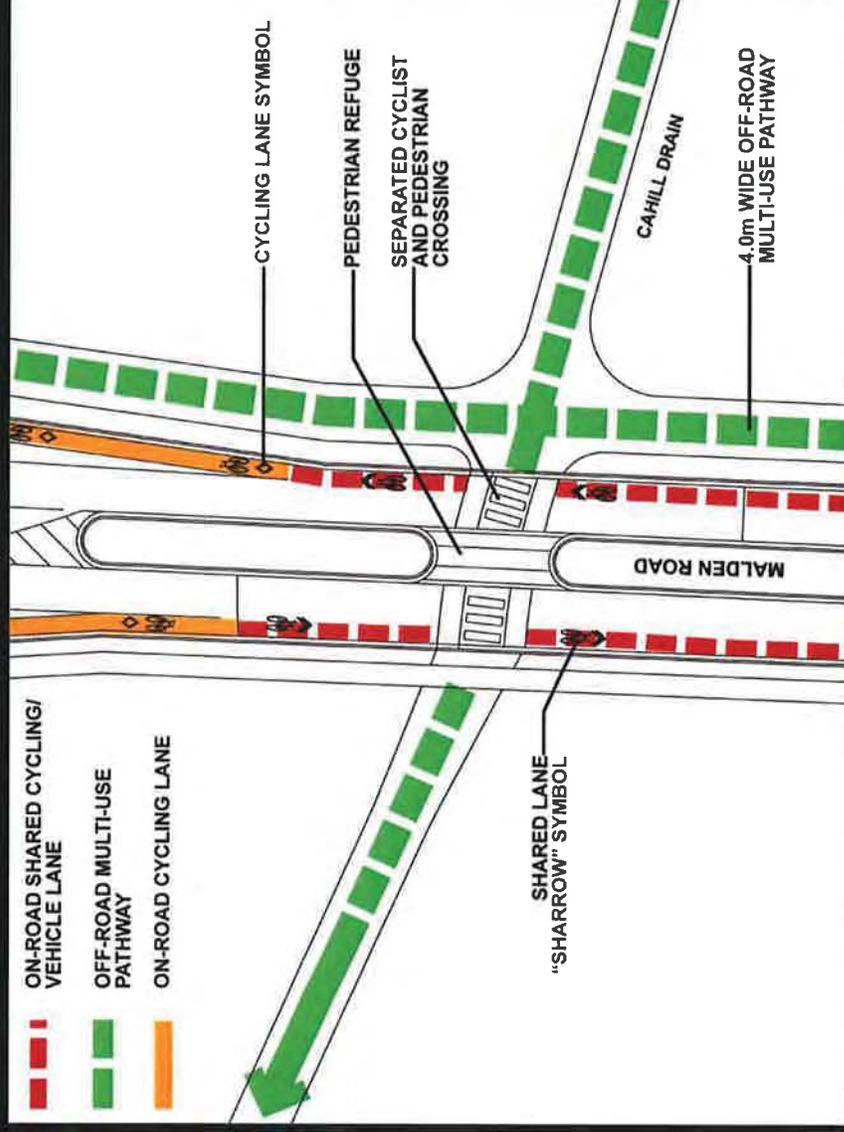
Proposed Design Solution Todd Lane Roundabout

Plan view of the cycling and pedestrian components at the Todd Lane roundabout



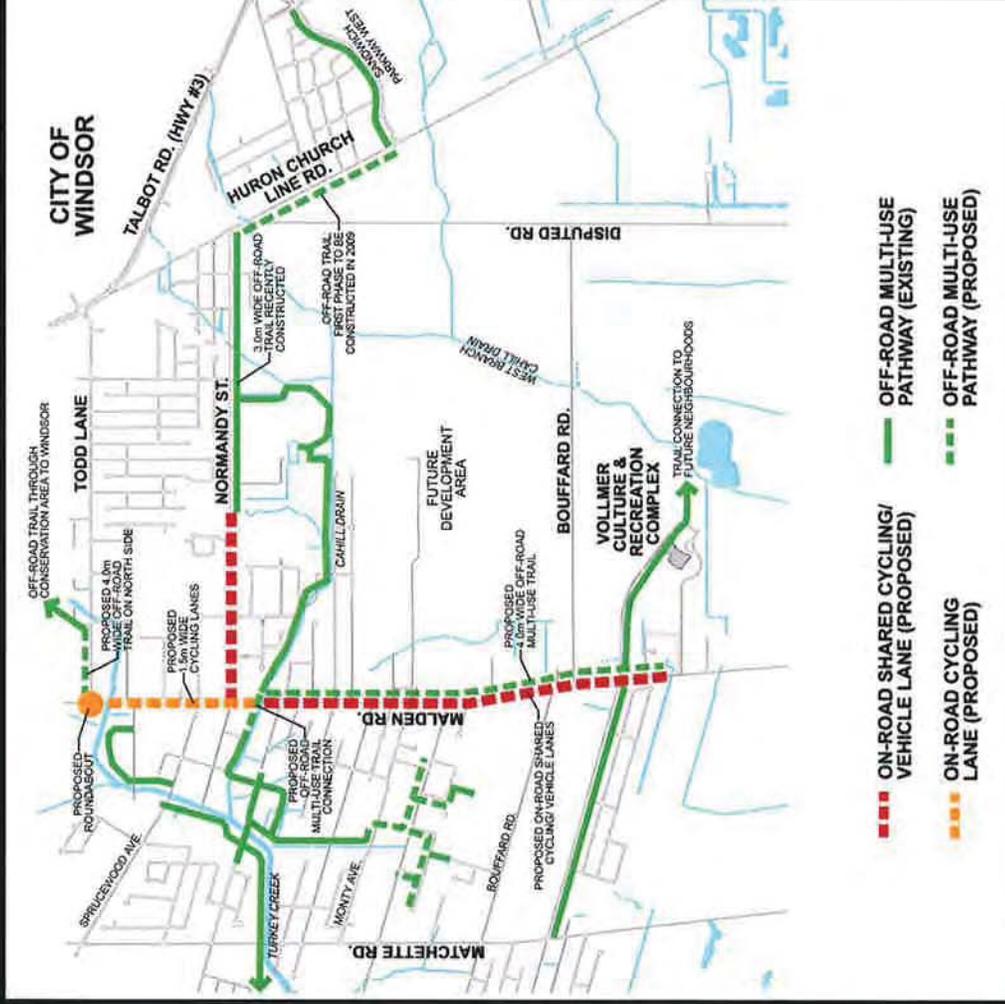
Proposed Design Solution Cahill Drain Crossing

Cycling and pedestrian facilities at the crossing of Malden Road at the Cahill Drain



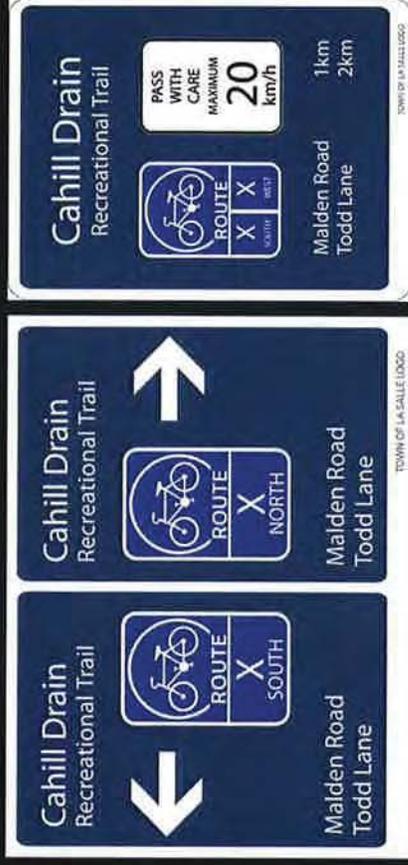
Local and Regional Connections

Cycling and pathway connections



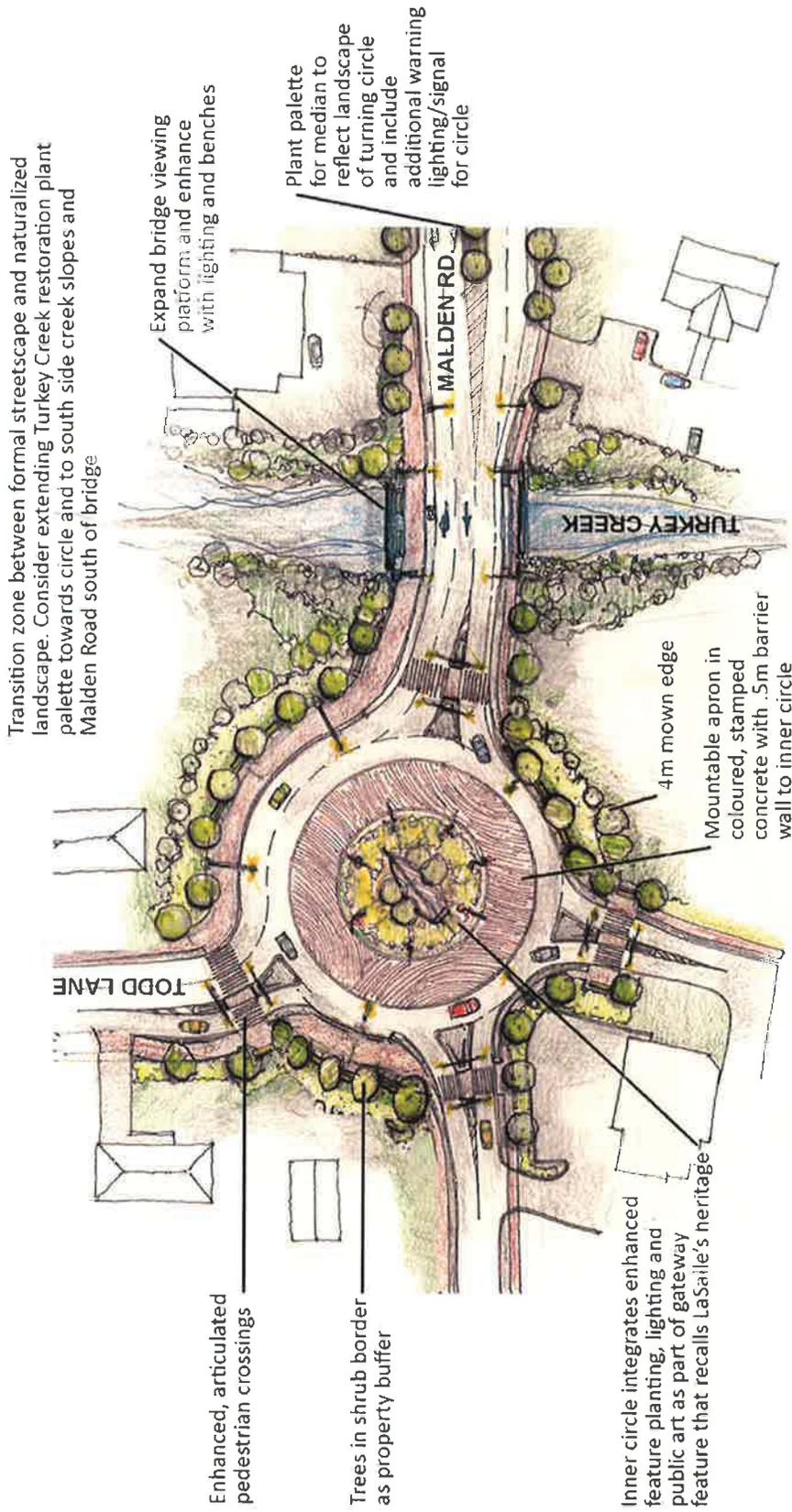
Signage

- Designation and way-finding signs
- Landmark signs

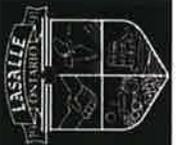


Preferred Design

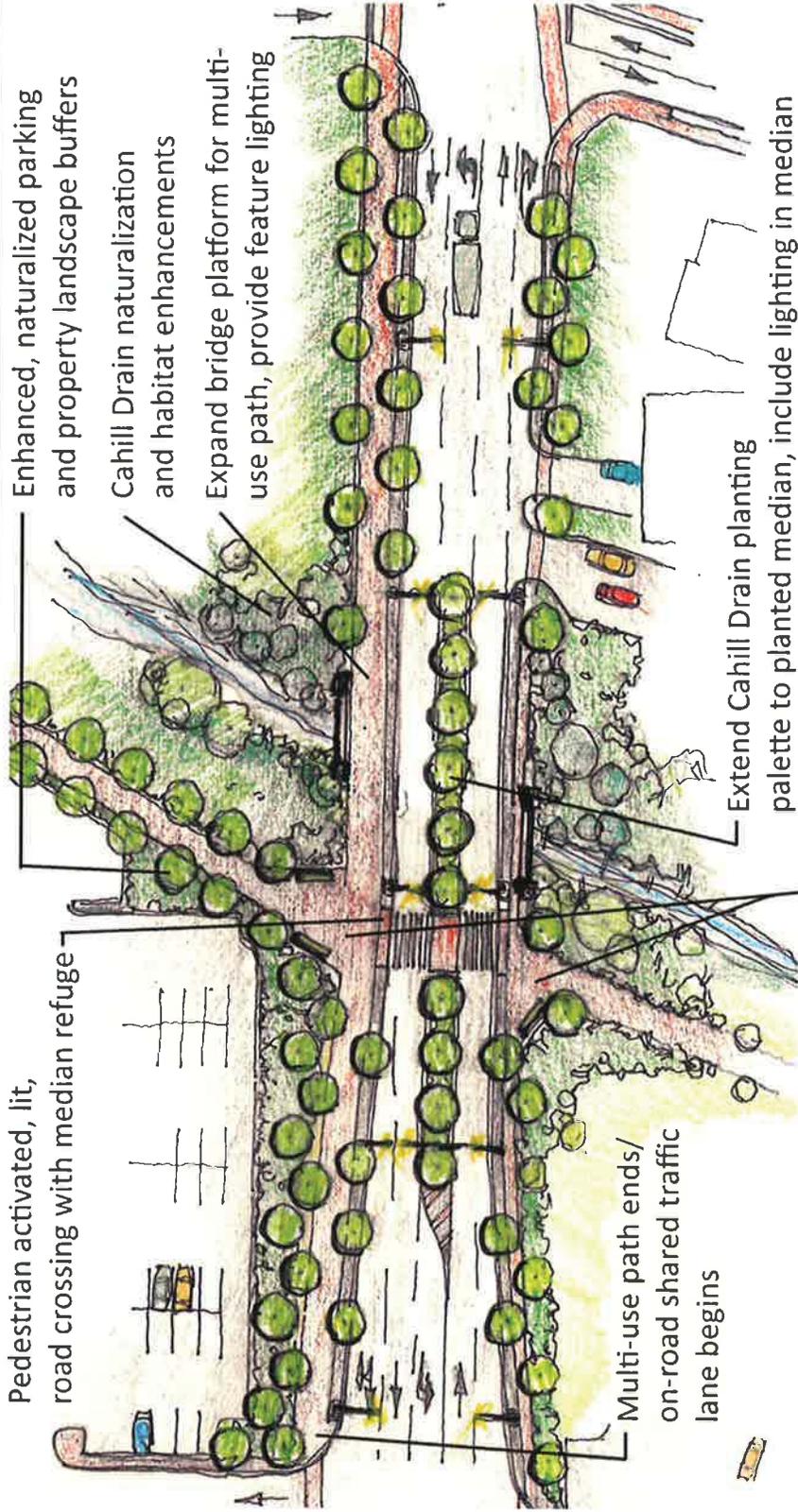
...Todd Lane – Turkey Creek Town Centre Gateway



Todd Lane-Turkey Creek Town Centre Gateway



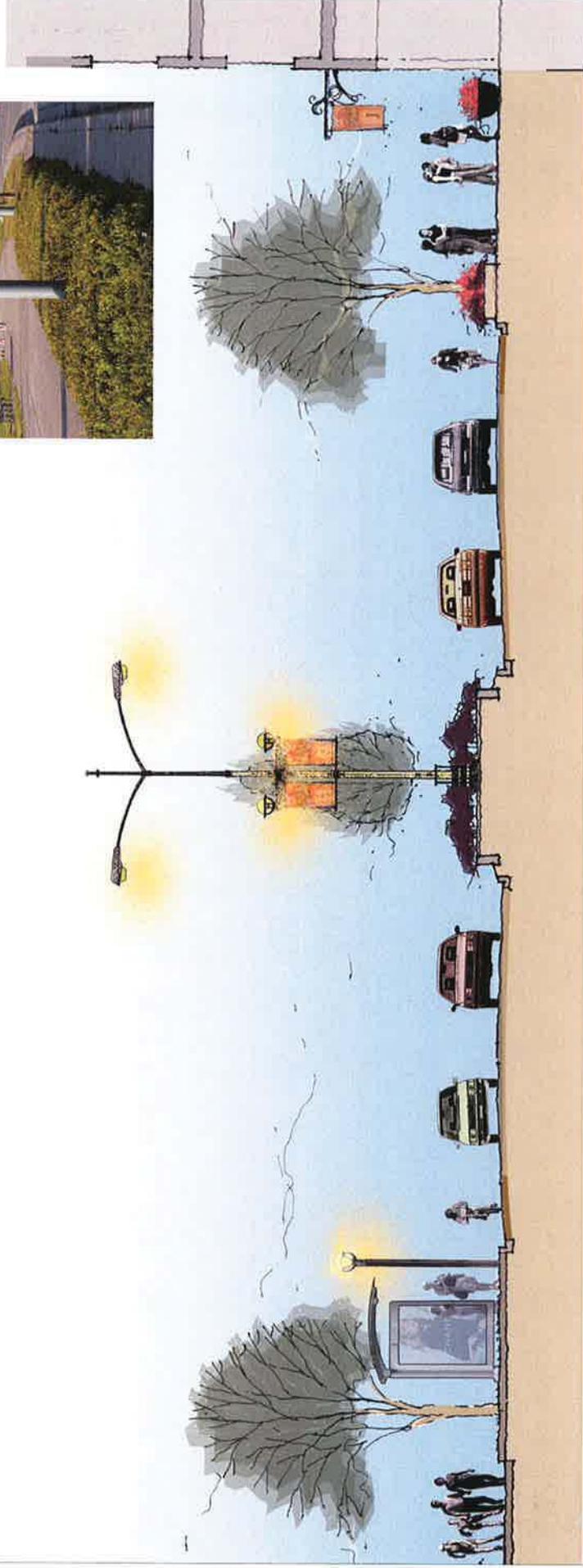
Preferred Design ...Cahill Town Centre Gateway



Cahill Town Centre Gateway



Preferred Design ...Cahill Town Centre Gateway



Planted Median as Integrated Gateway Feature

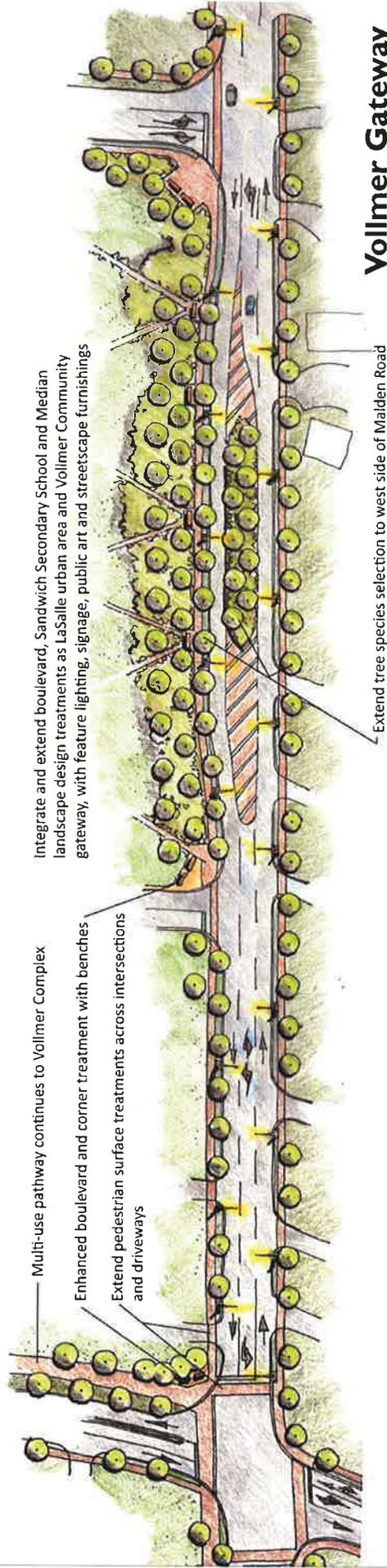
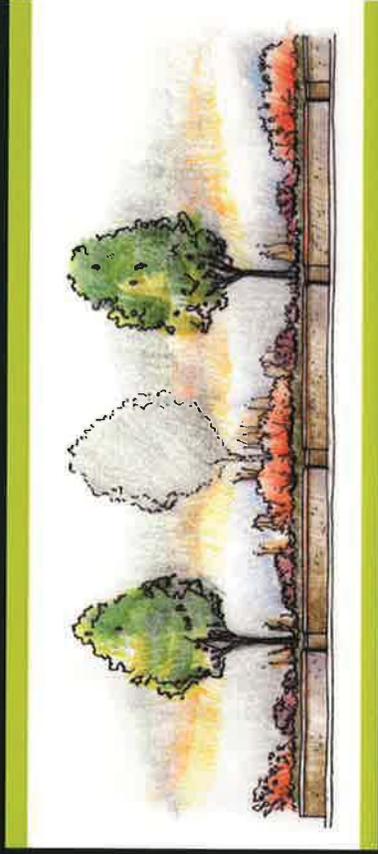
Landscaped median as integrated gateway feature



Preferred Design

... Vollmer Community Gateway

(fronting Sandwich Secondary School)



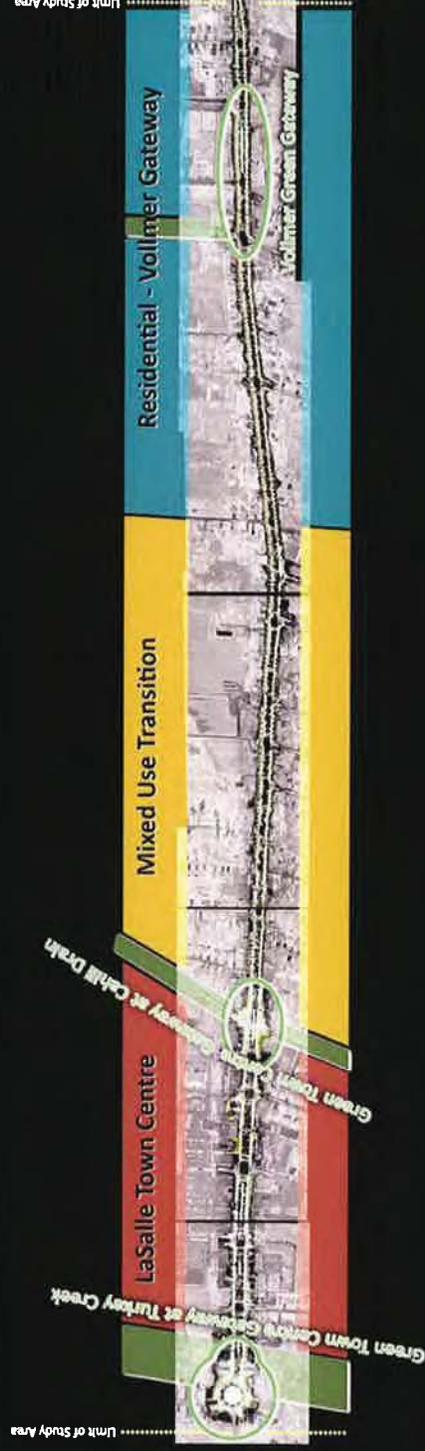
Vollmer Gateway



Urban Design

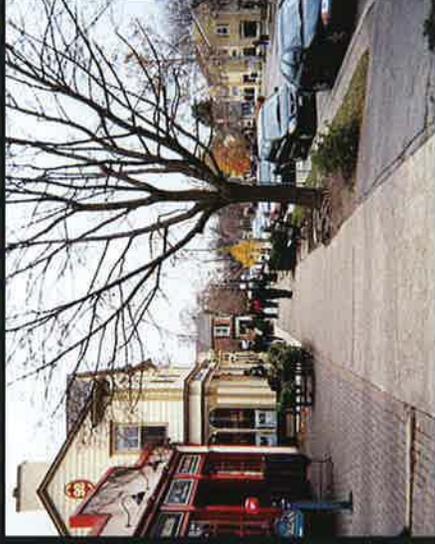
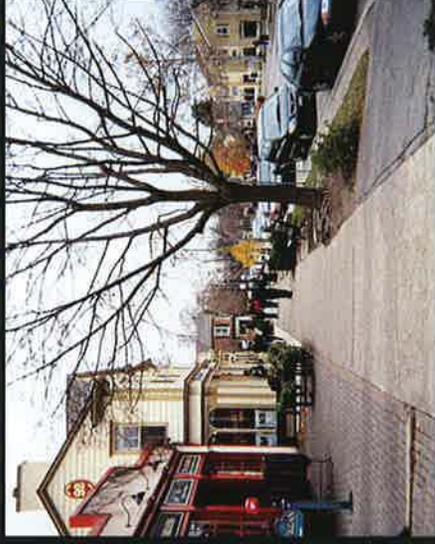
General Urban Design Opportunities within the Malden Road Study Area

- Enrich the Public Realm;
- Design for All Seasons;
- Intensify Commercial and Residential Land Use
- Flexible Framework
- Land Economics
- Establish Verdant Gateways;
- Support Appropriate Intensification;
- Improve Open Space Connectivity;
- Improve Aesthetics of the Public Realm;
- Define Safe Travel Ways for all;
- Employ Traffic Calming



Urban Design

- Establish Verdant Gateways;
- Support Appropriate Intensification;
- Improve Open Space Connectivity;
- Improve Aesthetics of the Public Realm;
- Define Safe Travel Ways for all;
- Employ Traffic Calming



Next Steps

- File the Notice of Completion
- Place the ESR on Public Record for 30 day review period
- Subject to the resolution of any issues & concerns brought forward during the review period, and subject to Council resolution, the Town may proceed with construction



Questions?



APPENDIX N

GEOTECHNICAL INFORMATION

Caza, Nicole

From: Skillings, David [David_Skillings@golder.com]
Sent: March 26, 2008 11:29 AM
To: Caza, Nicole
Cc: Rodger, Jim
Subject: Malden Road Study Area, Relevant Project Titles
Attachments: 08-1140-w027 - list of projects.doc

Hi Nicole,

Attached is a list of the relevant background projects we are using for the Malden Road Improvement report. If you could send us a recent AutoCAD drawing of the area we could plot the borehole locations to help you better determine the most relevant reports and where additional investigation may be needed.

Regards,

Dave

David Skillings (B.A.Sc.) | EIT | Golder Associates Ltd.
2465 McDougall Street, Suite 100, Windsor, Ontario, Canada N8X 3N9
T: [+1] (519) 250 3733 | F: [+1] (519) 250 6452 | C: [+1] (519) 818 7418 | E: David_Skillings@golder.com |
www.golder.com

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Malden Road Transportation Public Safety and Urban Design Improvement Project

Relevant Project Titles

08-1140-w027

- Golder Associates Ltd. Report No. 06-1140-037, entitled “Geotechnical Investigation, LaSalle Recreational Complex, Town of LaSalle, Ontario”, dated April 2006.
- Golder Associates Ltd. Report No. 05-1140-252, entitled “Supplementary Geotechnical Investigation, LaSalle Leisure and Recreational Complex, Town of LaSalle, Ontario”, dated December 2005.
- Golder Associates Ltd. Report No. 041-140120, entitled “Geotechnical Investigation, Evola Development, Town of LaSalle, Ontario”, dated June 2004.
- Golder Associates Ltd. Report No. 041-140028, entitled “Preliminary Geotechnical Investigation, Trunk Infrastructure Functional Design Study, Bouffard and Howard Planning Districts, Town of LaSalle, Ontario”, dated July 2004.
- Golder Associates Ltd. Report No. 031-140089, entitled “Preliminary Geotechnical Investigation, LaSalle Leisure and Recreational Complex, Town of LaSalle, Ontario”, dated July 2003.
- Golder Associates Ltd. Report No. 011-4109a, entitled “Geotechnical Overview, Todd Lane Corridor Improvements, Huron Church to Malden Road, Town of LaSalle, Ontario”, dated April 2002.
- Golder Associates Ltd. Report No. 011-4094, entitled “Geotechnical Investigation, Proposed Malden Road Plaza, Town of LaSalle, Ontario”, dated May 2001.
- Golder Associates Ltd. Report No. 001-4172, entitled “Geotechnical Investigation, Proposed Delmar Street Retail Stores, Town of LaSalle, Ontario”, dated July 2000.
- Golder Associates Ltd. Report No. 991-4260, entitled “Geotechnical Investigation, Proposed 4 Story Condominium Buildings, Normandy Street and Ellis Street, Town of LaSalle, Ontario”, dated November 1999.
- Golder Associates Ltd. Report No. 981-4147, entitled “Geotechnical Investigation, Proposed Financial Site, Normandy Avenue and Malden Road, Town of LaSalle, Ontario”, dated July 1998.

- Golder Associates Ltd. Report No. 981-4156, entitled “Geotechnical Investigation, Malden Garden Subdivision, Town of LaSalle, Ontario”, dated July 1998.
- Golder Associates Ltd. Report No. 981-4169, entitled “Geotechnical Investigation, Proposed Financial Building, Delmar Street and Malden Road, Town of LaSalle, Ontario”, dated July 1998.
- Golder Associates Ltd. Report No. 754139/3, entitled “Geotechnical Investigation, Proposed Provincial Sewage Works Programme, Township of Sandwich West, Ontario”, dated June 1997.
- Golder Associates Ltd. Report No. 971-4249, entitled “Geotechnical Investigation, Proposed Library Building, Normandy Avenue, Town of LaSalle, Ontario”, dated September 1997.
- Golder Associates Ltd. Report No. 961-4018, entitled “Geotechnical Investigation, Proposed Malden Road Widening, Turkey Creek to Cahill Drain, Town of LaSalle, Ontario”, dated June 1996.
- Golder Associates Ltd. Report No. 961-4257, entitled “Geotechnical Investigation, Proposed French Elementary School, Ecole Monseigneur Augustin Caron”, dated November 1996.
- Golder Associates Ltd. Report No. 981-4016, entitled “Geotechnical Investigation, Proposed Seven Story Condominium Building, Normandy Avenue, Town of LaSalle, Ontario”, dated February 1995.
- Golder Associates Ltd. Report No. 911-4013, entitled “Geotechnical Investigation, Meadowlane Adult Community, Township of Sandwich West, Ontario”, dated February 1991.
- Golder Associates Ltd. Report No. 901-4096, entitled “Geotechnical Investigation, Proposed Public Works Maintenance Building, Normandy Avenue, Township of Sandwich West, Ontario”, dated June 1990.
- Golder Associates Ltd. Report No. 901-4110, entitled “Geotechnical Investigation, Proposed Normandy Street Reconstruction, Ellis Street to Malden Road, Township of Sandwich West, Ontario”, dated June 1990.

- Golder Associates Ltd. Report No. 754139/12, entitled “Geotechnical Investigation, Proposed Provincial Sewage Works Programme, Township of Sandwich West, Ontario”, dated February 1982.
- Golder Associates Ltd. Report No. 754139/13, entitled “Geotechnical Investigation, Proposed Provincial Sewage Works Programme, Township of Sandwich West, Ontario”, dated September 1982.
- Golder Associates Ltd. Report No. 754139/10, entitled “Geotechnical Investigation, Proposed Provincial Sewage Works Programme, Township of Sandwich West, Ontario”, dated July 1980.
- Golder Associates Ltd. Report No. 754139/2, entitled “Geotechnical Investigation, Proposed Provincial Sewage Works Programme, Township of Sandwich West, Ontario”, dated December 1975.

Caza, Nicole

From: Skillings, David [David_Skillings@golder.com]
Sent: April 14, 2008 2:09 PM
To: Caza, Nicole
Cc: Rodger, Jim
Subject: RE: Malden Road Study Area, Relevant Project Titles
Attachments: Figure 1.pdf; Figure 2.pdf; Figure 3.pdf

Hi Nicole,

Attached is a copy of our borehole location plan. Hopefully this will aid you in your discussions with the city. If there is anything else you need do not hesitate to call.

Regards,

Dave

David Skillings (B.A.Sc.) | Golder Associates Ltd.
2465 McDougall Street, Suite 100, Windsor, Ontario, Canada N8X 3N9
T: [+1] (519) 250 3733 | F: [+1] (519) 250 6452 | C: [+1] (519) 818 7418 | E: David_Skillings@golder.com |
www.golder.com

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From: Caza, Nicole [mailto:NCaza@dillon.ca]
Sent: April 10, 2008 2:43 PM
To: Skillings, David
Cc: Rodger, Jim
Subject: RE: Malden Road Study Area, Relevant Project Titles

Hi David,

Could you please advise on the status of your work for this project? We will be meeting with the Town and County on Wednesday, April 16, and I would like to provide them with an update on the geotech component of the project.

At this meeting, we will also discuss whether or not there is any benefit of getting hard copies of the reports and whether or not additional boreholes in the pavement may be required. I will keep you posted on the outcome.

Thanks,
Nicole

Nicole Caza, P. Eng.
Associate
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Tel: (519) 948-5000, ext. 2246

From: Skillings, David [mailto:David_Skillings@golder.com]
Sent: March 26, 2008 11:29 AM
To: Caza, Nicole
Cc: Rodger, Jim
Subject: Malden Road Study Area, Relevant Project Titles

Hi Nicole,

17/12/2008

Attached is a list of the relevant background projects we are using for the Malden Road Improvement report. If you could send us a recent AutoCAD drawing of the area we could plot the borehole locations to help you better determine the most relevant reports and where additional investigation may be needed.

Regards,

Dave

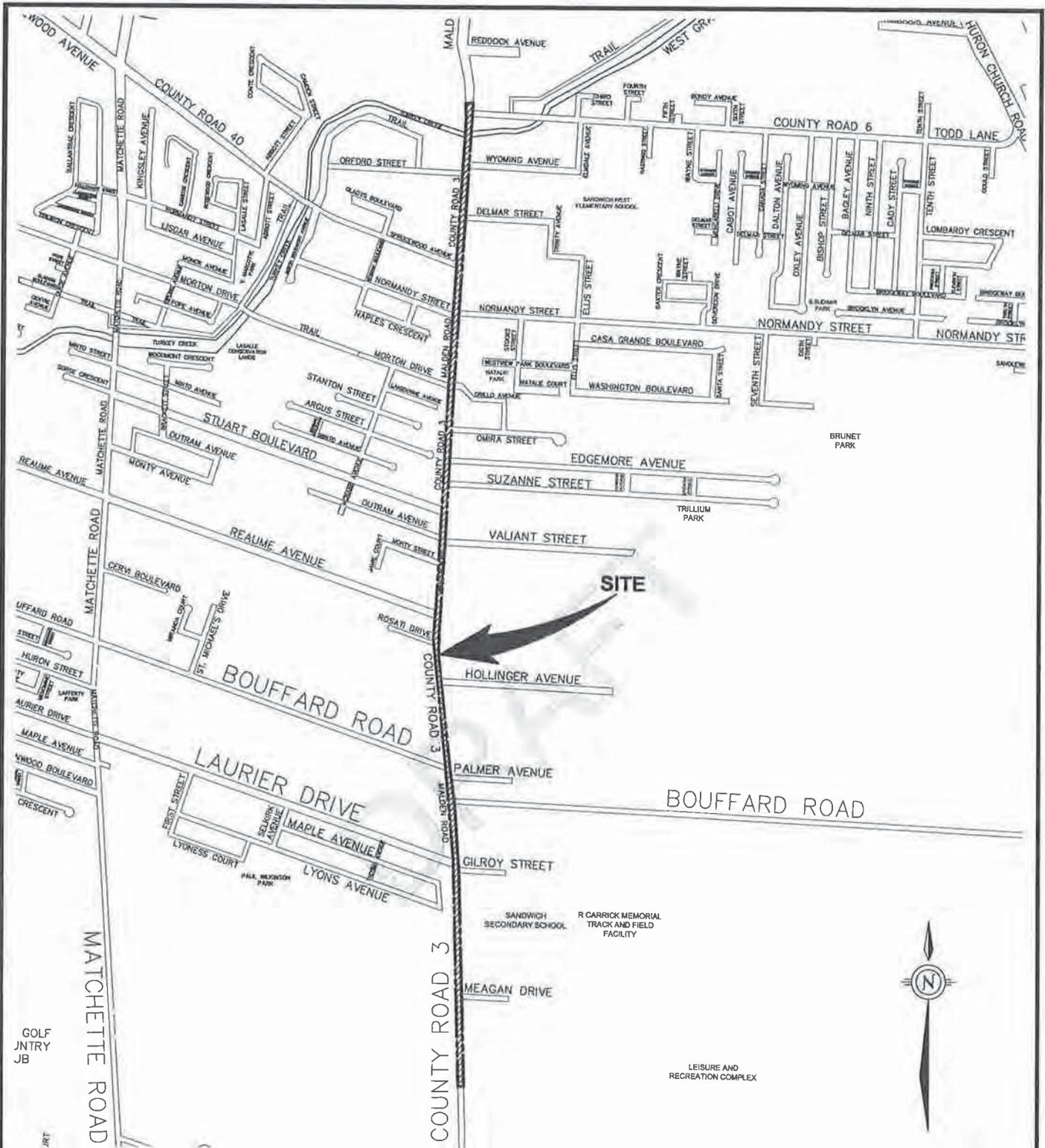
David Skillings (B.A.Sc.) | EIT | Golder Associates Ltd.
2465 McDougall Street, Suite 100, Windsor, Ontario, Canada N8X 3N9
T: [+1] (519) 250 3733 | F: [+1] (519) 250 6452 | C: [+1] (519) 818 7418 | E: David_Skillings@golder.com |
www.golder.com

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NOTES

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING REPORT.
 ALL LOCATIONS APPROXIMATE.

PROJECT	DILLON CONSULTING LTD.		
	PRELIMINARY GEOTECHNICAL INVESTIGATION		
	MALDEN ROAD, TOWN OF LASALLE, ONTARIO		
TITLE	KEY PLAN		
 Golder Associates Windsor, Ontario	PROJECT No. 08-1140-W027	FILE No. 081140W027d001.dwg	
	DESIGN		SCALE AS SHOWN REV. 0
	CADD J.A.S.	APR/04/08	
	CHECK		
REVIEW			FIGURE 1

Caza, Nicole

From: Rodger, Jim [jrodger@golder.com]
Sent: April 18, 2008 10:18 AM
To: Caza, Nicole
Subject: FW: 961-4018 road borehole logs and figure 2
Attachments: 961-4018 road boreholes and fig 2.pdf

Nicole;

Attached find a portion of a location plan and several borehole logs from work on Malden Road carried out for Dillon in 1996 for the reconstruction of Malden Road between Turkey Creek and the Lennon/Cahill Drain. We trust this is of assistance.

James D Rodger (P.Eng.) | Principal | Golder Associates Ltd.
2465 McDougall Street, Suite 100, Windsor, Ontario, Canada N8X 3N9
T: [+1] (519) 250 3733 | **D:** [+1] (519) | **F:** [+1] (519) 250 6452 | **C:** [+1] (519) 564 7607 | **E:** JRodger@golder.com | **www.golder.com**

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Please consider the environment before printing this email.

From: Scott, Jason
Sent: April 18, 2008 10:12 AM
To: Rodger, Jim
Subject: 961-4018 road borehole logs and figure 2

Jim,

Please find attached as requested.

Jason Scott (B.E.S. (Hons)) | Junior CAD Specialist | Golder Associates Ltd.
2465 McDougall Street, Suite 100, Windsor, Ontario, Canada N8X 3N9
T: [+1] (519) 250 3733 | **F:** [+1] (519) 250 6452 | **E:** Jason_Scott@golder.com | **www.golder.com**

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Please consider the environment before printing this email.

17/12/2008

LOCATION PLAN

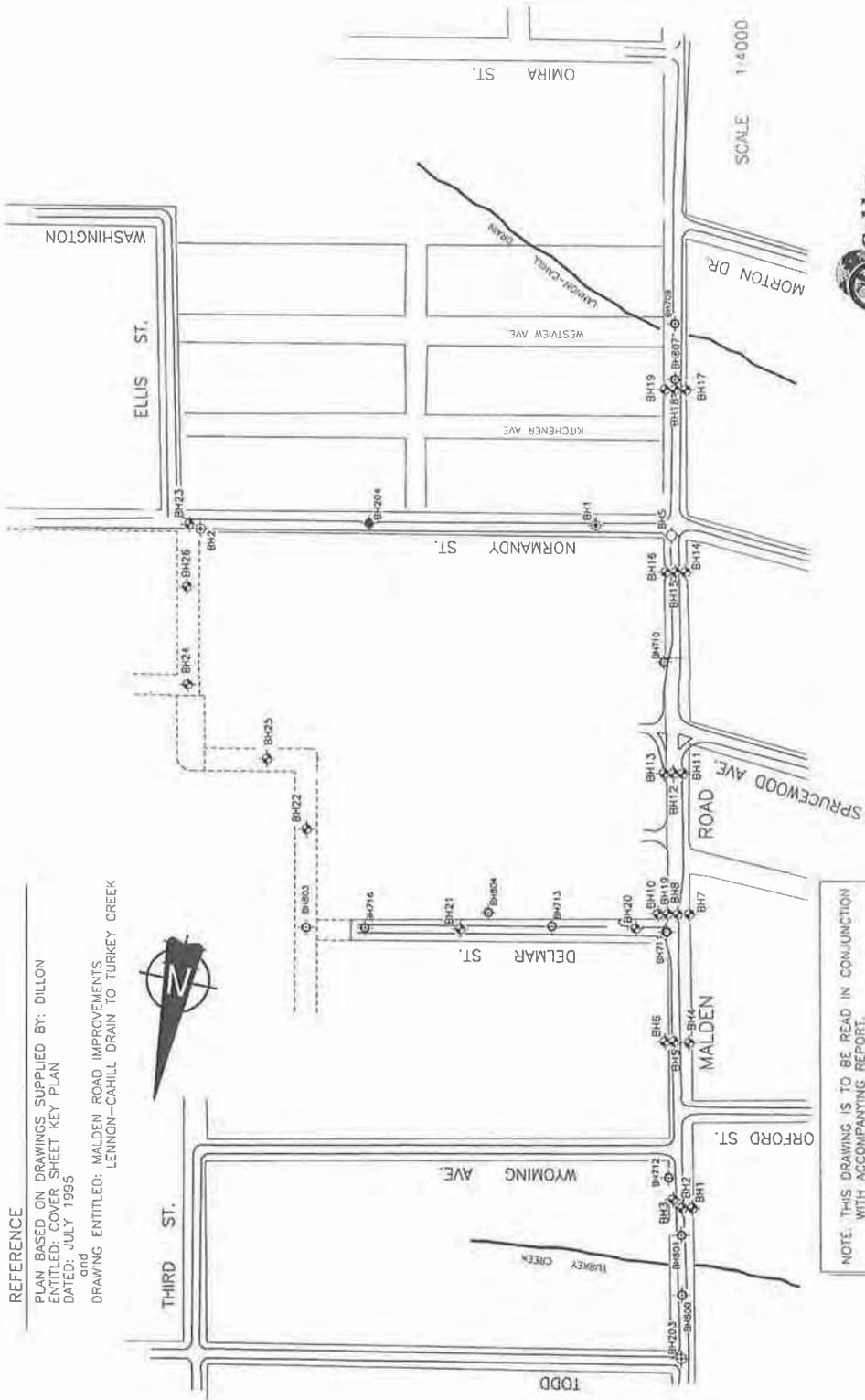
FIGURE 2

LEGEND

- ◆ BOREHOLE LOCATION IN PLAN
- ◆ BOREHOLE LOCATION IN PLAN
(PREVIOUS INVESTIGATION REPORT No. 754139/12)
- ◆ BOREHOLE LOCATION IN PLAN
(PREVIOUS INVESTIGATION REPORT No. 754138/11)
- ◆ BOREHOLE LOCATION IN PLAN
(PREVIOUS INVESTIGATION REPORT No. 754138/11)
- ◆ BOREHOLE LOCATION IN PLAN
(PREVIOUS INVESTIGATION REPORT No. 754139/2)
- ◆ BOREHOLE LOCATION IN PLAN
(PREVIOUS INVESTIGATION REPORT No. 754139/2)
- ◆ BOREHOLE LOCATION IN PLAN
(PREVIOUS INVESTIGATION REPORT No. 301-4110)

REFERENCE

PLAN BASED ON DRAWINGS SUPPLIED BY: DILLON
 ENTITLED: COVER SHEET KEY PLAN
 DATED: JULY 1995
 and
 DRAWING ENTITLED: MALDEN ROAD IMPROVEMENTS
 LENNON-CAHILL DRAIN TO TURKEY CREEK



NOTE: THIS DRAWING IS TO BE READ IN CONJUNCTION
 WITH ACCOMPANYING REPORT.
 ALL LOCATIONS APPROXIMATE.



Date: MAY. 31. 1996
 Project: 961-4038

Drawn: J.M.
 Chkd: J.M.

PROJECT: 961-4018

RECORD OF BOREHOLE 2

SHEET 1 OF 1

LOCATION: SEE LOCATION PLAN

BORING DATE: MAY 24, 1996

DATUM: GEODETIC

SAMPLER HAMMER, 63.5kg; DROP, 760mm

PENETRATION TEST HAMMER, 63.5kg; DROP, 760mm

DEPTH SCALE METRES	BORING METHOD	SOIL PROFILE		SAMPLES		DYNAMIC PENETRATION RESISTANCE, BLOWS/0.3m				HYDRAULIC CONDUCTIVITY, k, cm/s				ADDITIONAL LAB. TESTING	PIEZOMETER OR STANDPIPE INSTALLATION		
		DESCRIPTION	STRATA PLOT	ELEV. DEPTH (m)	NUMBER	TYPE	BLOWS/0.3m	SHEAR STRENGTH				WATER CONTENT, PERCENT					
								Cu, kPa		rem.V - U - O		Wp				W	
0	POWER AUGER	PAVEMENT SURFACE		178.45													
		ASPHALT		178.36													
		Granular roadbase		0.09													
		ASPHALT		178.14	1	50 DO	> 1										
		CONCRETE		0.37													
				177.86													
			Loose brown silty sand, topsoil layers (FILL)		0.59	2	50 DO	6									
1					177.38												
			Loose brown SILTY SAND		1.07	3	50 DO	8									
					176.95												
		END OF BOREHOLE		1.60													

▽
Borehole dry during drilling on May 24, 1996

DATA INPUT: TONY MASTROIANNI

0
15 5 PERCENT AXIAL STRAIN AT FAILURE
10

DEPTH SCALE
1 to 50

Golder Associates

LOGGED: C.C.
CHECKED: *[Signature]*

PROJECT: 961-401B

RECORD OF BOREHOLE 5

SHEET 1 OF 1

LOCATION: SEE LOCATION PLAN

BORING DATE: MAY 24, 1996

DATUM: GEODETIC

SAMPLER HAMMER, 63.5kg; DROP, 760mm

PENETRATION TEST HAMMER, 63.5kg; DROP, 760mm

DEPTH SCALE METRES	BORING METHOD	SOIL PROFILE		SAMPLES		DYNAMIC PENETRATION RESISTANCE, BLOWS/0.3m				HYDRAULIC CONDUCTIVITY, k, cm/s				ADDITIONAL LAB. TESTING	PIEZOMETER OR STANDPIPE INSTALLATION
		DESCRIPTION	STRATA PLOT	ELEV. DEPTH (m)	NUMBER TYPE	SHEAR STRENGTH Cu, kPa				WATER CONTENT, PERCENT					
0	POWER AUGER POWER AUGER	PAVEMENT SURFACE	[Pattern]	178.44	1 AS									Borehole dry during drilling on May 24, 1996	
		ASPHALT	[Pattern]	178.29											
		Granular roadbase	[Pattern]	0.15											
		ASPHALT	[Pattern]	178.08											
		CONCRETE	[Pattern]	177.84											
1		Black silty TOPSOIL	[Pattern]	177.21	3 50 DO										
		Loose brown SILTY SAND to SANDY SILT, trace clay	[Pattern]	1.23	3 50 DO										
2		END OF BOREHOLE	[Pattern]	176.46											
			[Pattern]	1.98											

DATA INPUT: TONY MASTROIANNI

0
15 5 PERCENT AXIAL STRAIN AT FAILURE
10

DEPTH SCALE
1 to 50

Golder Associates

LOGGED: C.C.
CHECKED:

PROJECT: 961-401B

RECORD OF BOREHOLE 8

SHEET 1 OF 1

LOCATION: SEE LOCATION PLAN

BORING DATE: MAY 23, 1996

DATUM: GEODETIC

SAMPLER HAMMER, 63.5kg; DROP, 760mm

PENETRATION TEST HAMMER, 63.5kg; DROP, 760mm

DEPTH SCALE METRES	BORING METHOD	SOIL PROFILE		SAMPLES		DYNAMIC PENETRATION RESISTANCE, BLOWS/0.3m				HYDRAULIC CONDUCTIVITY, k_v cm/s				ADDITIONAL LAB. TESTING	PIEZOMETER OR STANDPIPE INSTALLATION	
		DESCRIPTION	STRATA PLOT	ELEV. DEPTH (m)	NUMBER	TYPE	SHEAR STRENGTH C_u , kPa				WATER CONTENT, PERCENT					
0	POWER AUGER	PAVEMENT SURFACE	[Pattern]	178.70	1	AS										
		ASPHALT		178.58												
	POWER AUGER	Granular road base		0.12												
1	POWER AUGER	Loose fine brown SILTY SAND, trace clay	[Pattern]	177.94	2	50 DO										
				0.76												
		END OF BOREHOLE		177.18												
2				1.52												
3																
4																
5																
6																
7																
8																
9																
10																

Seepage into borehole at elevation 177.48m during drilling on May 23, 1996.

DATA INPUT: TORY MASTROIANNI

0
15-5 PERCENT AXIAL STRAIN AT FAILURE
10

DEPTH SCALE
1 to 50

Golder Associates

LOGGED: C.C.
CHECKED: [Signature]

PROJECT: 961-4018

RECORD OF BOREHOLE 12

SHEET 1 OF 1

LOCATION: SEE LOCATION PLAN

BORING DATE: MAY 23, 1996

DATUM: GEODETIC

SAMPLER HAMMER, 63.5kg; DROP, 760mm

PENETRATION TEST HAMMER, 63.5kg; DROP, 760mm

DEPTH SCALE METRES	BORING METHOD	SOIL PROFILE		SAMPLES		DYNAMIC PENETRATION RESISTANCE, BLOWS/0.3m				HYDRAULIC CONDUCTIVITY, k, cm/s				ADDITIONAL LAB. TESTING	PIEZOMETER OR STANDPIPE INSTALLATION		
		DESCRIPTION	STRATA PLOT	ELEV. DEPTH (m)	NUMBER	TYPE	BLOWS/0.3m	SHEAR STRENGTH				WATER CONTENT, PERCENT					
								nat. V - +		Q - ●		rem. V - ⊖				U - ○	
0	POWER AUGER	PAVEMENT SURFACE		178.65											Borehole dry during drilling on May 23, 1996		
		ASPHALT		178.70													
		Granular roadbase		0.15		1	AS										
		Compact brown SILTY SAND to SANDY SILT, trace organic material		178.15	0.70												
1						2	SO DO	13									
		END OF BOREHOLE		177.46													
				1.37													
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	

DATA INPUT: TONY MASTROIANNI

0
15 5 PERCENT AXIAL STRAIN AT FAILURE
10

DEPTH SCALE
1 to 50

Golder Associates

LOGGED: C.C.
CHECKED: *Qu*

PROJECT: 961-4018

RECORD OF BOREHOLE 15

SHEET 1 OF 1

LOCATION: SEE LOCATION PLAN

BORING DATE: MAY 23, 1986

DATUM: GEODETIC

SAMPLER HAMMER, 63.5kg, DROP, 760mm

PENETRATION TEST HAMMER, 63.5kg, DROP, 760mm

DEPTH SCALE METRES	BORING METHOD	SOIL PROFILE		SAMPLES		DYNAMIC PENETRATION RESISTANCE, BLOWS/0.3m				HYDRAULIC CONDUCTIVITY, k_v cm/s				ADDITIONAL LAB. TESTING	PIEZOMETER OR STANDPIPE INSTALLATION		
		DESCRIPTION	STRATA PLOT	ELEV. DEPTH (m)	NUMBER	TYPE	BLOWS/0.3m	SHEAR STRENGTH				WATER CONTENT, PERCENT					
								nat. V - +		Q - ●		rem. V - ⊗				U - ○	
0	POWER AUGER POWER AUGER	PAVEMENT SURFACE		178.81											Borehole dry during drilling on May 23, 1986		
		ASPHALT		178.68													
		Granular roadbase		0.13		1	AS										
1		Compact brown SAND		178.12		2	50 DO	22									
				177.44													
		END OF BOREHOLE		1.37													

DATA INPUT: TONY MASTROIANNI

0
15 5 PERCENT AXIAL STRAIN AT FAILURE
10

DEPTH SCALE
1 to 50

Golder Associates

LOGGED: C.C.
CHECKED: *[Signature]*

PROJECT: 961-4018

RECORD OF BOREHOLE 18

SHEET 1 OF 1

LOCATION: SEE LOCATION PLAN

BORING DATE: MAY 23, 1996

DATUM: GEODETIC

SAMPLER HAMMER, 63.5kg; DROP, 760mm

PENETRATION TEST HAMMER, 63.5kg; DROP, 760mm

DEPTH SCALE METRES	BORING METHOD	SOIL PROFILE		SAMPLES		DYNAMIC PENETRATION RESISTANCE, BLOWS/0.3m				HYDRAULIC CONDUCTIVITY, $k, \text{cm/s}$				ADDITIONAL LAB. TESTING	PIEZOMETER OR STANDPIPE INSTALLATION		
		DESCRIPTION	STRATA PLOT	ELEV. DEPTH (m)	NUMBER	TYPE	BLOWS/0.3m	SHEAR STRENGTH				WATER CONTENT, PERCENT					
								Cu, kPa		rem. V - U - O		Wp				W	
0	POWER AUGER POWER AUGER	PAVEMENT SHOULDER		177.89											Borehole dry during drilling on May 23, 1996		
		ASPHALT		177.76	1	50 DO											
		Granular roadbase		177.56													
		ASPHALT		177.39													
		CONCRETE		0.80	2	50 DO											
1		END OF BOREHOLE AT PRACTICAL REFUSAL		177.15													
10				0.74													

DATA INPUT: TONY MASTROIANNI

0
15 5 PERCENT AXIAL STRAIN AT FAILURE
10

DEPTH SCALE
1 to 50

Golder Associates

LOGGED: C.C.
CHECKED: *[Signature]*

Durocher, Maggie

From: Caza, Nicole
Sent: Monday, December 15, 2008 11:56 AM
To: Durocher, Maggie
Cc: Hebert, Victor
Subject: FW: Malden Road
Attachments: TABLES II - IV.pdf

Maggie,

Further to my previous email, attached is the data from Golder's for the 3 new boreholes they completed on Malden. Please include the attached, as well as the below email from Golder, in the report.

Thanks,
Nicole

Nicole Caza, P. Eng.**Associate****Dillon Consulting Limited**

3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
Tel: (519) 948-5000, ext. 3246

From: Rodger, Jim [mailto:jrodger@golder.com]
Sent: June 16, 2008 4:48 PM
To: Caza, Nicole
Subject: Malden Road

Nicole;

Attached to this email are 3 tables related to Malden Road. Table II is a summary of the locations and subsurface conditions in the 3 boreholes recently completed on Malden Road. The pavement structures are variable comprised of composite asphalt over concrete or asphalt over granular inturn overlying an old composite pavement. Incorporating these pavements into a new cross section is possible but could be problematic from a performance standpoint. Tables III and IV are related to road classifications and pavement design standards.

The soil conditions in this area generally consist of pavements and topsoil overlying fine grained granular materials (sand and/or silt) overlying clayey silt and silty clay. Many of the previous boreholes encountered zones of soft silty clay that would limit the depth of excavations for utilities to 5 to 6 metres or so. One of these problem areas is in the area of the Cahill Drain.

Water seepage should be anticipated from the surficial granular soils particularly in the Spring and wet times of the year. We trust this is of benefit .

James D Rodger (P.Eng.) | Principal | Golder Associates Ltd.
2465 McDougall Street, Suite 100, Windsor, Ontario, Canada N8X 3N9
T: [+1] (519) 250 3733 | **D:** [+1] (519) | **F:** [+1] (519) 250 6452 | **C:** [+1] (519) 564 7607 | **E:** JRodger@golder.com | www.golder.com

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Please consider the environment before printing this email.

12/17/2008

Table II
Record of Boreholes
MALDEN ROAD TRANSPORTATION, PUBLIC SAFETY
AND URBAN DESIGN
Town of LaSalle, Ontario

TEST PIT NUMBER	APPROXIMATE LOCATION	DEPTH (mm)	STRATIGRAPHY	REMARKS
1	48m North of Omira Street, Centreline Northbound Lane	0 - 130	Asphalt	Water level in borehole at 1.46m on completion of augering.
		130 - 265	Granular Base	
		265 - 340	Asphalt	
		340 - 535	Concrete	
		535 - 915	Brown SAND, some Silt	
		915 - 1525	Mottled brown and grey SANDY SILT, trace clay	
2	30m South of Rosati Drive, Centreline Southbound Lane	0 - 200	Asphalt	Dry During Drilling
		200 - 405	Concrete	
		405 - 610	Brown Sand and Gravel (FILL)	
		610 - 865	Brown Sandy TOPSOIL	
		865 - 1015	Brown SILTY SAND, trace clay	
		1015 - 1525	Mottled Brown and grey Laminated Silt and Silty Clay (CLAYEY SILT)	
3	120m North of Louis Drive, Centreline Northbound Lane	0 - 200	Asphalt	Water level in borehole at 1.3m following drilling.
		200 - 405	Concrete	
		405 - 535	Sand and Gravel (FILL)	
		535 - 685	Black SILTY TOPSOIL	
		685 - 1370	Mottled Brown and Grey SILTY SAND, trace clay to some Clay	

TABLE III
SUGGESTED STREET CLASSIFICATIONS
TOWN OF LASALLE, ONTARIO

CATEGORY	NO. OF LANES	DAILY TRAFFIC NUMBER (Heavy Axles per Day)	AVERAGE ANNUAL DAILY TRAFFIC (All Vehicles)	EQUIVALENT 80 kN AXLE LOADS (%)	MAXIMUM BENKELMAN BEAM SPRING DESIGN
<u>Local</u> – residential streets with local traffic to a maximum of 75 housing units	2	1 - 10	<1000	<1	2.5
<u>Minor Collector</u> – residential streets carrying traffic flows from a maximum of 4 local streets	2	10 - 35	500 - 3500	1 - 2	1.90
<u>Intermediate Collector</u> – access streets to subdivisions containing more than 4 local streets or 300 housing units.	2	35 - 100	1000 - 5000	2 - 4	1.50
<u>Major Collector</u> – major access streets between residential or industrial areas.	2-4	100 - 300	2000 - 10,000	3 - 6	1.25
<u>Minor Arterial</u> – streets in urban areas carrying heavy traffic flows to and from residential and industrial areas.	4	300 - 800	4000 - 20,000	4 - 8	0.90
<u>Major Arterial</u> – streets in urban areas carrying through truck traffic and major industrial routes.	4 - 6	800 - 2000	5500 - 25,000	8 - 16	0.65

Golder Associates

Prepared by: DS
Reviewed by: JDR

TABLE IV
PRELIMINARY DESIGN THICKNESSES
FOR FLEXIBLE PAVEMENTS
MALDEN ROAD TRANSPORTATION
TOWN OF LASALLE

ROADWAY CLASSIFICATION	MAXIMUM SPRING DESIGN REBOUND (mm)	PAVEMENT COMPONENT THICKNESSES (mm)		
		Surface	Binder	GRANULAR 'A' BASE
Local	2.50	40	50	300
Minor Collector	1.90	40	50	400
Intermediate Collector*	1.50	40	60	450
Major Collector*	1.25	40	60 or 100	500 400
Minor Arterial*	0.90	40	100 or 190	660 400
Major Arterial*	0.65	40	120 or 190	700 500

Note

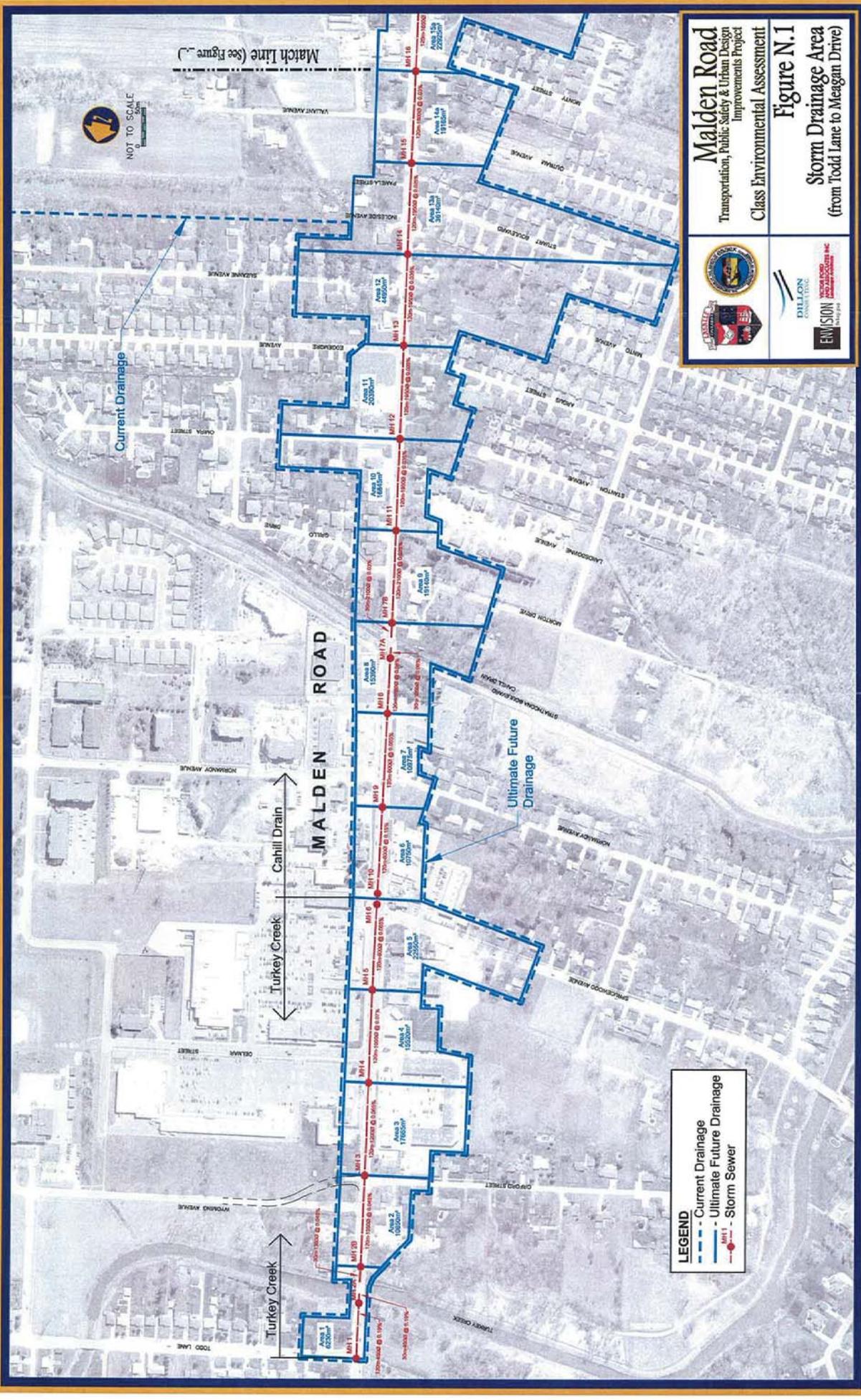
The above granular base thicknesses are appropriate for a competent native silty clay or clayey silt subgrade. For a fill subgrade, the thicknesses should be increased by 50 mm.

*For a sand subgrade, the granular base thicknesses may be reduced by 150 mm.

Prepared by: DS
Reviewed by: JDR

APPENDIX O

STORM SEWER
FUNCTIONAL DESIGN

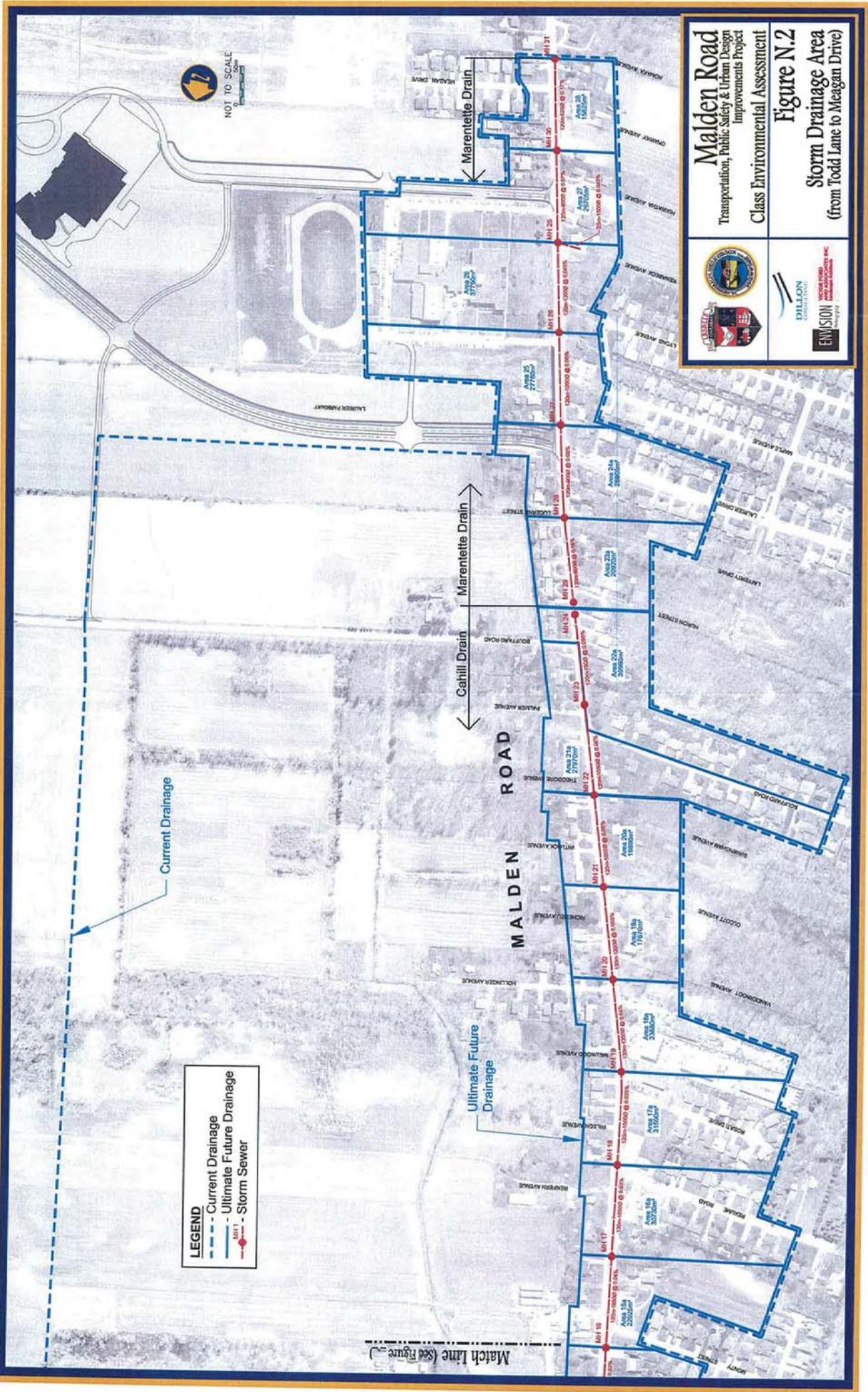


Malden Road
 Transportation, Public Safety & Urban Design
 Improvements Project
 Class Environmental Assessment
Figure N.1
Storm Drainage Area
 (from Todd Lane to Meagan Drive)



LEGEND

- - - Current Drainage
- - - Ultimate Future Drainage
- Storm Sewer



Malden Road
 Transportation, Public Safety & Urban Design
 Improvements Project

Class Environmental Assessment

Figure N.2
Storm Drainage Area
 (from Todd Lane to Meagan Drive)

LEGEND

- - - Current Drainage
- - - Ultimate Future Drainage
- - - Storm Sewer

Match Line (See Figure N.1)

STORM SEWER DESIGN SHEET

MALDEN ROAD EA STORM SEWER DESIGN

$Q = 2.78 C i A$
 Where Q = Peak Flow in litres per second (l/s)
 C = Runoff Coefficient
 i = Rainfall intensity in millimetres per hour (mm/hr)
 A = Area in hectares (ha)
 $Q(c) = \text{Sewer Capacity Flow}$
 $n = \text{Roughness Coefficient}$

$Q(c) = (1/n) \cdot D^{(8/3)} \cdot s^{(1/2)}$
 0.013

$125(t + 20)$ 5 Year Storm (City of Windsor)

Runoff Coefficient Codes:
 Park/Open Space $P = 0.20$
 Residential, Institutional $R = 0.50$
 Commercial & Industrial $C = 0.60$
 Commercial & Industrial $C = 0.90$

Minimum Flushing Velocity = 0.76 m/s 2.5 fps
 Maximum Pipe Velocity = 3.66 m/s 12.0 fps

Area #	Street	LOCATION		DESIGN FLOW					SEWER CAPACITY					SEWER DATA					COVER CHECK			
		From MH	To MH	Area (ha)	Runoff Coeff.	Acc. 2.78 x A x C	Flow Time Sect. (min)	Flow Time Accum. (min)	Intens. (mm/hr)	Peak Flow (l/s)	Pipe Dia. (mm)	Length (m)	Slope (%)	Fall (m)	Capac. (l/s)	Vel. (m/s)	Travel Time (min)	Upper Invert Elev.	Lower Invert Elev.	Drop Lower MH	Ground Elev. Up MH	Pipe "t" (mm)
1	LaSalle Town Centre	1	2A outlet	0.623	0.90	1.56	2.56	20.00	79.4	123.7	450	0.190	0.228	124.3	0.78	2.56	175.043	174.815	0.030	178.50	64	2.94
	To Turkey Creek	2A		0.000	0.90	0.00	0.64	22.56	74.6	116.3	450	0.190	0.057	124.3	0.78	0.64	174.785	174.728	0.030	178.50	64	3.20
5		6	5	2.255	0.90	5.64	2.76	20.00	79.4	447.8	900	0.065	0.078	461.5	0.73	2.76	175.156	175.078	0.030	178.87	121	2.89
4		5	4	1.552	0.90	3.88	2.40	22.76	74.3	707.3	1050	0.070	0.084	722.5	0.83	2.40	175.048	174.964	0.030	178.66	133	2.43
3		4	3	1.767	0.90	4.42	2.28	25.13	70.3	980.5	1200	0.065	0.078	994.0	0.88	2.28	174.934	174.856	0.030	178.55	127	2.29
2		3	2B outlet	1.085	0.90	2.71	2.53	27.43	66.9	1,115.2	1350	0.045	0.054	1,132.2	0.79	2.53	174.826	174.772	0.030	178.45	159	2.12
		2B		0.000	0.90	0.00	0.63	29.96	63.6	1,058.8	1350	0.045	0.014	1,132.2	0.79	0.63	174.742	174.728	0.030	178.18	159	1.93
8		10	9	1.075	0.90	2.69	2.38	20.00	79.4	213.5	600	0.150	0.180	237.8	0.84	2.38	175.125	174.945	0.030	177.79	64	2.60
7	To Cahill Drain	9	8	1.098	0.90	2.75	2.76	22.38	74.9	407.2	900	0.065	0.078	461.5	0.73	2.76	174.915	174.837	0.030	177.78	121	1.85
6		8	7A outlet	1.539	0.90	3.85	2.59	25.13	70.3	653.2	1050	0.060	0.072	668.9	0.77	2.59	174.807	174.735	0.030	178.18	133	2.19
		7A		0.000	0.90	0.00	0.65	27.72	66.5	617.8	1050	0.060	0.018	668.9	0.77	0.65	174.705	174.687	0.030	178.18	133	2.29
16		18	17	3.073	0.70	5.98	2.71	35.23	57.5	1,556.3	1650	0.030	0.036	1,578.7	0.74	2.71	175.242	175.206	0.030	178.06	165	1.00
15		17	16	2.293	0.70	4.46	2.35	37.94	54.8	1,728.0	1650	0.040	0.048	1,822.9	0.85	2.35	175.176	175.128	0.030	178.19	165	1.19
14		16	15	1.917	0.70	3.73	2.56	40.29	52.7	1,857.2	1800	0.030	0.036	1,991.0	0.78	2.56	175.098	175.062	0.030	177.97	178	0.89
13		15	14	3.614	0.70	7.03	2.65	42.85	50.5	2,136.9	1950	0.025	0.030	2,249.9	0.75	2.65	175.032	175.002	0.030	178.04	191	0.87
12		14	13	4.495	0.70	8.75	2.24	45.50	48.5	2,474.3	1950	0.035	0.042	2,662.2	0.89	2.24	174.972	174.930	0.030	177.96	191	0.84
11		13	12	2.039	0.70	3.97	2.24	47.74	46.9	2,578.3	1950	0.035	0.042	2,662.2	0.89	2.24	174.900	174.858	0.030	177.97	191	0.84
10		12	11	1.685	0.70	3.28	2.24	49.99	45.4	2,644.4	1950	0.035	0.042	2,662.2	0.89	2.24	174.828	174.786	0.030	177.97	191	1.00
9		11	7B outlet	1.914	0.70	3.72	2.53	52.23	44.0	2,726.0	2100	0.025	0.030	2,741.5	0.79	2.53	174.756	174.726	0.030	176.21	203	1.15
		7B		0.000	0.70	0.00	0.58	54.76	42.5	2,633.8	2100	0.030	0.009	3,003.2	0.87	0.58	174.696	174.687	0.030	177.95	203	0.95

LOCATION			2.78 x A x C				DESIGN FLOW				SEWER CAPACITY				SEWER DATA				COVER CHECK								
Area #	Street	From MH	To MH	Area (ha)	Runoff Coeff.	2.78 x A x C	Acc. 2.78 x A x C	Flow Time Sect. (min)	Flow Time Accum. (min)	Intens. (mm/hr)	Peak Flow (l/s)	Pipe Dia. (mm)	Length (m)	Slope (%)	Fall (m)	Capac. (l/s)	Vel. (m/s)	Travel Time (min)	Upper Invert Elev.	Lower Invert Elev.	Drop Lower MH	Ground Elev. Up MH	Pipe Size (mm)	Cover (m)			
	Residential -Vollmer Complex																										
	Malden Road																										
	<i>To Cahill Drain</i>																										
22		24	23	3.096	0.50	4.30	4.30	2.58	20.00	79.4	341.6	750	120.0	0.095	0.114	343.1	0.78	2.58	175.860	175.746	0.030	177.63	108	0.91			
21		23	22	2.797	0.50	3.89	8.19	2.59	22.58	74.6	610.9	1050	120.0	0.060	0.072	668.9	0.77	2.59	175.716	175.644	0.030	177.92	133	1.02			
20		22	21	1.989	0.50	2.76	10.96	2.24	25.16	70.3	770.2	1050	120.0	0.080	0.096	772.4	0.89	2.24	175.614	175.518	0.030	177.82	133	1.02			
19		21	20	1.767	0.50	2.46	13.41	2.47	27.41	67.0	898.3	1200	120.0	0.055	0.066	914.3	0.81	2.47	175.488	175.422	0.030	177.95	127	1.14			
18		20	19	2.368	0.50	3.29	16.70	2.68	29.88	63.7	1,063.2	1350	120.0	0.040	0.048	1,067.5	0.75	2.68	175.392	175.344	0.030	177.87	159	0.97			
17		19	18	3.159	0.50	4.39	21.09	2.67	32.56	60.4	1,274.2	1500	120.0	0.035	0.042	1,322.5	0.75	2.67	175.314	175.272	0.030	177.97	152	1.01			
**	<i>To Marentette Drain</i>																										
28		31	30	1.583	0.50	2.20	2.20	2.44	20.00	79.4	174.6	525	120.0	0.170	0.204	177.3	0.82	2.44	176.459	176.255	0.030	177.67	70	0.82			
27		30	25	2.971	0.50	4.13	6.33	2.66	22.44	74.8	473.4	900	120.0	0.070	0.084	479.0	0.75	2.66	176.225	176.141	0.030	177.62	121	0.37			
23		29	28	2.092	0.50	2.91	2.91	2.30	20.00	79.4	230.8	600	120.0	0.160	0.192	245.6	0.87	2.30	176.681	176.489	0.030	177.61	76	0.25			
24		28	27	2.861	0.50	4.00	6.91	2.34	22.30	75.1	518.8	900	120.0	0.090	0.108	543.1	0.85	2.34	176.459	176.351	0.030	177.68	121	0.20			
25		27	26	2.778	0.50	3.86	10.77	2.24	24.65	71.1	766.1	1050	120.0	0.080	0.096	772.4	0.89	2.24	176.321	176.225	0.030	177.64	133	0.14			
26		26	25	3.779	0.50	5.25	16.03	2.53	26.89	67.7	1,085.2	1350	120.0	0.045	0.054	1,132.2	0.79	2.53	176.195	176.141	0.030	177.83	159	0.13			
		25	outlet	0.000		0.00	22.35	0.49	29.42	64.3	1,436.3	1500	25.0	0.045	0.011	1,499.5	0.85	0.49	176.111	176.100		177.91	152	0.15			
				Total Drainage Area		63.3	hectares																				

Project: **Malden Road EA**
Town of Lasalle
 Filename: **08-8837-1000**
 Design By: **KEK**
 Date: **11-Dec-08**
 Sheet: **1 of 1**

** Pump station for the outlet to the Marentette Drain may be required at the time of final design

APPENDIX P

**CYCLING FACILITIES: WAY-FINDING
& OTHER SIGNAGE**

RECOMMENDED WAY-FINDING & OTHER SIGNAGE FOR ON-ROAD AND OFF-ROAD CYCLING FACILITIES:

One of the key components of LaSalle's Cycling System will be the signing of all routes, both on and off-road. The signing, including pavement markings where appropriate, is intended to address the needs for indicating to cyclists and drivers the presence of cycling facilities and cyclists, to communicate important route information or warnings, and to provide way-finding information to cyclists and pedestrians in a clear and consistent manner. The signage can also, and is intended to provide and identifiable 'brand' for the cycling network and its components, and where appropriate, to provide additional information including interpretive information relating to points of interest on or near the cycling facilities.

It is recommended that LaSalle commence with the design and implementation of a consistent bicycle route signage program as soon as possible. This section describes the basic components of such a system and recommends design strategies that have been used successfully elsewhere and which are expected to be appropriate for use in LaSalle.

The signage and markings proposed in this section will include a combination of signs and markings standardized and regulated for use in Ontario, customized sign types that will be specific to LaSalle, and materials already being used in the County of Essex. For ease of understanding, signage should be designed and installed consistently across the entire network, including sections of routes already existing or in development. Existing signage that does not conform to the new standards should be removed and replaced.

Generally, the types of signage and markings to be used will be broken down into two broad categories:

Regulatory and Warning Signs:

These will usually be or will be based upon standard regulated sign designs, and will not feature any branding or way-finding information.

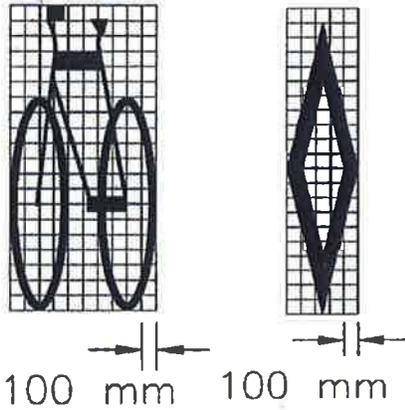
Way-finding Signs:

These will generally be custom signs, featuring branding and information specific to LaSalle and to the route they are signing. This category includes information and interpretive signs. A review of best practices in use elsewhere in Europe and North America has been taken into consideration during the development of recommendations for these kinds of signs.

In addition, this report will recommend a large-scale way-finding sign appropriate for cycling, pedestrian and vehicular use, to indicate significant town landmarks.

REGULATORY AND WARNING SIGNS:

These signs will commonly be the signs indicating the presence, or beginning or ending of cycling facilities, and of warnings or restrictions along the route. Reference shall be made to the most current editions of the Manual of Uniform Traffic Control Devices for Canada (MUTCD), prepared by TAC (Transportation Association of Canada) and the Guidelines for the Design and Application of Bikeway Pavement Markings by TAC for the correct use, design and placement of these signs and markings.



Standard geometric design of "Bicycle Symbol," and "Diamond Symbol" used to demarcate cycling lanes (figs. 2.3 & 2.3 TAC)

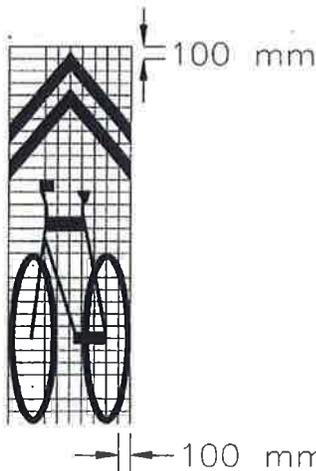


Photograph of a cycling lane with painted symbols, in a roadway, Toronto



Typical on-road "bicycle lane begins" signs

The most common usage of regulatory signage and markings will be for those portions of the network routes that are within the roadway, and at intersections. These include the 'cycling lane' sign and pavement marking, the 'sharrow,' and the 'elephant feet' intersection treatment, as examples.



Standard geometric design of "Bicycle With Chevrons Shared Use Lane Marking" (fig. 3.1 TAC, commonly known as "sharrow")



Photograph of a "sharrow" in a roadway, Toronto



Typical on-road "share the road" sign, as used by the County of Essex

Warning signage will occur along the roadway and on off-road trails where there is any condition of which the facility user must be made aware in order to use the facility safely. Although these may in some cases need to be customized for site-specific conditions, they will generally follow the format indicated in MUTCD of a yellow background with black legend and border on a diamond-shaped sign. In many cases, a standard sign design exists for particular conditions, and may be in-place already in the roadway. These would include signs indicating "sharp turn ahead," "rail crossing ahead," and other possible conditions.

The County of Essex currently employs a typical "share the road" sign combination (as shown above) to indicate the presence of a "signed bicycle route" on rural roads. These routes are not designated by any pavement markings.

Restriction signs may, in some cases, follow the format of the warning signs described above, or in other cases may follow the format of the way-finding signs, depending on the situation in which they are to be used. Where applicable, any applicable by-law or regulation should be discreetly noted on these signs.

WAY-FINDING SIGN PROGRAM:

A consistent, legible way-finding sign program will help to improve the safety and user-friendliness of the bicycle network, and to promote the "brand" of LaSalle cycling facilities.

It is recommended that LaSalle develop an overall, consistent way-finding sign program for all cycling routes, both on- and off-road. It may be appropriate to feature a slight modification of colour, logo or design to differentiate between on- and off-road routes. This should be considered in the detailed design of the signing system.

It is further recommended that the signs used for this system integrate designation and branding into the way-finding signs, rather than providing separate signs for each function. This strategy has been used successfully in Chicago, for example, and in many European cities. It improves the visibility and legibility of the signs, and reduces visual clutter along the route by limiting the overall number of signs.

To assist with organization of the way-finding system, it is recommended to commence a system of numbering or naming routes in the network. A system of named routes is recommended for the Town of LaSalle. Reasons for this include:

- Certain existing routes are already named
- "Naming" routes relates them, for the user, to other geographical features (which is useful for many trail users to orient themselves)
- The implementation of additional facilities over time would potentially render a numbered system confusing in the short term, and in the long term, if additional routes are included, their numbers wouldn't have been anticipated when the routes were originally numbered.

On-road routes would generally be named after the road that they are on, while off-road routes may be named after significant geographical features that define the route (rivers, creeks, lakes) or in tribute to a significant local person where these geographical features may not exist, such as in a utility corridor.



Examples of Way-finding Signs for Cycling Routes in Montreal (Route Verte) and Toronto:

The principle of the three D's is recommended to organize the way-finding information on the signs. The three D's are as follows:

- Destination (nearest or intermediate destinations, or less commonly, the end-of-the-line destination)
- Direction (directional arrows, ahead, left and right)
- Distance (to destinations noted on sign)

Generally, way-finding signs shall be located at significant locations (entrances / exits, intersections, etc.) and at regular intervals along the routes. These signs will aid cyclists by providing information at decision points, and by providing confirmation that cyclists are where they expect to be.



Examples of Possible Way-finding Signs for Cycling Routes (based upon Toronto designs):

Because way-finding signs are not part of a regulated system of signage, they are a great opportunity to establish a “brand” for the facilities and to reflect the character of LaSalle.

It is recommended that the Town of LaSalle act soon to create and adopt a logo for branding use on trails and cycling facilities.

Other possible specific elements that would be found on the individual signs would include:

- Name of route
- Upcoming destinations along the route
- Distance to destinations
- Direction
- Other branding elements such as colours, backgrounds, “Town of LaSalle,” etc.
- Possibly phone number for emergency or maintenance issues
- Sponsorship credits, where appropriate
- Other information as required (site specific)

Detailed design of the way-finding program should determine whether it is preferable to incorporate all elements on a single sign panel as in Toronto, (shown above) or to use an ‘assembly’ of panels, as is done in Chicago, for example.



Examples of Way-finding Signs for Cycling Routes in Chicago (notably, these signs occur along a shared-lane route), and Odense (Denmark):

Information and Interpretive Signs:

In addition to the typical way-finding signs found along cycling routes, more elaborate signs may be desirable at certain key locations along the routes. These signs would typically include information such as:

- Map of route network
- Map of vicinity of sign
- “You are here” marking on all maps
- Identify routes and key destinations on all maps
- Warnings / advisories / route etiquette / other interpretive information
- Design of sign should be coordinated with the ‘branding’ identity of the way-finding signs, but need not be identical in design; design may be more elaborate, more refined.

Typically, because these signs present much more detailed information than a typical way-finding sign, they are located near the route, with space for cyclists to stop and leave the trail to read the sign. It is appropriate as well to group these signs with other amenities such as shade, seating, waste receptacles, or water fountains, for example.



Example of a recently-installed Information and Interpretive sign for the City of Toronto

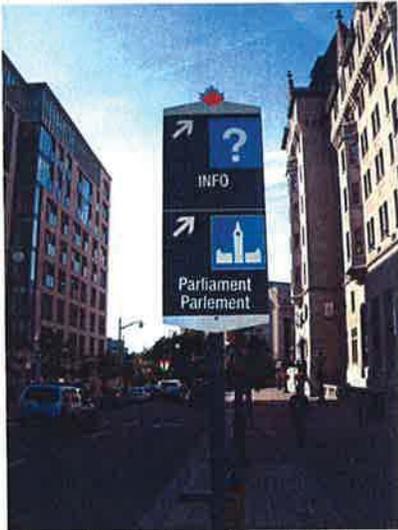
These larger sign panels would feature the trail network logo and the name of the trail. The majority of the sign would be taken up by an easy-to read map of the trail and text about the trail itself, its history, or nearby points of interest, for example. Also included would be remarks on trail etiquette, a map legend, and contact information. Room is also made available, when appropriate, for names and logos of any sponsoring organizations.

These sign panels should be installed along on-road and off-road facilities at Trail-heads, significant destination points, major route intersections, or points of ecological, historical, cultural or general interest.

Large-Format Way-finding Signs:

In addition to the typical signage recommended above, it is suggested that the Town of LaSalle also install large-format way-finding signs to direct cyclists, pedestrians, and drivers to significant landmarks.

These should be large, with clear text conforming to the size and legibility standards of the MUTCD, but in design, these signs should seek to provide some character to the streetscape.

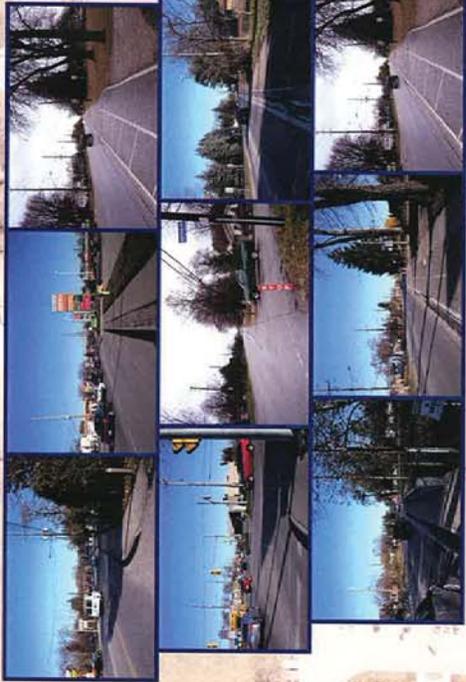


Example of a large-format way-finding sign from the City of Ottawa



Design sketch of possible large-format way-finding signage for the Town of LaSalle

These signs would be located within the boulevards of arterial roads and would indicate the direction and distance to destinations such as the Vollmer Centre, LaSalle Town Centre or LaSalle Waterfront Park , for example.



Municipal Civic Centre

Class Environmental Assessment

Malden Road Transportation, Public Safety & Urban Design Improvements Project

ENVISION
DALLAS
VICTOR FORD
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