

Town of Amherstburg

# Transportation Master Plan Presentation to Council

May 27, 2024

TYLin Project #10693



**AMHERSTBURG**  
ONTARIO, CANADA  
EST. 1796



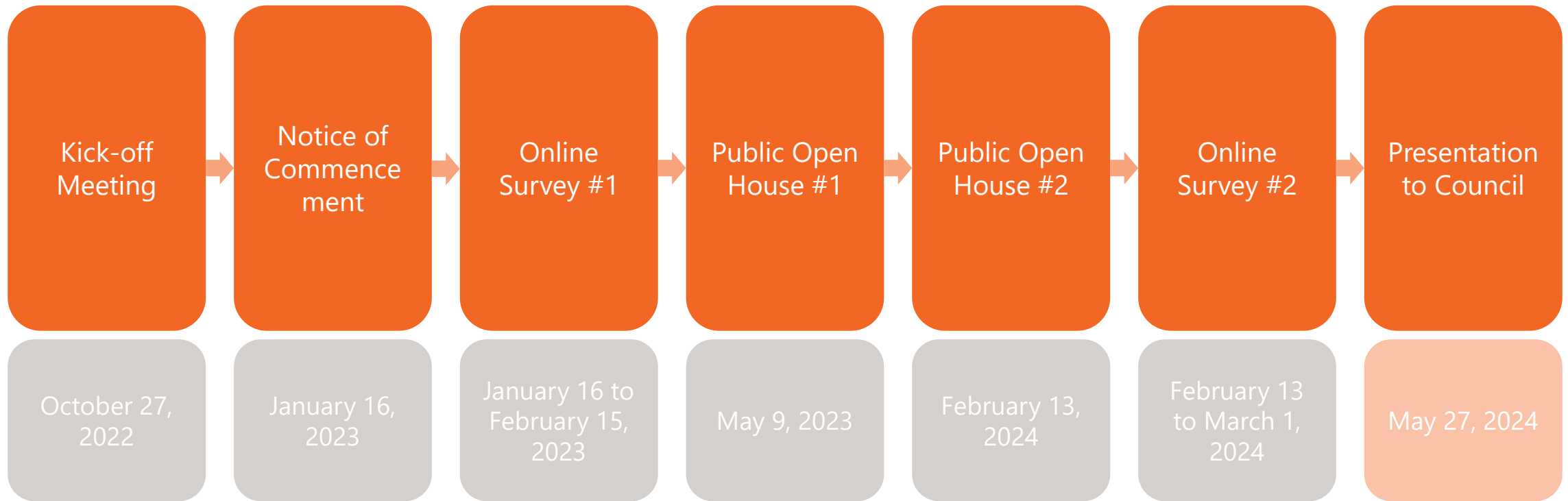


# Agenda

- Study Introduction
- Project Methodology
- Summary of Consultation
- Network Review and Recommended Solutions
- Implementation
- Next Steps

# Study Introduction, Purpose, and Timeline

This Transportation Master Plan (TMP) will help give direction to **create and improve opportunities to connect people to businesses and community spaces** in the Town by balancing the needs of all modes of transportation.



# Project Methodology – MCEA Process

This Transportation Master Plan (TMP) follows the Municipal Class Environmental Assessment (MCEA) Process, approved under the Ontario Environmental Assessment Act, using Approach #1:

- Analyzes on a regional/systems scale for broader infrastructure alternatives.
- Identifies needs and establishes solutions, considering natural, social, and economic environments broadly.
- Specific projects for the preferred solution are outlined with minimal detail, serving as a basis for future investigations.

This project in accordance with the **Complete Streets framework**, focusing on creating safe, accessible, and inclusive transportation networks. Additionally, it incorporates **Vision Zero principles**, aiming to eliminate traffic fatalities and severe injuries.

## Phase 1

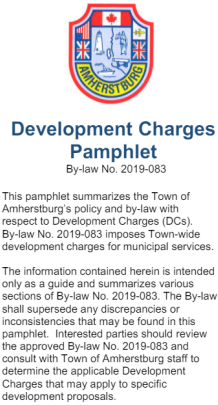
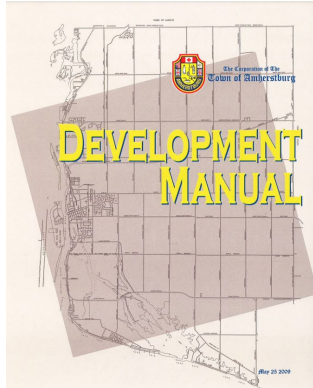
Identifying and describing the problem/opportunity, with early public, Indigenous, and agency consultation.

## Phase 2

Identifying alternative solutions based on existing environments, considering public and agency input, and documenting the process.

**This approach ensures thorough planning and stakeholder engagement while providing a foundation for future project-specific assessments and developments within the MCEA framework.**

# Policy Review



The following local, regional and provincial policies and design guidelines have been reviewed with focus on transportation to help inform the Town's plans and aspirations for the community.

- Town of Amherstburg Official Plan (2009)
- The Town of Amherstburg Development Manual (2009)
- County Wide Active Transportation System (CWATS) Master Plan (2023)
- CROW Design Manual for Bicycle Traffic
- Development Charges Study (2019)
- Road Needs Study (2021)
- Amherstburg Asset Management Plan (2022)
- Inclusive Community Plan Needs Assessment & Action Plan (2022)

# Consultation Summary



# Consultation Summary

The public provided valuable input and showed great interest in the Transportation Master Plan. Many comments related to the following themes:

## **Safety and Infrastructure Improvements**

- Improve County Road 5 condition and width for safety.
- Address safety concerns at Meloche Road & Simcoe Street intersection.
- Enhance accessibility for individuals with mobility impairments.

## **Transit and Transportation**

- Improve transit services with regular trips to Windsor City and within Town.
- Connect existing bike lanes for cyclist and pedestrian safety.
- Enhance bike parking in the core close to shops and restaurants.
- Consider one-way streets and angle parking in downtown.
- Review and improve active safe routes to school.

## **Speed Limit and Road Management**

- Reduce residential speed limits on County Road 10 and County Road 20.
- Consider a 40 km/h speed limit in the downtown core.
- Evaluate congestion and parking on roads like Dalhousie Street.

## **Community Engagement**

- Hold more information meetings for community involvement.
- Conduct public education campaigns to encourage biking.

## **Infrastructure Preferences and Navigation**

- Address differing opinions on roundabouts and traffic control measures.
- Consider the closure of Murray Street while balancing parking needs and infrastructure improvements.

**Overall, the community showed an active support for the improvement of transportation infrastructure, safety measures, and the aesthetic appeal of public spaces.**

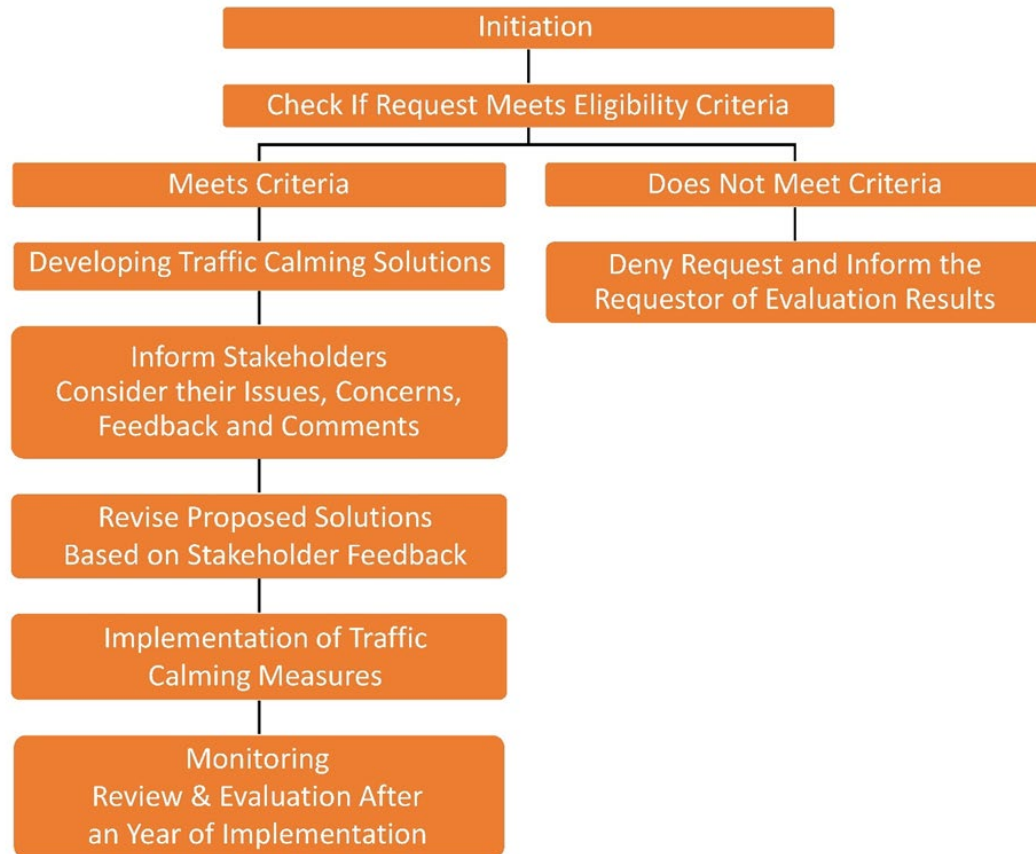
# Network Review & Recommended Solutions





# Traffic Calming Framework

## Traffic Calming Implementation Steps



Developed by the Canadian Guide to Traffic Calming (CGTC), Second Edition

## Public Requests

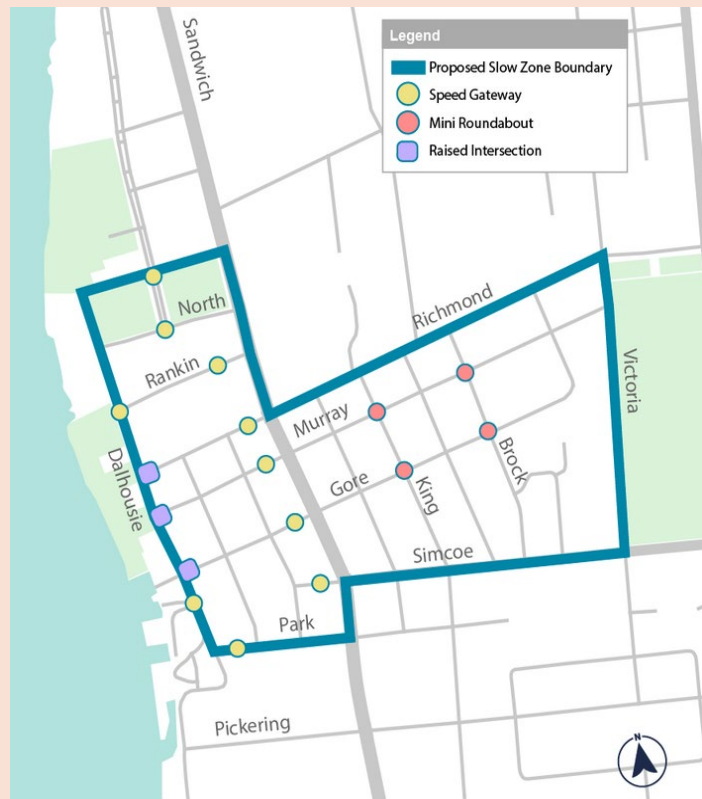
- Traffic calming is initiated upon receipt of a written request from residents, groups, elected officials, or Town staff via letter or electronic form regarding road safety concerns.
- Once the request is received and it meets the eligibility criteria, a survey is circulated to residents to confirm amongst residents to verify the concern.

Criterion	Requirement
Road Classification	Only local and collector roads are eligible
Location Area	Community Safe Zone or School Zone
Road Length	Street segment length must exceed 200 metres where the segment of the roadway is not interrupted by a stop sign, traffic signal or curve sharper than 30 degrees
Posted Speed	Posted speed limit must be less than or equal to 50km/hr
Previous Evaluation	Specific roadway has not been considered within the last 12 months

Finally, if the traffic calming request is approved, a public open house is required by the Town and allow public and stakeholders to participate before implementation.

# The Big Moves

## Proposed Slow Zone



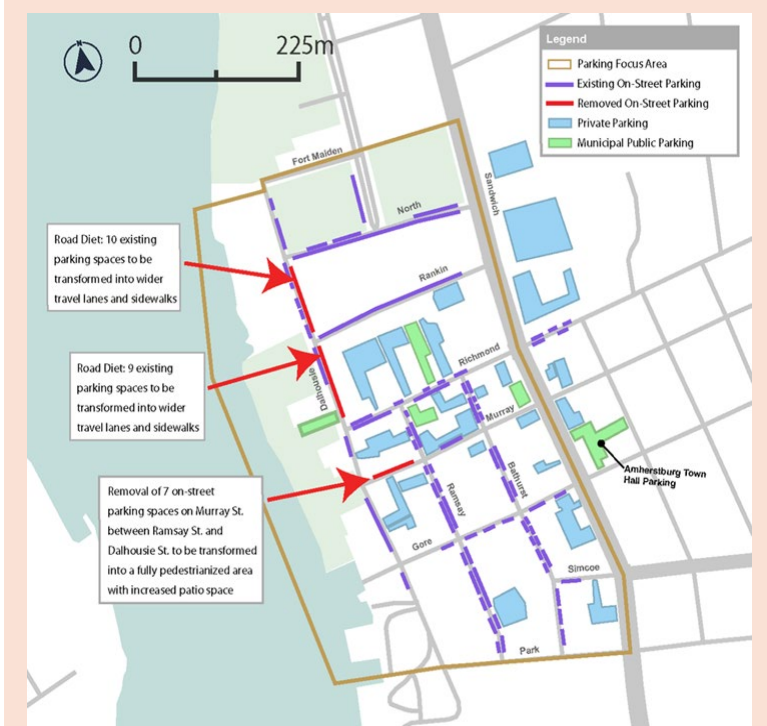
Slow Zones promote road safety by aiming to **reduce speeds** thereby **reducing collisions** and **promoting active transportation**. The proposed lower speed is 30km/h. 53% of public is in favour of these changes.

## Curb Bump Outs



Curb bump outs enhance pedestrian safety by **reducing crossing distances** and **encouraging slower speeds**. 54% of the public responded in favor of curb bump outs.

## Re-allocation of Parking Spaces



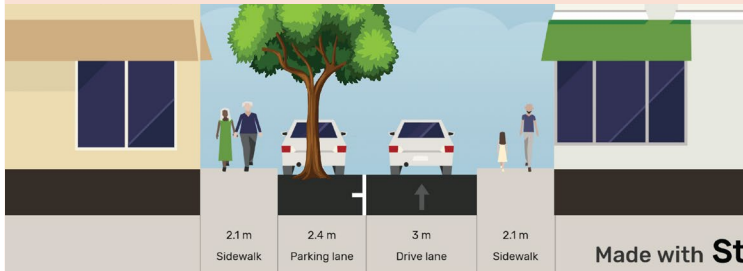
Reallocating parking for wider sidewalks, **safer crossings**, **better lighting**, and **green spaces** enhances the downtown walking experience. 50% of the public is in favour of reallocation. Implementation would be in phases as the projects align.

# Murray Street (from Dalhousie Street to Ramsay Street)



Murray Street is a one-way street in the downtown core with minimal traffic volumes recorded. After a comprehensive traffic analysis, three scenarios were developed to improve the walkability of the downtown core.

## Option 1: Do Nothing



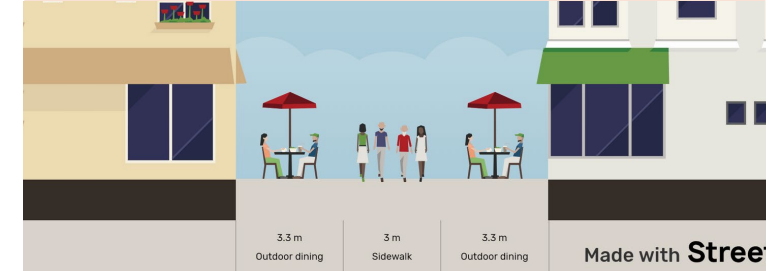
- Currently, the existing right of way (ROW) at Murray Street is only 9.6m.
- The sidewalks are small, and the street prioritizes the movement of cars.
- This leaves more space for vehicles as opposed to pedestrians.

## Option 2: Parking Removal



- Removal of 8 on-street parking spaces.
- This makes the sidewalk 3.5 m wide and extends it for pedestrians, creating an enhanced walking experience.

## Option 3: Street Closure

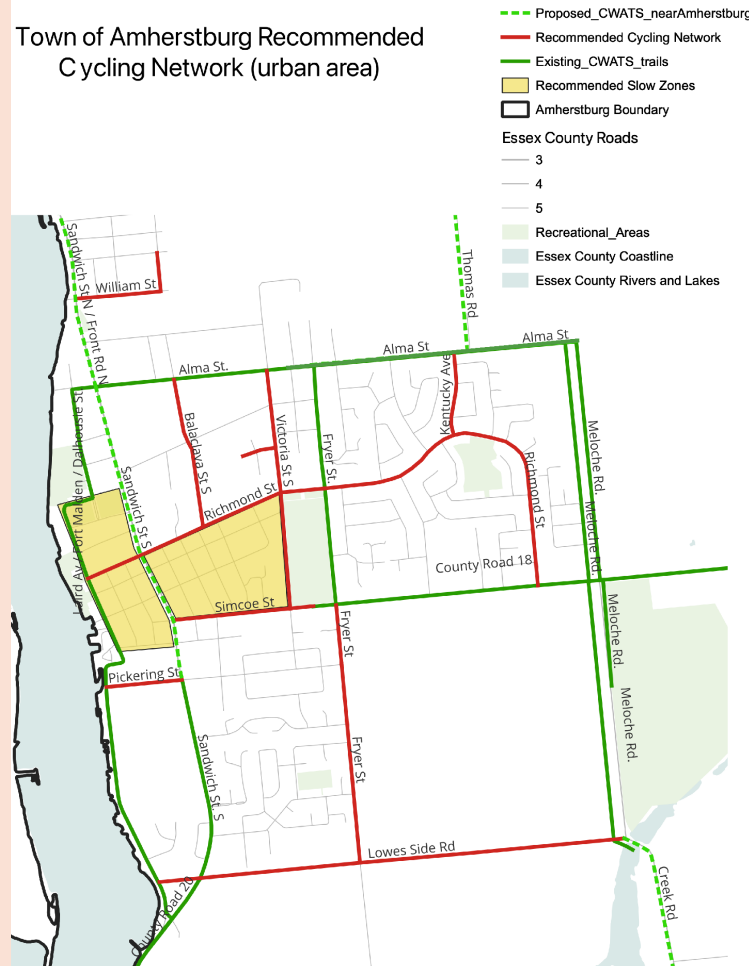


- 61% of the public support pedestrianizing Murray from Dalhousie Street to Ramsay Street.
- Businesses would have more space for patios and other outside displays.
- A pilot project will be implemented to gauge public reaction before making permanent changes.

# Active Transportation Plan

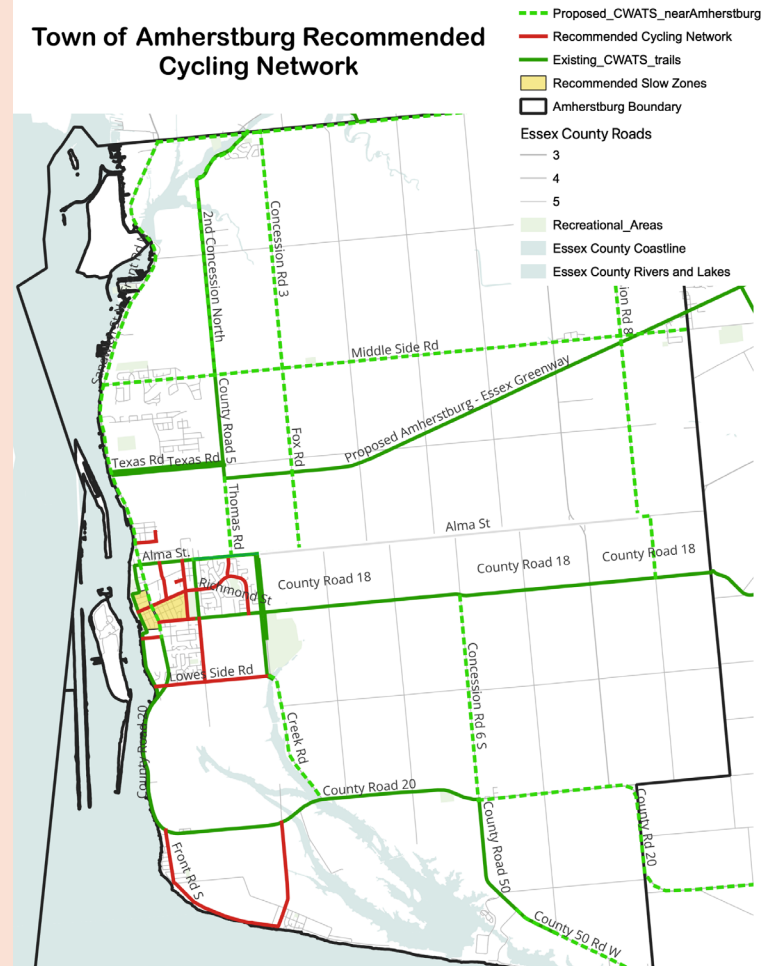
## Recommended Cycling in the Core

Town of Amherstburg Recommended Cycling Network (urban area)



## Recommended Cycling across the Town

Town of Amherstburg Recommended Cycling Network



## Pedestrian Policy Recommendations

- Implementing **sidewalks** on at least one side of the street in urban areas and both sides in the downtown core.
- **Continuous sidewalk facilities** should be installed to prevent gaps.
- **Prioritizing sidewalks along key destinations** along schools, transit stops, etc. is essential.

# Future Traffic Operations

## Horizon Year 2028

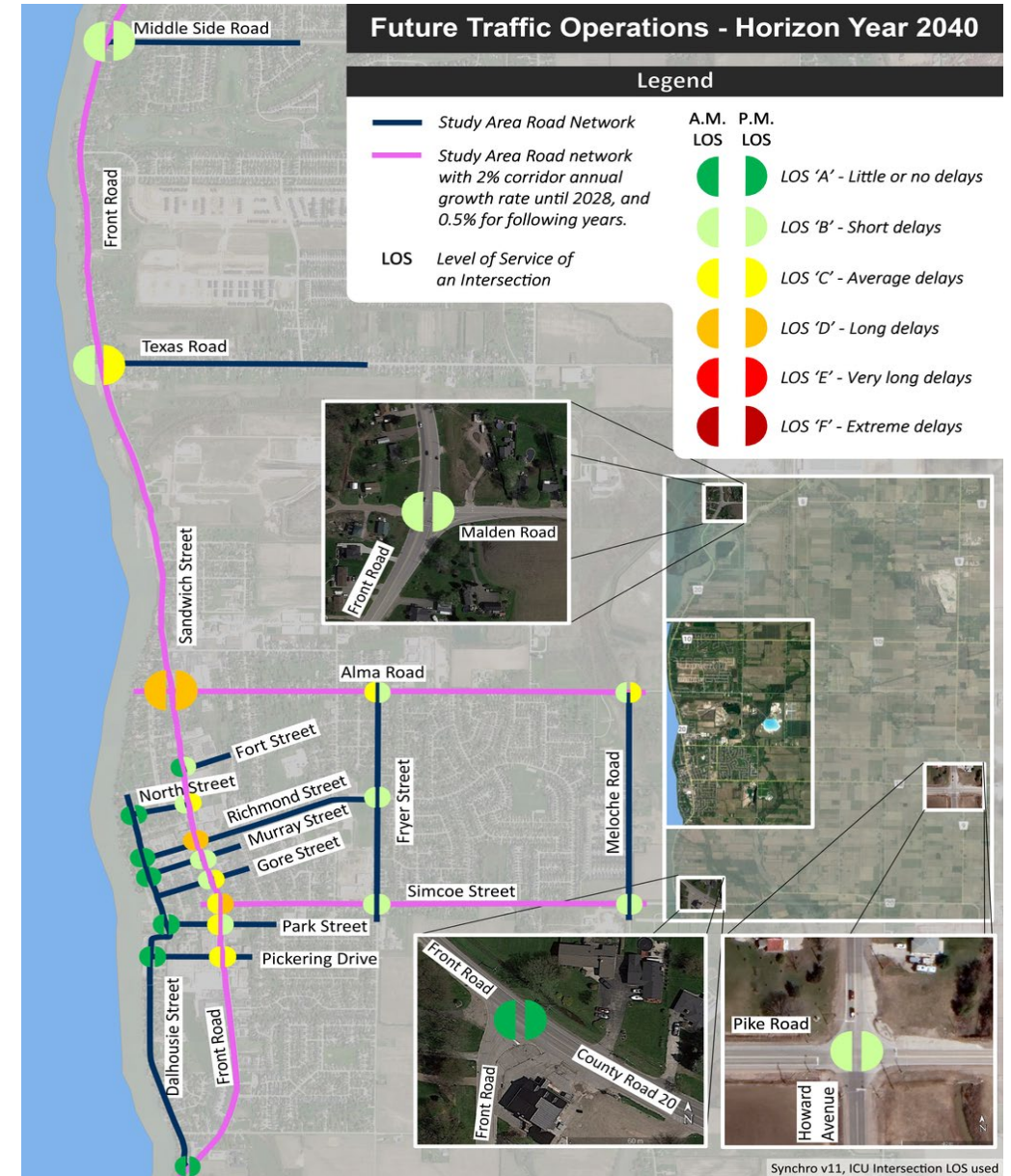
- **Sandwich St. & Fort St.** Implement traffic signal and the associated closure of the PXO just south of this intersection.
- **Sandwich St. & Richmond St.** Optimized Signal Timing
- Road closure on **Murray St.** for vehicular traffic between **Dalhousie St.** and **Ramsay St.**

## Horizon Year 2033

- **Meloche St. & Simcoe St.** Implement traffic signal.
- **Sandwich St. & Alma St.** Optimized Signal Timing
- **Sandwich St. & Simcoe St.** Optimized Signal Timing

## Horizon Year 2040

- **Sandwich St. & North St.** East leg extension and signal implementation
- **Sandwich St. & Simcoe St.** Optimized Signal Timing.
- **Front Rd. N./Front Rd. N. & Middle Side Rd.** Optimized Signal Timing.
- **Meloche St. & Alma St.** Implement traffic signals
- **Sandwich St. & Alma St.** New dedicated westbound left turn lane
- **Alma St. & Fryer St./Tofflemire St.** Implement traffic signals



# Public Transit Improvements

## Phase 1

- Equip all transit stops with **appropriate bus infrastructure**.
- **Additional transit stops** at William Street & Sandwich Street North.
- **Implement bicycle parking** close to the transit stops.
- **Fare reduction** to make transit more attractive.

## Phase 2

- **Enhance bus stop infrastructure**
- **Extend service** to key public institutions.
- **Extend Route** to the Via Rail Station in Windsor.



## Phase 3

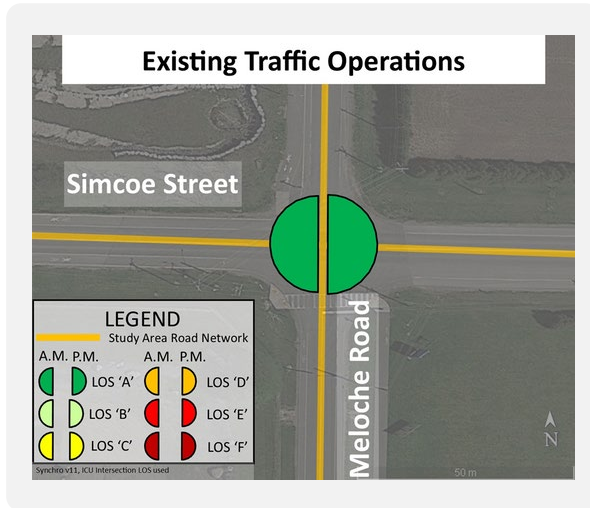
- **Create a transit service** fully owned and operated by the Town itself.



## Transit Hub

- In the long-term a **transit hub can be created** on the existing bus facility west of Bill Wigle Park for the Town operated route.
- This is a **central location** with existing bus bays.
- It is **adjacent to popular recreational parks**.
- It can **enhance connectivity** to surrounding cities and municipalities.

# Simcoe Street and Meloche Road Intersection Study



**Speeding at the intersection is common and presents a safety concern.**

Recorded speeds reach **70-90km/h**, while the posted speed limit is **50km/h**.

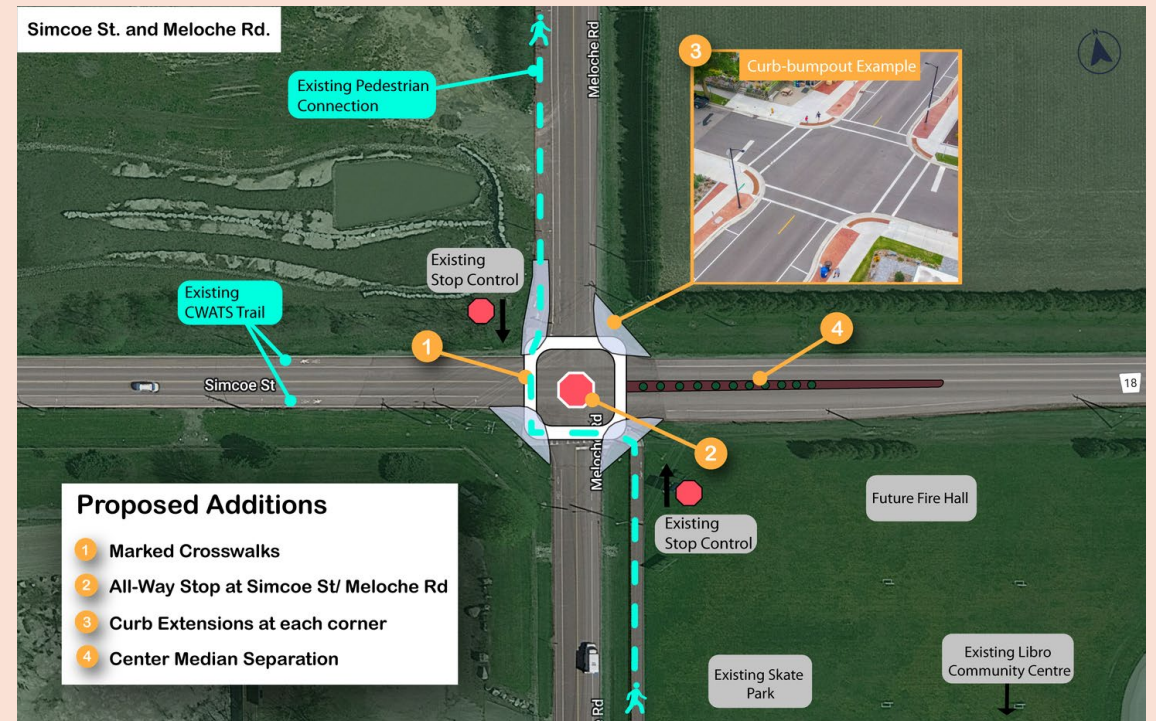
## Why improvement is needed

- There are **operational and safety concerns**
- There is very **limited safe pedestrian crossing** opportunities to the Centre.
- **Speeding** is an issue.

Implementing the planned traffic calming measures at this location will improve safety and reduce speeding issues.

## Short-term Improvements

**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.



**Long term: traffic volumes are projected to increase by 2033, triggering the need for eventual signalization of this intersection.**



YOU BIKE!  
PARK IT  
LOCK IT  
WALK IT  
Amherstburg  
Open Air  
100% Walkable  
Good times ahead.  
Amherstburg Open Air Weekends  
AMHERSTBURG WINDSOR  
ESSEX  
PELLEYSLAND

# Implementation



# Cost Estimates

Overall Cost Estimates				
Category	Short Term (1-5 Years)	Medium Term (5-10 Years)	Long Term (10+ Years)	Total Cost
Active Transportation	\$3,497,644.38	\$5,402,841.00		\$8,895,895.38
Transit	\$440,082.00	\$255,900.00		\$695,982.00
Traffic Calming Measures	\$1,530,000.00	\$1,000,000.00		\$2,470,000.00
Traffic Controls, Intersection & Pavement Design	\$307,900.00	\$300,000.00	\$900,000.00	\$1,507,900.00
Parking and Placemaking	\$40,000.00			\$40,000.00
<b>Total</b>	<b>\$5,755,626.38</b>	<b>\$6,958,741.00</b>	<b>\$900,000.00</b>	<b>\$13,609,777.38</b>

# Cost Estimates for Simcoe & Meloche and Murray St.

Simcoe & Meloche		
Category	Item	Cost
Active Transportation	Crosswalks	\$4,207.50
	Subtotal	\$4,207.50
Traffic Controls, Intersections & Pavement Design	Stop Signs	\$700.00
	Concrete Median	\$7,200.00
	New Signalization (Traffic Signal)	\$300,000.00
	Subtotal	\$307,900.00
Traffic Calming Measures	Curb Bump-out	\$80,000.00
	Subtotal	\$80,000.00
<b>Total</b>		<b>\$392,107.50</b>
Murray St – Option 3: Street Closure		
Category	Item	Cost
Active Transportation	Concrete Sidewalk Construction	\$22,950.00
	Concrete Sidewalk Widening	\$18,360.00
	Subtotal	\$41,310.00
Traffic Calming Measures	Raised Intersections	\$50,000.00
	Subtotal	\$50,000.00
<b>Total</b>		<b>\$91,310.00</b>

# Funding Opportunity

## Green Municipal Fund (GMF)

The Green Municipal Fund, a \$1.6 billion program funded by the Government of Canada. Its aim is to accelerate local governments' transition to sustainability through a unique mix of funding, resources, and training, empowering municipalities to enhance resilience and improve the lives of Canadians.

### GMF Target Sub-Sectors for Change:

- 1 Energy
- 2 **Transportation** →
- 3 Land Use
- 4 Circular Economy
- 5 Water

GMF aims for net-zero transportation emissions in municipalities through demand management, affordable transit, and active transportation, utilizing zero-emission vehicles. Investments also prioritize resilience in infrastructure and equipment.

Amherstburg's eligibility for Canadian municipal initiatives is bolstered by recommendations in the TMP:

- **Pedestrian Facilities:** Sidewalks on all streets, prioritizing schools and transit stops.
- **Cycling Network:** Urban routes connecting neighborhoods, schools, parks, and attractions.
- **School Connections:** Safe routes linking schools to residential areas.
- **Tourist Attractions:** Cycling routes to downtown attractions.
- **Active Transportation and Transit:** Integration for diverse transit options with comfortable stops and secure bike parking.

**Aligning with GMF goals promotes eco-friendly travel, mitigates environmental impact, and boosts eligibility for funding.**



# Thank You!

## Contact:

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## Study Next Steps:

- Council to endorse the Transportation Master Plan
- Publish Notice of Completion