

Welcome

Transportation Master Plan County of Essex

Public Information Centre (PIC) Meeting #3
November 13, 2025

Provide Your Input

Please review the information on the boards
Please ask questions and share your thoughts

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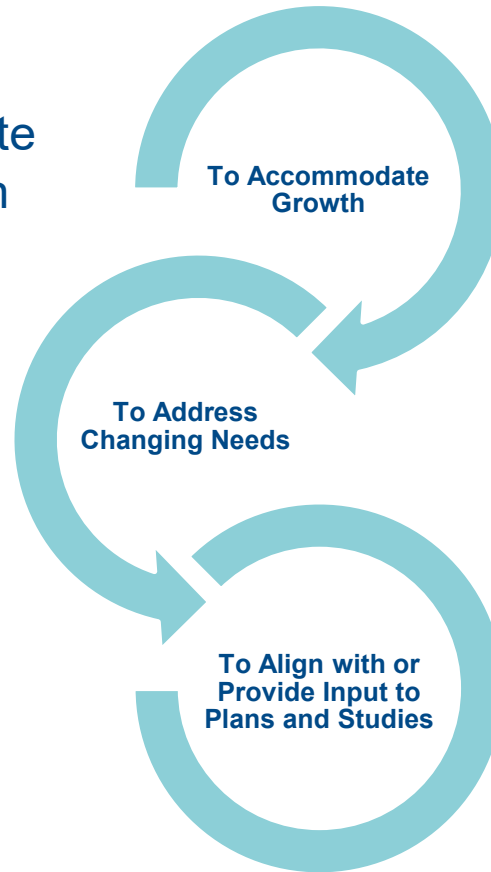
Today's Meeting Purpose

- Overview of the TMP Master Plan process
- Vision Statement for the Transportation Master Plan
- What we have heard from Stakeholder Groups and the Community
- Review draft of the Final TMP Report
- Alternative Strategies to 2051
- Questions, Comments or Concerns

Transportation Master Plan (TMP) Update

What is a TMP?

- A long-term plan to evaluate and define a transportation system to accommodate future needs
- An opportunity to develop policies, long term (10 – 30 year) capital and work programs, guidelines

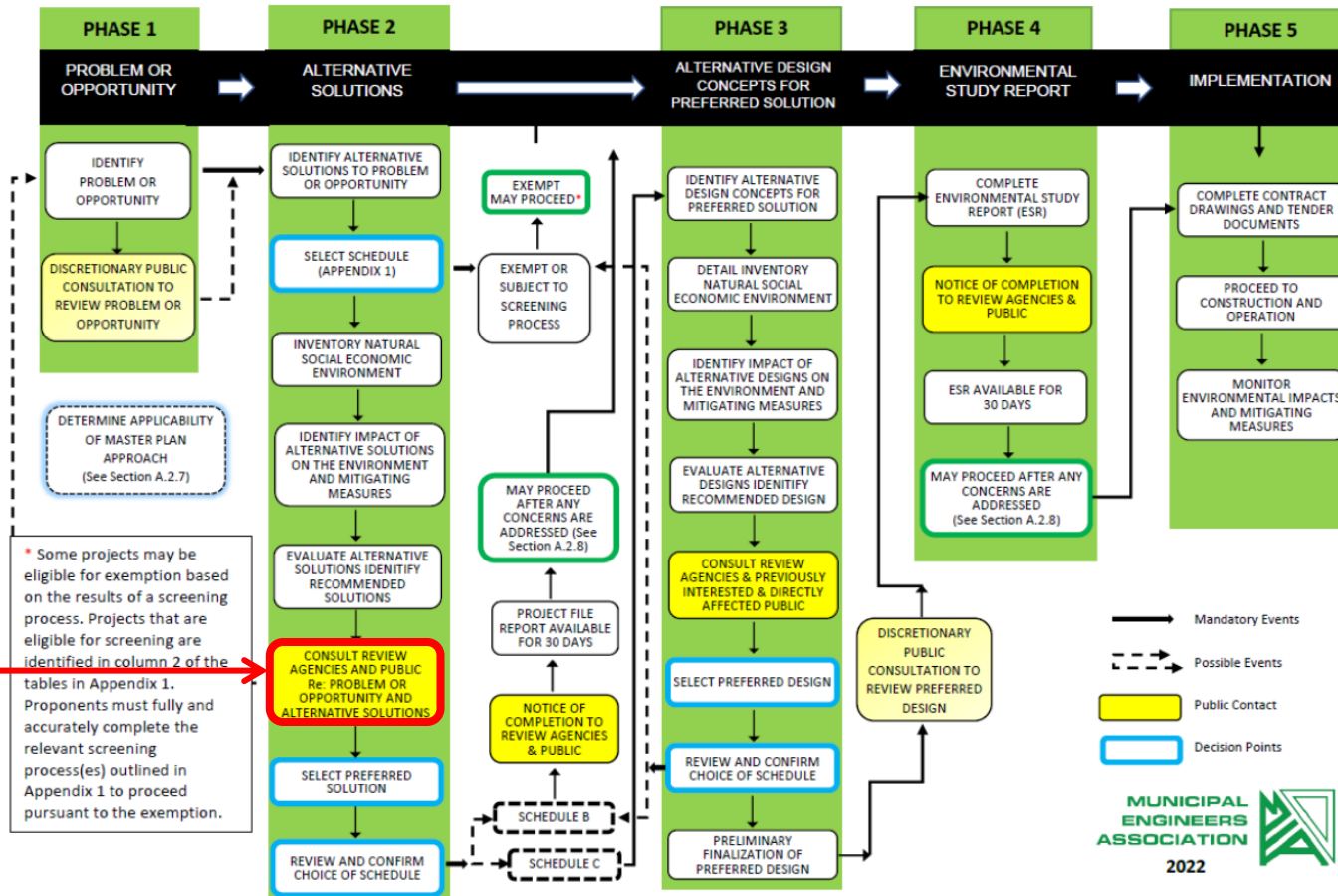


Why do we need a TMP?

- Develop a plan to identify needs and the County's mobility vision for next 30 years
- Develop prioritization strategy of road, active transportation and transit improvements
- Investigate best practices and emerging transportation trends/technologies
- Incorporate recent studies and guiding documents

Municipal Class EA Process

The Transportation Master Plan will be carried out in accordance with the Municipal Class Environmental Assessment (MCEA) process



Master Plans must address at least the first two phases of the MCEA process

What is the Process?

Public Input

Phase 1
Problem Or
Opportunity

➤ **Study Context and Objectives**

- Transportation System Inventory
- Natural, Social and Cultural Heritage Conditions Review
- Understanding of existing and future needs and opportunities

Purpose,
Background,
Needs &
Opportunities

Public Information Centre # 1

➤ **Development and Evaluation of Alternative Strategies**

- Identify and Evaluate Alternative Solutions/Strategies
- Review Impacts

Preliminary
Alternative
Solutions

Phase 2
Alternative
Solutions

Public Information Centre # 2

➤ **Draft Transportation Master Plan**

- Recommend Network Solutions
- Present Final Draft of Transportation Master Plan

Draft of Final
TMP

Public Information Centre # 3

We are Here

Future Phases
Beyond this
study

Essex Transportation Master Plan - Final Report

The Master Plan will identify a set of recommended transportation improvements and future study needs.

Vision Statement

The County of Essex has initiated a Transportation Master Plan (TMP) study to identify long-term transportation visions and strategies aimed at achieving the County's objectives for safe and efficient movement of people and goods, develop new goals and policies that will serve as a road map for the County to responsibly manage the road network, and address current needs and anticipated growth in the County until 2051.



What We've Heard

“The Community has spoken”

Improved Connectivity

- More transit: intermunicipal connections, more stops in more locations
- More active transportation: trails, bike lanes, sidewalks, bicycle parking, paved shoulders, improved amenities

Safety and Accessibility

- Additional and improved pedestrian crossing facilities, more education to improve driver behaviour, improved winter maintenance

Other Considerations

- Farm equipment accommodation, e-bikes/e-scooters and cycle tourism when designing road improvements
- Add more vehicle charging stations and carpool lots,
- Convert abandoned railway lines into new trails



Overview of Alternative Strategies

Alternative 0 “Do Nothing” / Business-As-Usual	Alternative 1 Maintain Roads with Transit Upgrades	Alternative 2 Upgrade Roads, Transit and Active Transportation	Alternative 3 Focus on Transit and Active Transportation
<p>Proceed with all planned improvements (i.e. identified from previous County plans and capital budgets).</p>	<p>Maintain auto-oriented travel with some upgrades to Transit.</p>	<p>Auto-oriented travel with select enhancements to Transit and Active Transportation.</p>	<p>Provide for current levels of service for auto but focus on Transit and Active Transportation as alternatives to auto travel.</p>

Evaluation Criteria

The draft evaluation criteria below were established, based on planning objectives and the policy scan conducted for this TMP. These criteria are used to assess the alternatives and pick the preferred solution(s)

Evaluation Criteria and Supporting Indicators	“Do Nothing” / Business-As-Usual	Alternative 1 Maintain Roads with Transit Upgrades	Alternative 2 Upgrade Roads, Transit and Active Transportation	Alternative 3 Focus on Transit and Active Transportation
Transportation Service <ul style="list-style-type: none"> Improves capacity and reduces delay Supports connectivity 	√	√√	√√√√	√√√
Transportation Equity <ul style="list-style-type: none"> Protects vulnerable road users Provides viable alternative mobility options 	√	√√	√√√	√√√√
Supports County Objectives <ul style="list-style-type: none"> Mitigates effects of climate change Supports economic development Provides resilience 	√	√√	√√√	√√√√
Environmental Impact <ul style="list-style-type: none"> Minimizes impact to environmental features 	√√√√	√√√	√√	√
Cost <ul style="list-style-type: none"> Minimizes County capital and operating/maintenance costs 	√√√√	√√√	√√	√

Road Improvements Recommended Alternative Strategy to 2051

Road Improvements

Recommended Alternative Strategy to 2051

The Recommended Alternative Strategy for the next 25 years accounts for the County's capacity expansion program to 2037

County Road	Approximate Limits
CR 3	Reaume Ave to City of Windsor Boundary
CR 7	CR 25 to CR 2
CR 9	CR 8 to Hwy 3
Lauzon Pkwy	Hwy 3 to City of Windsor Boundary
CR 19	Hwy 3 to CR 22
CR 46	CR 19 to Hwy 401
CR 42	CR 25 to City of Windsor Boundary
CR 22	CR 27 to CR 25
New Road	CR 23 to CR 25
CR 20	Kratz Sideroad to CR 33

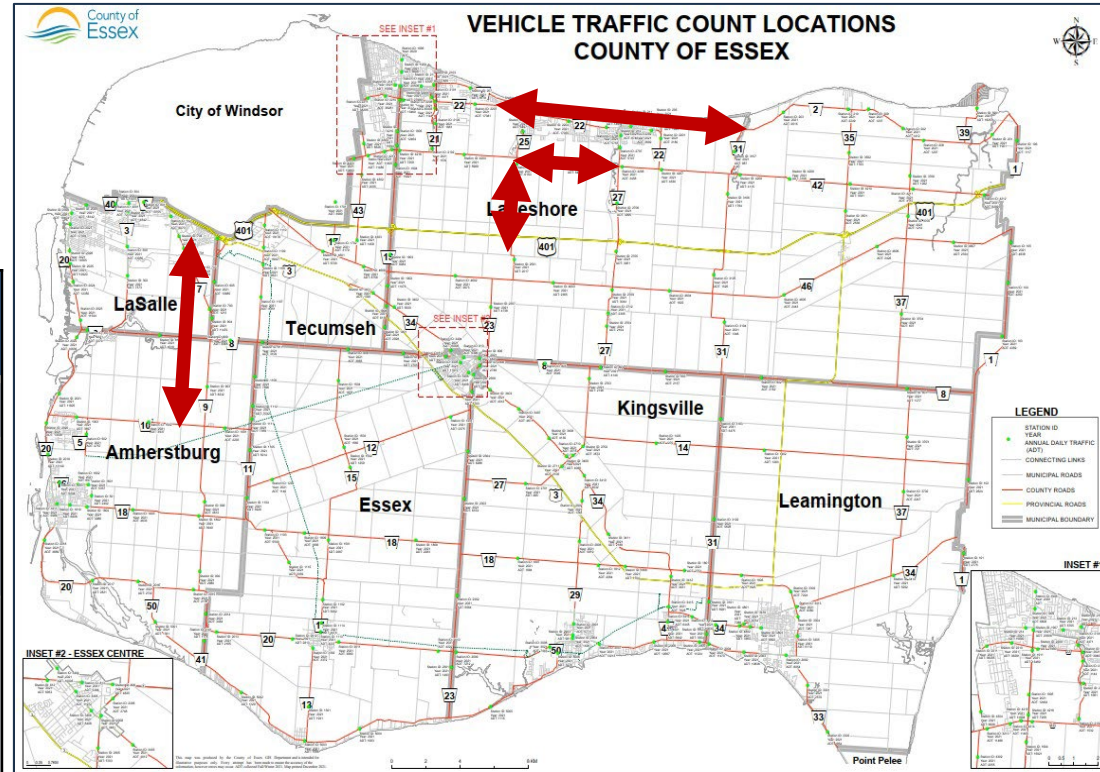


Road Improvements

Recommended Alternative Strategy to 2051

In addition to the County's Road Expansion program, the following corridors have been identified for capacity improvement

County Road	Recommended Improvement	Approximate Limits
CR 42	Widen to 4 lanes	CR 25 to CR 27
CR 22	Widen to 4 lanes	CR 25 to CR 2
CR 25	Widen to 4 lanes	CR 42 to Hwy 401
CR 9	Widen to 4 lanes or New north-south corridor	CR 8 to City of Windsor Boundary



Recommended Road Improvements are based on traffic modelling to identify which corridors need additional capacity

Transit Improvements Recommended Alternative Strategy to 2051

Transit Improvements

Recommended Alternative Strategy to 2051

Potential Route A: Essex

Centre to Amherstburg / LaSalle

- Route will connect Essex to Amherstburg and LaSalle, and create a connection between existing Transit Windsor 605 and LTW 42 routes.

Potential Route B: Essex

Centre to Kingsville

- Route will create connections between points of interest within the Town of Essex and the existing LTW 42 route.

Potential Route C: Essex Centre to Lakeshore to Windsor

- Route will create connections between points of interest in the Town of Essex, Municipality of Lakeshore, Town of Tecumseh and City of Windsor.



Other Solutions:

- On-Demand Transit Opportunities
- Micromobility
- Bike-Share
- Scooter-Share

Active Transportation Improvements Recommended Alternative Strategy to 2051

Active Transportation Improvements Recommended Alternative Strategy to 2051

- Support of the CWATS Master Plan Update
- Support of Adjacent Active Transportation Recommendations:
 - Connecting County Road 2 (Tecumseh Road) to the AT facility on County Road 36 of Chatham-Kent
 - Continuing the AT facility on Talbot Road into Chatham-Kent
 - Connecting Deer Run Road to the AT facility on Kent Road 1
 - Continue the proposed sidewalk on Malden Road from the City of Windsor into the Town of LaSalle
 - Continue the proposed sidewalk / cycle route on Howard Avenue from the City of Windsor into the Town of LaSalle

CWATS



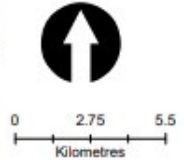
CWATS Network	
Existing	Previously Proposed
	Off-road Multi-use Trail
	Two-way Multi-use Pathway
	N/A One-way Cycle Track ¹
	N/A Separated Bike Lane
	Bike Lane
	Paved Shoulder
	Signed Route
N/A	Context Sensitive Solution

Other Connections	
	AT route in Windsor
	Regional Trail Systems ²

Transportation Features	
	Provincial Highway
	County Road
	Municipal Road
	Active Railroad

Other Features	
	School
	Winery
	Conservation Area Trailhead
	Recreation and Parkland
	National Park
	Settlement Area
	Watercourse

Notes:
1. This is similar to a one-way cycle track. However, in rural or semi-rural areas where there are no sidewalks, pedestrians may also be permitted to use the one-way cycle path (e.g. County Road 20 in Kingsville).
2. Includes the Windsor-based The Province-wide Cycling Network, the Cypher Systems Group Greenway, and the Great Trail.



Active Transportation Improvements

Recommended Alternative Strategy to 2051

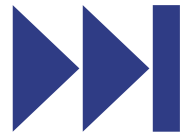
- Enhanced Inter-Regional Connectivity
- Lake-to-Lake Trail and Amenities
 - Lake-to-Lake Trail utilizing existing or proposed Active Transportation routes from the draft CWATS Master Plan Update.
- Design Treatments at Highway 401 Interchanges
 - Potential design elements include signalized crossing installations, bicycle detection, vehicular channelization, and “No Right on Red” signage.
- Supporting Active Transportation Programs and Policies
 - Educational campaigns such as: Learn how to fix a flat bike tire, Learn essential bike maintenance skills, Unlock the secrets of winter bike commuting, Commuter safety.

Recommended Alternative Strategy to 2051

The TMP is proposing a balanced, equitable transportation system, that will include a combination of road, active transportation and transit improvements, as well as policies to support a safe and efficient roadway network.

Please provide your comments/thoughts

Place a sticky note, or write directly on the board



Next Steps

1. Review and incorporate feedback from PIC#3
2. Circulate the draft Transportation Master Plan for public and key stakeholder review and comment
3. Review and incorporate feedback on the draft Transportation Master Plan into the final TMP Report
4. Council Approval
5. Study Completion (Targeted for Q1 2026)

Questions / Comments ?



Please fill out a comment form, or scan the QR code, or visit the TMP page at <https://www.countyofessex.ca/TransportationMasterPlan/>

PIC materials will be available online on the project webpage for review and comment until **December 13, 2025.**

A summary of comments along with responses to comments received by **December 13, 2025.** will be provided in a Public Information Centre Summary report posted on the County's TMP webpage.

If you have any additional questions / comments, please contact:



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