



THE CORPORATION OF THE TOWN OF AMHERSTBURG
OFFICE OF ENGINEERING & INFRASTRUCTURE SERVICES

Mission Statement: As stewards of the Town of Amherstburg, we strive to improve the quality of life of all residents through the delivery of effective, efficient, and affordable services.

Author's Name: Todd Hewitt	Report Date: May 9, 2024
Author's Phone: 519 736-3664 ext. 2313	Date to Council: May 27, 2024
Author's E-mail: thewitt@amherstburg.ca	Resolution #:

To: Mayor and Members of Town Council

Subject: Transportation Masterplan

1. RECOMMENDATION:

It is recommended that:

1. The Transportation Masterplan **BE APPROVED**;
2. Administration **BE DIRECTED** to institute the 30km/h 'slow zone' in the Town Core as outlined in the Transportation Masterplan;
3. Administration **BE DIRECTED** to complete the short-term intersection improvements at Simcoe Street / Meloche Road intersection as outlined in the Transportation Masterplan;
4. Administration **BE DIRECTED** to institute the full closure of Murray Street between Dalhousie Street and Ramsey Street as outlined in the Transportation Masterplan; and
5. Administration **BE DIRECTED** to incorporate components from the Transportation Masterplan into future capital budgets.

2. BACKGROUND:

In 2022, the Town contracted TYLin International Canada Inc. to complete the Transportation Masterplan. The Town of Amherstburg's Transportation Master Plan (TMP) is a long-term strategic planning document that aims to guide transportation policies, programs, and infrastructure planning in the municipality. The TMP outlines vision, goals, and policies and serves as a blueprint for guiding transportation-related

decision-making and investment over a defined time frame, typically ranging from 10 to 30 years. Its recommendations and projects serve as a basis for future transportation investments, policies, and initiatives.

3. DISCUSSION:

The TMP followed the Municipal Class Environmental Assessment (MCEA) process.

Phase 1 – Identify Problem or Opportunity

Identify and describe the problem or opportunity that the Master Plan is addressing. It is imperative that public, Indigenous Community, and agency consultation take place at the initiation of the Master Plan Study so that the scope and purpose of the study is understood. As such, proponents must use the discretionary consultation point.

Phase 2 – Determine Alternative Solutions

Identify alternative solutions to the problem/opportunity by taking into consideration the existing environment and establish the preferred alternative solution considering public and review agency input. Depending on the level of detail of the Master Plan study being undertaken, “alternative solutions” may only involve broader network alternative solutions, or it may also involve alternative solutions at a project specific level where appropriate/needed.

One of the cornerstones of the MCEA process is public consultation. The following is public consultation timeline for the TMP project:

January 23, 2023 – Notice of Commencement

The Notice of Commencement was published in the Rivertown Times and on Talk the Burg. It was promoted on social media sites and was mailed to all Amherstburg homes as part of the tax mailing.

January 16th 2023 to February 15th 2023 – Online Survey #1

The first online survey was available to the public through the Town’s website and hard copy. The questions varied from gathering information on community profile, travel patterns, perception on safety from a transportation perspective, accessibility around town, challenges experienced in using the existing infrastructure, and so forth. 37 questions were included and 296 responses were received which shaped the plan moving forward.

May 9th, 2023 – Public Open House #1

POH#1 was held at the Libro Credit Union Centre and had 17 attendees. The event was organized as a flexible drop-in space for informal interactive discussions with members of the public, in lieu of a formal presentation with limited engagement. There were sixteen (16) display boards in total with project information and two (2) digital monitors that displayed an animated presentation.

February 13th, 2024 – Public Open House #2

POH#2 was held at Libro Credit Union Centre and had 13 attendees. It was also set up as a flexible drop-in space similar to POH #1. The presentation boards included:

- Proposed changes in road profile;
- Downtown parking improvements;
- Three recommended options for changes to Murray St;
- Active transportation enhancements for pedestrians and cyclists;
- Proposed transit routes and future traffic operations;
- Recommended improvements to make the Simcoe / Meloche intersection safer;
- Next Steps

February 13th 2024 to March 1st 2024 – Online Survey #2

The second online survey was crafted to gather insights directly from residents and visitors on existing conditions throughout the community and to solicit input on the project. 110 individuals responded to the survey, which comprised 14 questions. These questions ranged from exploring preferences for implementing slow zones and altering road profiles to providing more transit options and enhancing pedestrian-friendly initiatives along Murray Street

May 27th 2024 – Presentation to Council

Presentation of the final Transportation Masterplan to Council

Main Recommendations

Proposed Downtown Slow Zone

The Town should ensure local streets are traffic calmed and suitable environments for the mixing of road users, allowing users of all ages and abilities to cycle on the roadway. As part of the recommended network, two areas around Downtown Amherstburg are recommended to be designated as Slow Speed Zones with 30 km/hr speed limits on local streets and priority for the implementation of traffic calming measures.

The Downtown Slow Zone can best be described in two parts. The first zone is the downtown core, bound by Fort Malden Drive to the north, Sandwich Street South to the east, Park Street to the south, and the Detroit River to the west. As the hub of the community with shops, services, restaurants, cafes, and numerous tourist attractions, prioritizing people in this zone would contribute to the creation of a safe, inviting, and vibrant core as the heart of the community.

The second zone is the residential area bound by Richmond Street to the north, Victoria Street South to the east, Simcoe Street to the south, and Sandwich Street South to the west. This area includes the Amherstburg Freedom Museum (a previously identified tourist attraction) and is within a 10 to 15-minute walk or 5-minute bicycle ride of the downtown core. Creating a designated slow zone and implementing traffic calming measures here will improve the environment for active transportation and encourage residents of the neighbourhood to walk for their daily needs. The implementation of traffic calming measures in this area will also help mitigate the potential for Murray Street and Gore Street to be utilized as cut-through routes to avoid calming and potential minor traffic

delays caused by other right-of-way improvements proposed on Richmond Street and Murray Street.



The intention of Administration is to institute the 30km/h ‘slow zone’ immediately by installing the required signage and making the required changes to the Traffic By-law for approval by Council. It will require approximately 25 signs at a cost of \$7,500. This cost will be covered within the \$200,000 in the 2024 capital budget identified for TMP projects. All additional traffic calming measures such as the mini roundabouts and raised intersections will be considered in future budgets as required or integrated into the construction plan when the roads are being upgraded.

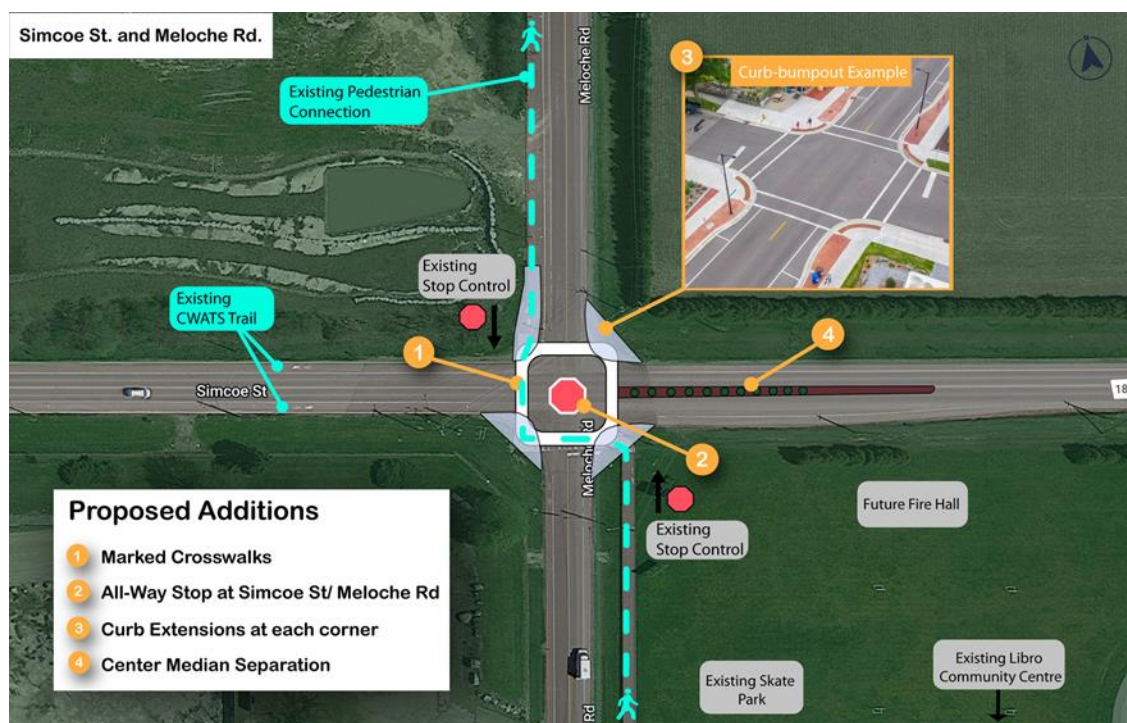
Simcoe Street / Meloche Road Intersection Improvements

A site-specific intersection control study was requested to address resident concerns regarding pedestrian safety and traffic operations at the intersection of Simcoe Street (County Road 18) and Meloche Road. Data was collected for this review, including traffic volumes, collision history, vehicle speeds, lane configuration and intersection geometry,

and intersection controls. Additionally, the network role of Simcoe Street/County Road 18 was specifically considered, as it transitions from a rural roadway with a higher speed limit, to an urban roadway with a lower required speed, east of Meloche Road.

The analysis measured intersection performance against operational and subjective safety indicators, including traffic capacity and delays, and the pedestrian experience. Crossing safety was a key objective, due to the community's fundamental concerns regarding the safety of children and families crossing the intersection by foot or cycle, to connect to and from the residential neighbourhoods to the north and west of Meloche Road, to the Libro Credit Union Centre to the southeast of the intersection. As a major community hub, the safe access of all ages to/from the facility, regardless of mode of transportation, is a key priority for this study.

It is recommended that installing stop signs on Simcoe Street, narrowing the travel lanes, installing curbs, marked crosswalks, and center median separation will make this intersection safer for all and more attractive for active transportation. The estimated cost to complete the short-term works is \$95,000 plus additional engineer costs. Administration is recommending that this work be completed immediately and that the cost will be covered within the \$200,000 in the 2024 capital budget identified for TMP projects.

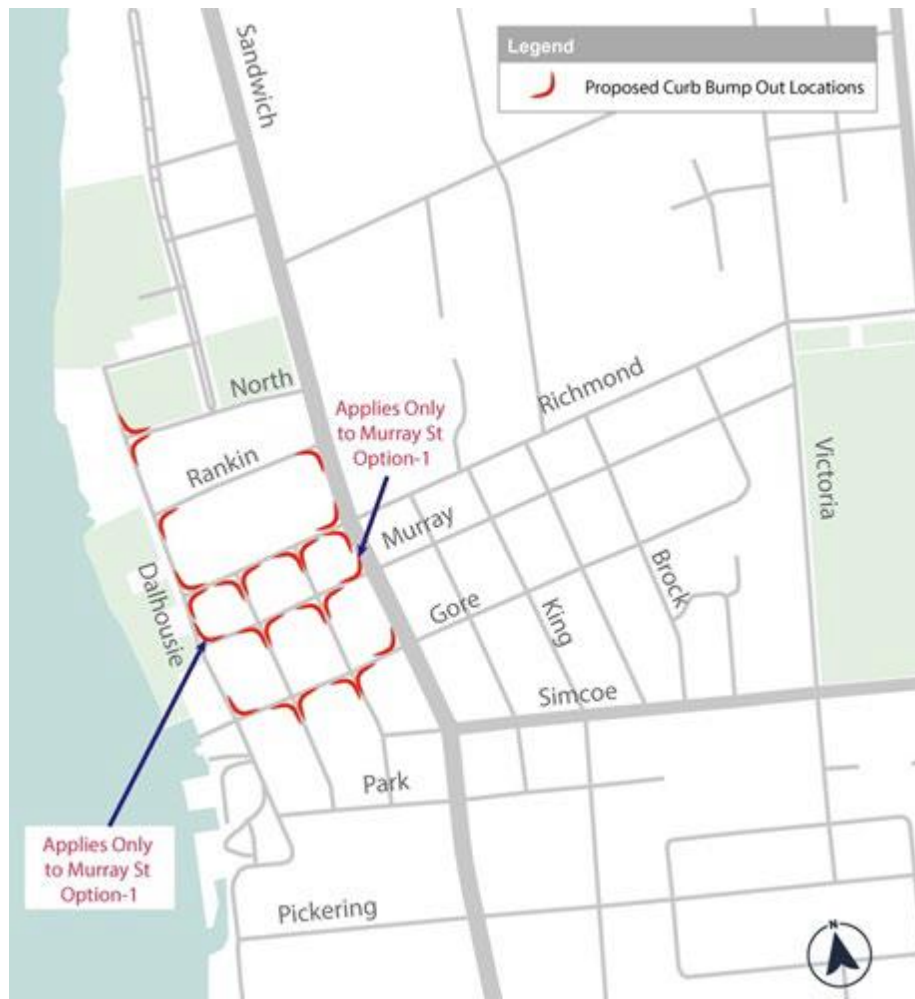


It should also be noted that if traffic volumes increase as projected the need for full signalization of this intersection may be required by 2033. The demand for signalization will be reviewed in the future.

Curb Bump Outs

Curb bump-outs are extensions which extends the width of the sidewalk and curb line at crosswalks. They visually and physically narrow the roadway, which discourages speeding and slows turning vehicles at intersections, helping to create safer and shorter

crossings for pedestrians. These curb bump outs will be incorporated into future budgets as specific projects or integrated into larger reconstruction projects where applicable.



Downtown Parking

Based on feedback from stakeholders and the available parking areas within a 10-minute walk of Richmond / Dalhousie intersection, it was determined there is an abundance of public and private parking spaces in the downtown core of the Town, with both on-street and off-street parking available throughout the area to meet typical demand throughout the year. Despite the increased demand during periodic festivals such as Open Air Amherstburg, the TMP looked to address parking in the study's Focus Area in a holistic manner, inclusive of broader recommendations proposed for other modes of transportation. Generally, the majority of the existing parking supply is located on local streets and in off-street parking lots around the core, but not directly adjacent to businesses. The objective of this review seeks to improve the walking experience from existing under-utilized lots by way of improvements to sidewalks, crossings, and expansion of public realm amenities such as street trees, benches, and pedestrian-oriented lighting.



Estimated Walking Time from Richmond / Dalhousie

Administration is recommending that existing on-street parking areas on local roadways be re-painted and signed, to ensure space is well-utilized, visible, and convenient. Marking on-street parking bays on local roadways will provide a dual-purpose to narrow the available drive aisle for vehicles, helping slow speeds and improve road safety in the core. This work will be completed within the Infrastructure Services operational budget.

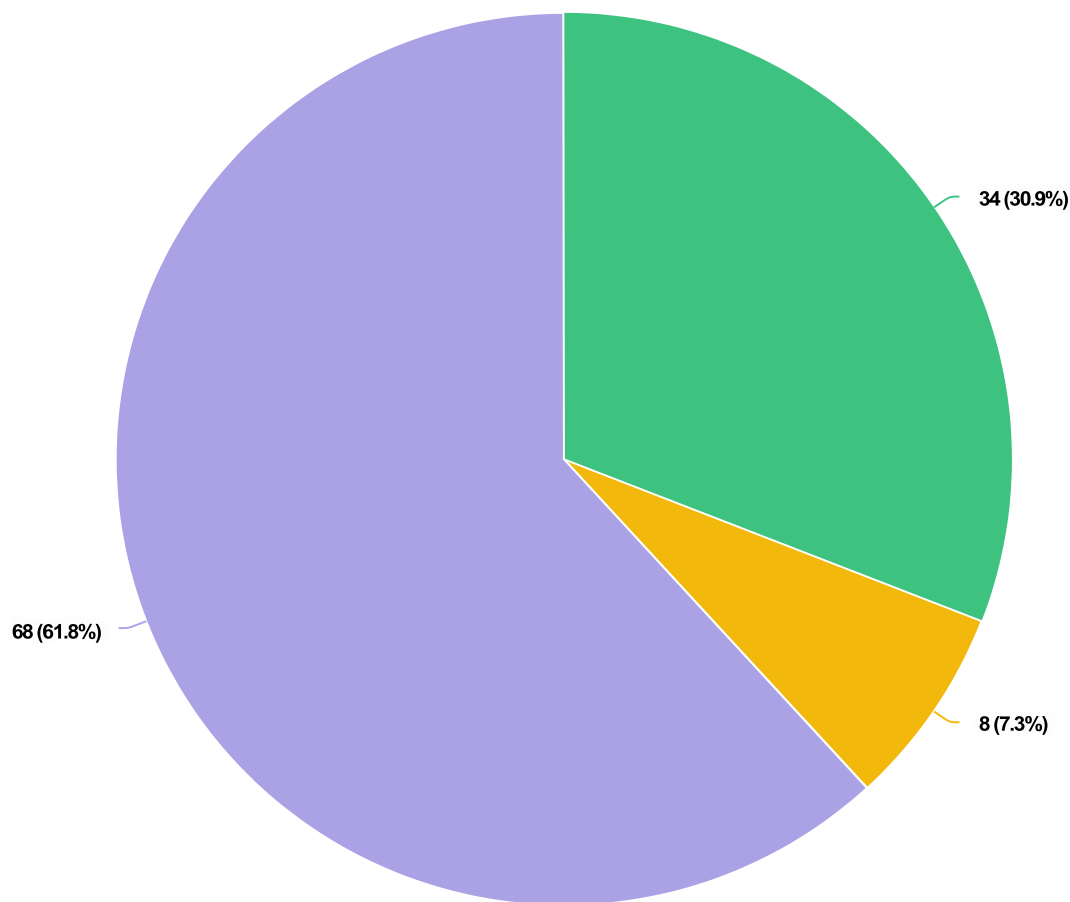
There is a recommendation within the TMP to reallocate spaces along Dalhousie to allow for better pedestrian experience by incorporating wider sidewalks, shorter crossings, pedestrian-oriented lighting, trees and shade, and space for street furniture. These changes are proposed to occur when the road is scheduled for rehabilitation and budget is available.

Murray Street Closure – Ramsey Street to Dalhousie Street

Following an assessment of traffic conditions in the downtown core of Amherstburg, an opportunity was identified to re-design Murray Street, a one-lane one-way street, to better accommodate pedestrians and businesses in the area. A traffic analysis confirmed that a partial closure of Murray Street from Dalhousie Street to Ramsay Street would not result in any adverse effects to vehicular congestion, delay, or circulation feasibility within the downtown area, based upon traffic recorded on a typical weekday peak hour. All businesses and off-street parking areas would remain accessible, while limiting through traffic along a portion of the roadway.

Accordingly, three options were developed to assess public interest in the proposed road network change. Option 1 proposes no change, Option 2 reallocates the existing on-street parking lane in exchange for wider sidewalks, and Option 3 proposes a full closure of the portion of Murray Street to vehicular traffic in exchange for pedestrian alternatives. Generally, Options 2 and 3 would see significant improvements for pedestrian accessibility, with new opportunities for adjacent businesses to expand new patios onto the street and establish a new destination near the waterfront.

Public Survey requested opinion on the Murray Street closure. The results are shown below.



Option 1 - Do Nothing 30.9% (Green)
Option 2 - Remove Parking and maintain traffic 7.3% (Yellow)
Option 3 - Full Traffic Closure 61.8% (Purple)

The full closure of Murray Street (Option 3) received 61.8% support. It should also be noted that the closure of Murray Street Between Dalhousie and Ramsay is in line with a recommendation from the Economic Development Advisory Committee. At the December 12, 2019 meeting the Committee included the following motion in their 2020 Workplan:

"That the Town of Amherstburg EXPLORE Murray Street from Dalhousie to Ramsay as a pedestrian mall"

Subsequently, a motion was then moved and carried to adopt the 2020 Workplan.

Administration recommends that the Town institute a full closure of Murray Street using temporary means (i.e. concrete bollards / concrete planters) to determine if this closure should be made permanent. Fulsome consultation with the adjacent property owners will take place first to ensure the Town is aware of any access needs they may have. After a trial period a future report will come to Council reporting on the successes / shortcomings of the closure and to determine if future budget dollars will be allocated to make the closure permanent.

Traffic Policy / Traffic Calming Procedure

One of the key objectives of the Transportation Master Plan is to develop a safe transportation system for all users in the community. The TMP includes a section on the recommended process to address requests that Administration receive for traffic calming measures to reduce speeds, discourage 'shortcutting' and improve safety. (i.e. vertical deflections / roadway narrowing / pavement markings). This guidance reflecting the principles within the Canadian Guide to Traffic Calming (CGTC) Second Edition, which was jointly prepared by the Transportation Association of Canada (TAC) and the Institute of Engineers (ITE). This process will follow these general steps:

- Receive request from resident / council / town staff
- Review against eligible criteria
- Complete public survey of affected residents
- Data collection and analysis
- Review against eligibility criteria
- Develop traffic calming solution
- Implementation

At any point throughout these steps the process will end if it does not meet the criteria to move to the next step. After receiving input and comments from Council regarding the steps and information provided in the masterplan Administration will be bringing an update to the Traffic Policy along with the Traffic Calming procedure to a future meeting.

4. RISK ANALYSIS:

The TMP recommends a number of items that can be done to provide safer environment for the Town's residents but did not highlight any situations that required immediate action. There is a slight risk that if the Town does not move forward with some of the recommended projects within a reasonable timeframe to improve safety it could be viewed as not being concerned with safety. This risk is mitigated by planning for the items in future budgets.

5. FINANCIAL MATTERS:

The 2024 Capital budget included \$200,000 for TMP engineering and projects. The immediate works being recommended within this report can be addressed with these funds. All future projects will need to be incorporated into future budgets at Council's discretion.

6. CONSULTATIONS:

TYLin
Senior Management Team

7. CORPORATE STRATEGIC ALIGNMENT:

Vision: Preserving our past while forging our future.

<i>Amherstburg Community Strategic Plan 2022 - 2026</i>	
<p style="text-align: center;">PILLAR 1 Deliver Trusted & Accountable Local Government</p> <ul style="list-style-type: none"> <input type="checkbox"/> Improve trust between council and staff, and residents, by strengthening governance and internal accountability structures. <input type="checkbox"/> Deliver transparent and efficient financial management. ✓ Increase effective communication and engagement with residents. <input type="checkbox"/> Develop our staff team, resources, and workplace culture. <input type="checkbox"/> Continue to deliver strong core municipal services. ✓ Ensure Amherstburg is an inclusive accessible and welcoming community committed to reconciliation. 	<p style="text-align: center;">PILLAR 3 Encourage Local Economic Prosperity</p> <ul style="list-style-type: none"> <input type="checkbox"/> Encourage development of commercial and industrial lands. ✓ Continue to promote local tourism industry, especially overnight accommodation. ✓ Continue to facilitate downtown development for residents and visitors. <input type="checkbox"/> Continue to leverage partnership opportunities with other provincial, federal, and local governments, agencies, and organizations.
<p style="text-align: center;">PILLAR 2 Invest in Community Amenities and Infrastructure</p> <ul style="list-style-type: none"> ✓ Maintain safe, reliable and accessible municipal infrastructure and facilities. ✓ Increase access to recreation opportunities for all ages. <input type="checkbox"/> Finalize and execute plans for town-owned lands (e.g. Duffy's site, Belle Vue) <input type="checkbox"/> Create public access to water and waterfront 	<p style="text-align: center;">PILLAR 4 Shape Growth Aligned with Local Identity</p> <ul style="list-style-type: none"> <input type="checkbox"/> Define and communicate a vision for the Town's future and identity. <input type="checkbox"/> Promote and plan for green and "climate change ready" development. <input type="checkbox"/> Review and implement policies that promote greater access to diverse housing. <input type="checkbox"/> Protect the Town's historic sites and heritage.

Prioritize opportunities to reduce environmental impacts of Town operations and increase Town resilience to climate change.

Preserve the Town's greenspaces, agricultural lands, and natural environment.

8. CONCLUSION:

Town of Amherstburg's Transportation Master Plan (TMP) is a long-term strategic planning document that aims to guide transportation policies, programs, and infrastructure planning in the municipality. Administration is recommending that Council approve the TMP.



Todd Hewitt
Manager of Engineering

Report Approval Details

Document Title:	2024 05 27 - Transportation Masterplan.docx
Attachments:	
Final Approval Date:	May 16, 2024

This report and all of its attachments were approved and signed as outlined below:



Antonietta Giofu



Tracy Prince



Valerie Critchley



Kevin Fox