

Welcome! County of Essex



County Road 46/Concession Roads 8 and 9 Improvements

Welcome to the second Public Consultation Centre (PCC) for the County of Essex and Town of Tecumseh County Road 46 and Concession Roads 8 and 9 Improvements Environmental Assessment (EA) Study.

There is an opportunity at any time during the Class EA process for interested persons to provide comments. Early identification of individual and group concerns greatly aids in addressing these concerns.

Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact any of the following by **November 29, 2024**:

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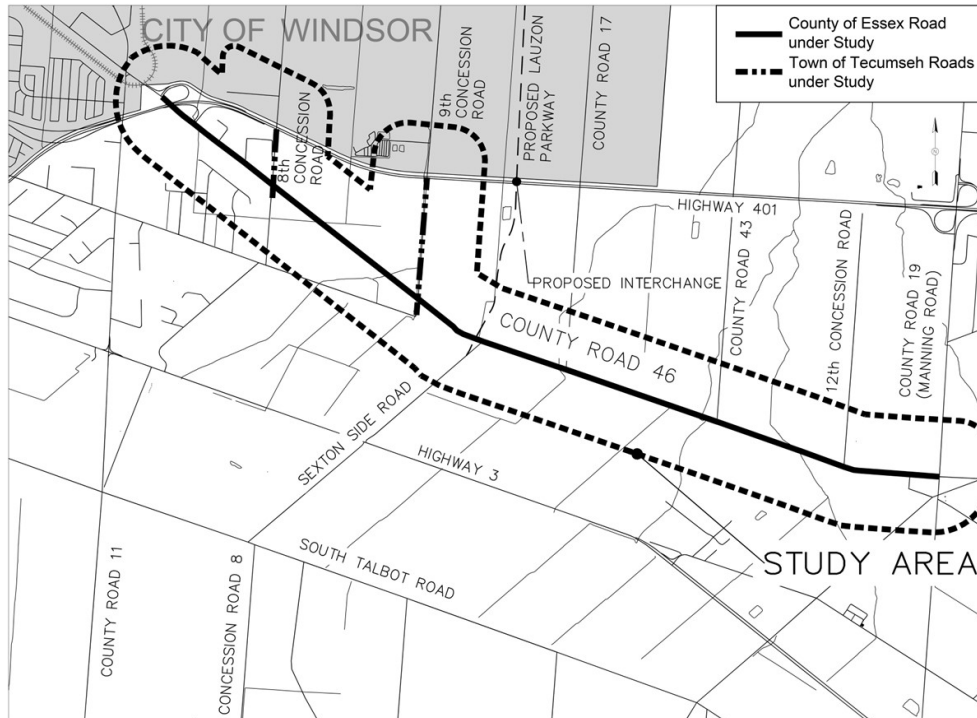


countyofessex.ca/CR46/

Introduction

The County of Essex in partnership with the Town of Tecumseh have retained BT Engineering Inc. (BTE) to complete an Environmental Assessment for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 (City of Windsor municipal limits) to County Road 19 (Manning Road). Part of the EA Study involves improvements to the Town of Tecumseh Concession Roads 8 and 9. The EA for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study.

The study will evaluate alternatives to improve the operation and safety of the roadways.



What we Heard at Public Consultation Centre No. 1

The first PCC was held on April 4, 2024. Sixty-five (65) people attended the PCC, and nine (9) comment sheets were submitted during the two-week comment period. The primary conclusions from the meeting include:

- There was general agreement that improvements are required to County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for consideration of widened shoulders along County Road 46 and Concession Roads 8 and 9.
- Support for active transportation routes.
- Support for protecting natural heritage areas and restoring riparian zones, wildlife habitat, and stormwater retention areas.

Purpose of Public Consultation Centre No. 2

The purpose of this event is to engage the public/stakeholders on their perspectives and comments on the evaluation of Alternative Planning Solutions, and the Preliminary Design Alternatives to identify the Preferred Alternative Planning Solution. The Study will proactively involve the public, stakeholders and Indigenous Peoples.

In this PCC we are presenting:

- An update on the Study and a summary of work completed to date.
- A description of the existing conditions in the area.
- Analysis and Evaluation of the Alternative Planning Solutions.
- Preliminary Design Alternatives.
- Draft Evaluation Criteria.
- Next Steps.

Municipal Class Environmental Assessment (Class EA) Process



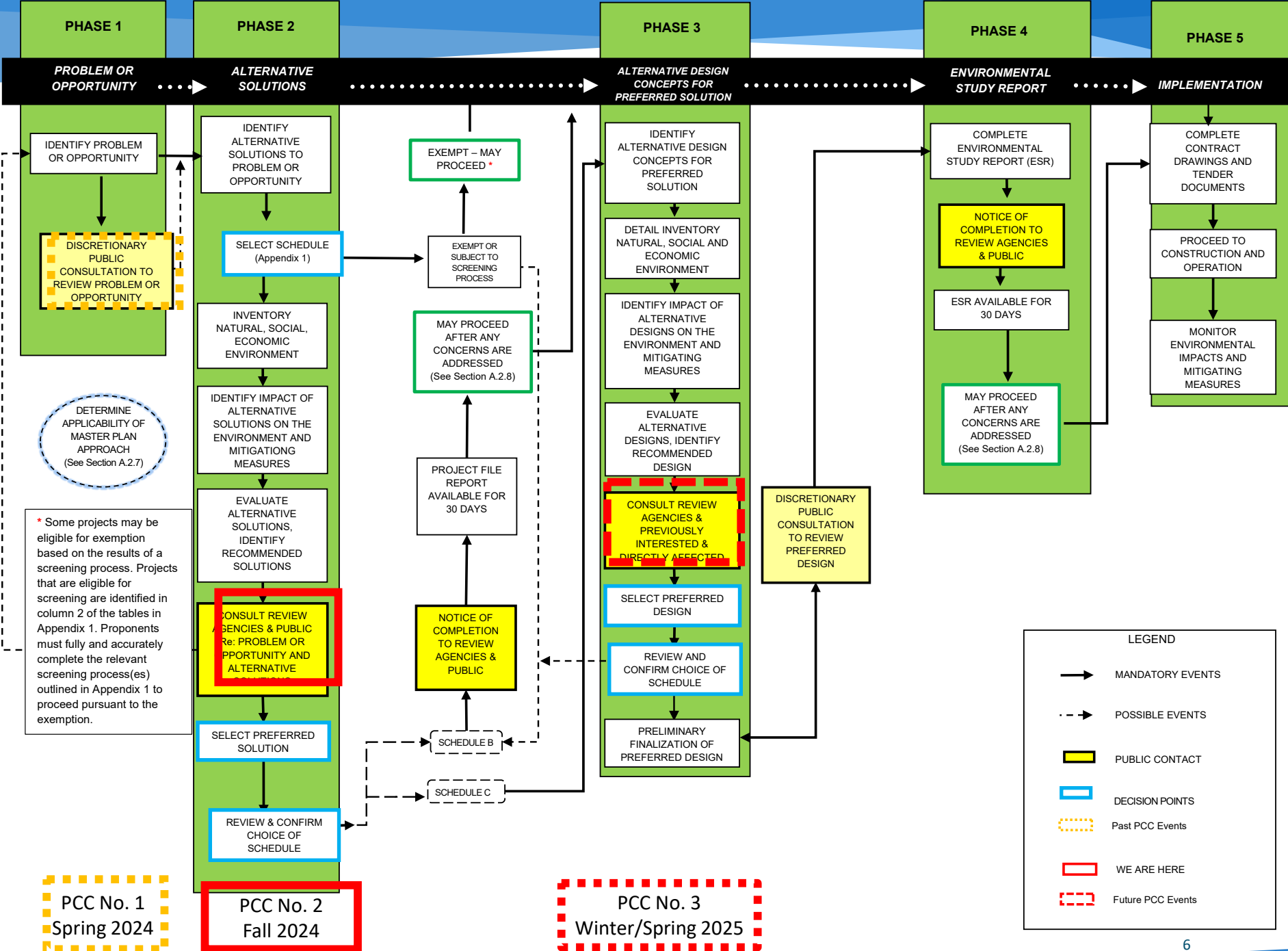
The Municipal Class Environmental Assessment (MCEA) (Amended 2023) process follows 5 phases, as shown in more detail in the next slide. We are currently in Phase 2.

PCC No. 1 took place in April 2024 and PCC No. 3 will be held in 2025.

If, after making your concerns known to the project team, you still have concerns at the time the Notice of Study Completion is published in the media and on the County/Town website, you will have the right to request the Minister of Environment, Conservation and Parks to undertake a higher level of assessment on the project based on two criteria:

- The need for a Part II Order, now referred to as a Section 16 Order, regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights.
- The need for additional assessment and evaluation of all other non-Aboriginal issues and concerns.

These rights and guidance on how to contact the Minister of Environment, Conservation and Parks will be described in the Notice of Study Completion at the end of the Study.



Need and Justification

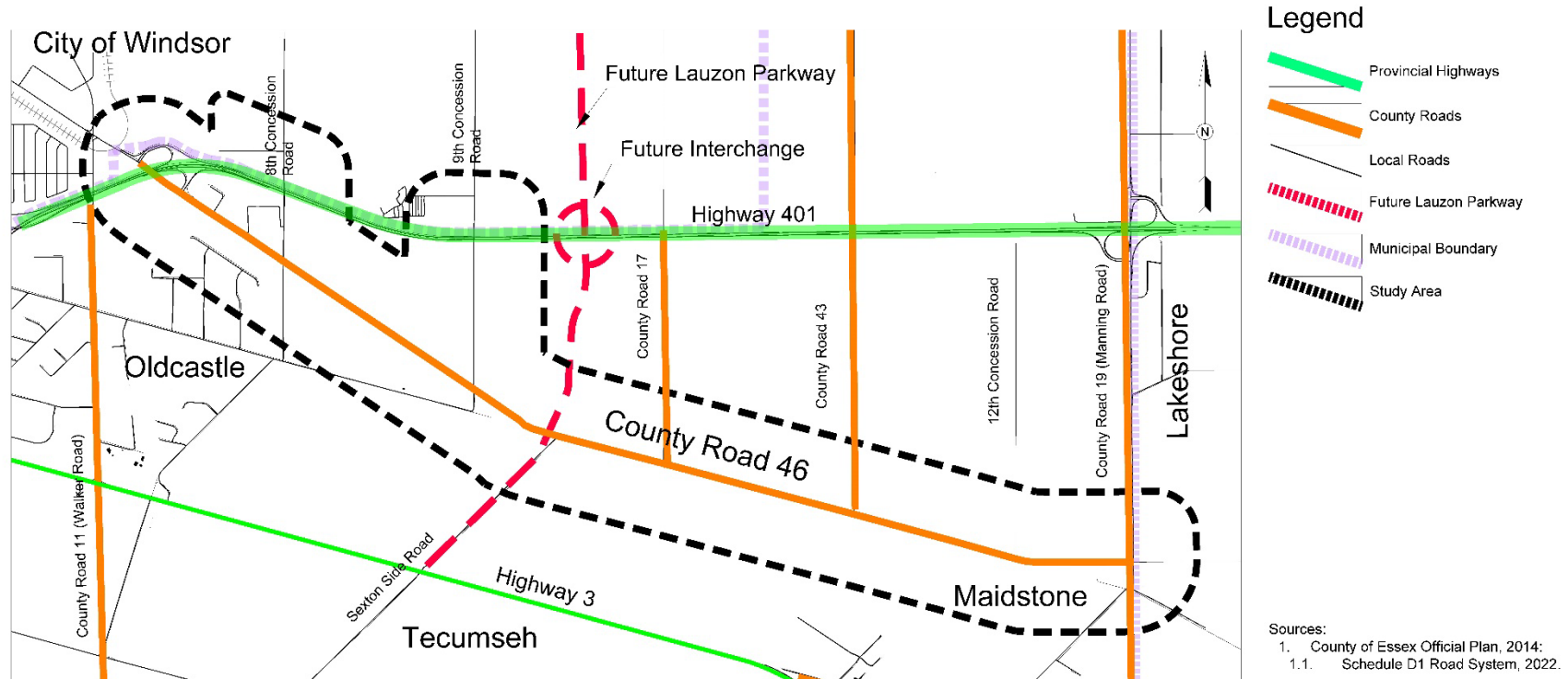
An update to the Transportation Master Plan (TMP) is currently underway for the entire County as a separate study. Information on the TMP is available on the County's website.

Road network improvements will be required within the County to improve traffic operations and safety and accommodate growth in the region.

This Study is focusing on the County Road 46 and Concession Roads 8 and 9 and will provide an opportunity to:

- Assess traffic operations within the Study Area to the 2051 planning horizon.
- Improve safety, accessibility for all modes and reduce traffic delays.
- Accommodate future growth and identify the long-term right-of-way requirements.
- Promote active transportation, consistent with the County's objectives (County Wide Active Transportation System (CWATS)).
- Consistency with the County's Strategic Plan and Official Plan.
- Assess phasing of improvements to stage study recommendations along County Road 46 and Concession Roads 8 and 9.
- Integrate projects between the MTO, City of Windsor, Town of Tecumseh, and County of Essex.

Existing Conditions and Proposed Transportation Network

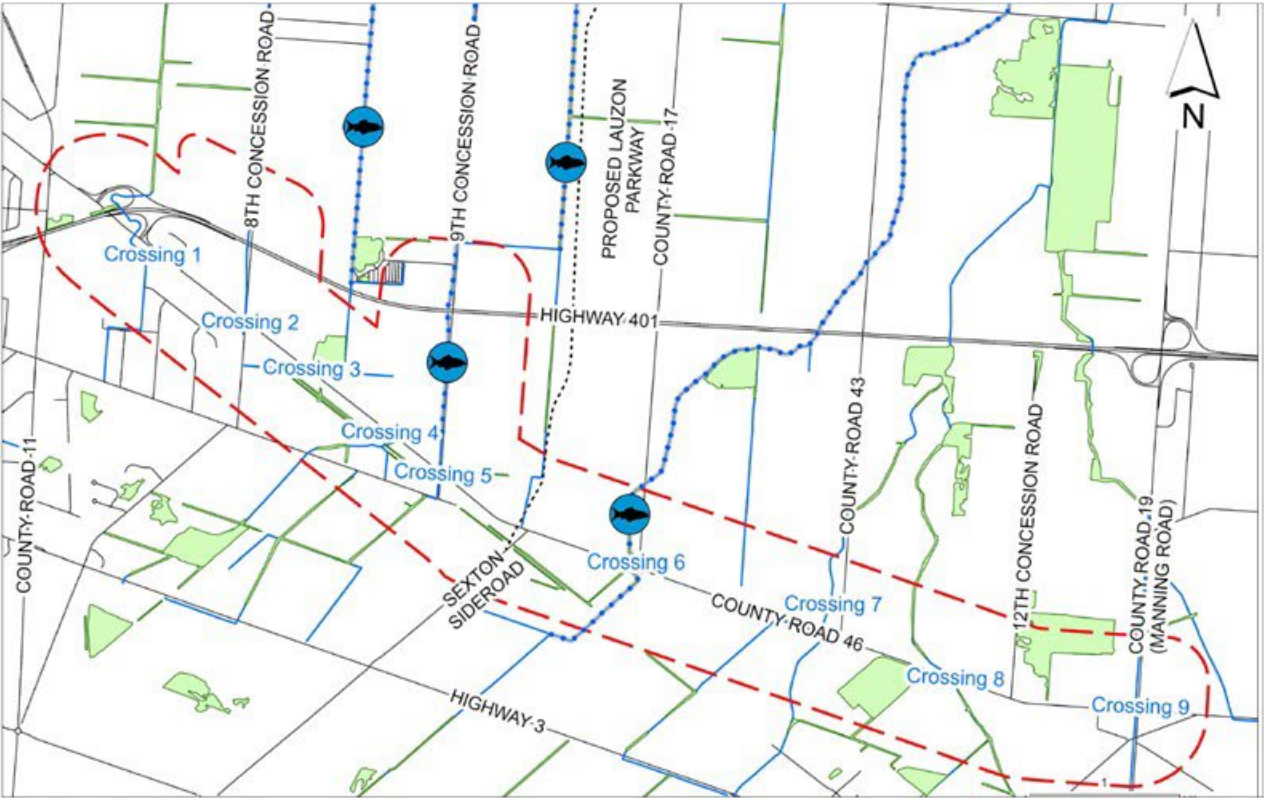
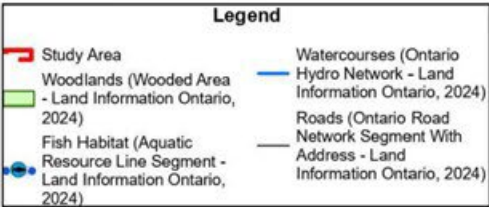


County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study NTS



The Land Use Planning Report is available on the resource table.

Existing Conditions: Natural Environment Features



County of Essex County Road 46 and
Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study



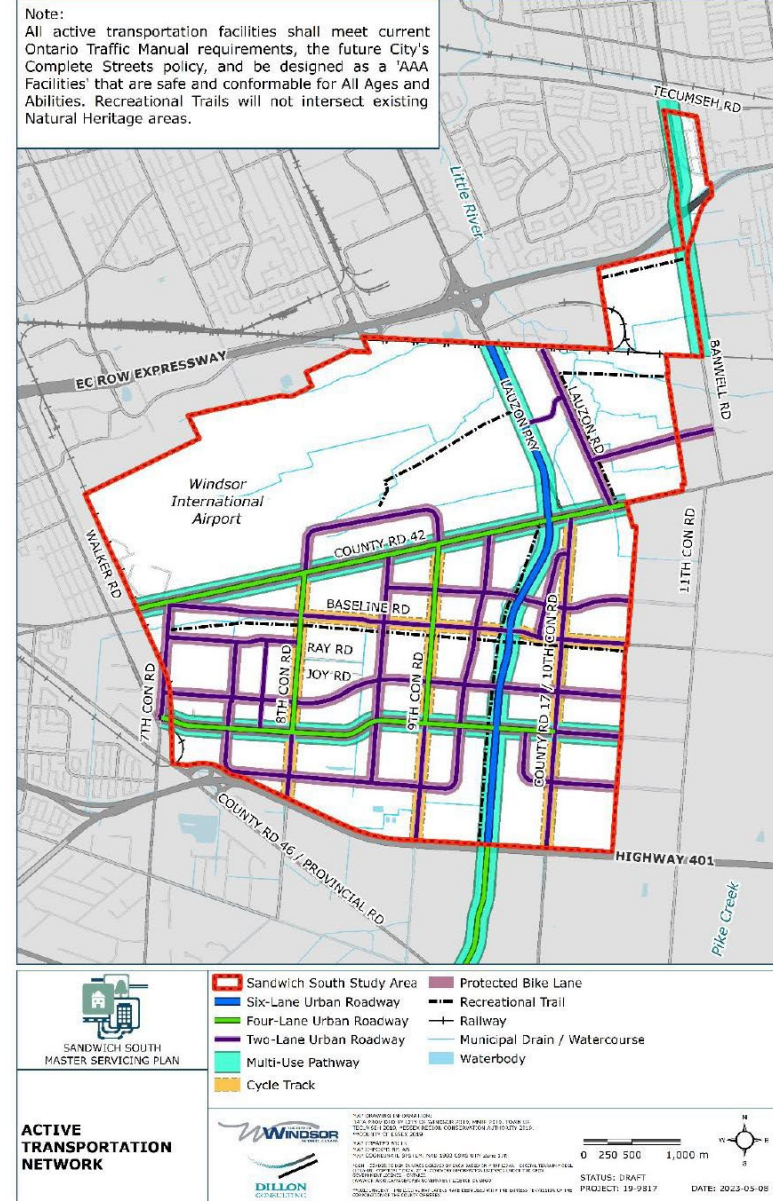
City of Windsor Sandwich South Master Servicing Plan

The City of Windsor is planning for a large development area to the north of the Study Area.

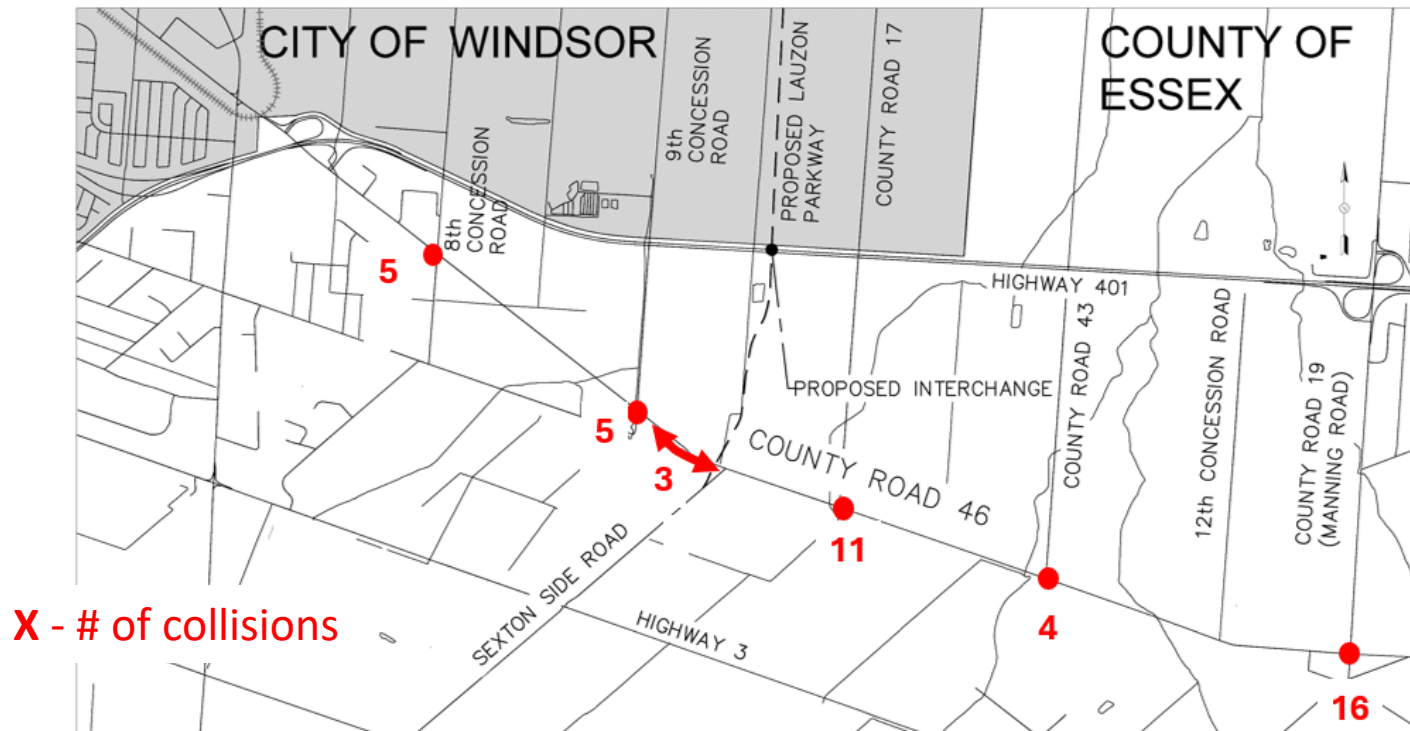
Improvements within the County of Essex will need to be integrated with the proposed Windsor development plan.

The County TMP modelling incorporates increases of population and employment within the City of Windsor.

Figure 19: Recommended Active Transportation Network



Existing Conditions: 5 Year Collision History (2015 – 2019)



The lack of left turn lanes along the corridor restricts the roadway capacity particularly at signalized intersections and increases the risk of collisions.

The intersections of County Road 46 at Manning Road (County Road 19) and County Road 17 experienced the highest number of collisions.

The 2020-2024 data set was not chosen as it was not representative of typical traffic trends due to the COVID-19 pandemic.

Existing Conditions: Active Transportation

Supporting active transportation to foster a safe, comfortable, bicycle and pedestrian friendly environment is a key element of the County of Essex's Vision for the future and consistency with CWATS.

Provision of a multi-use trail along the former railway corridor (south of County Road 46) will provide access for recreational and commuter cyclists.

Alternative provisions for pedestrians and cyclists include:

- Paved Shoulders
- Sidewalks
- Separated Cycle Tracks
- Multi-use Trails / Pathways

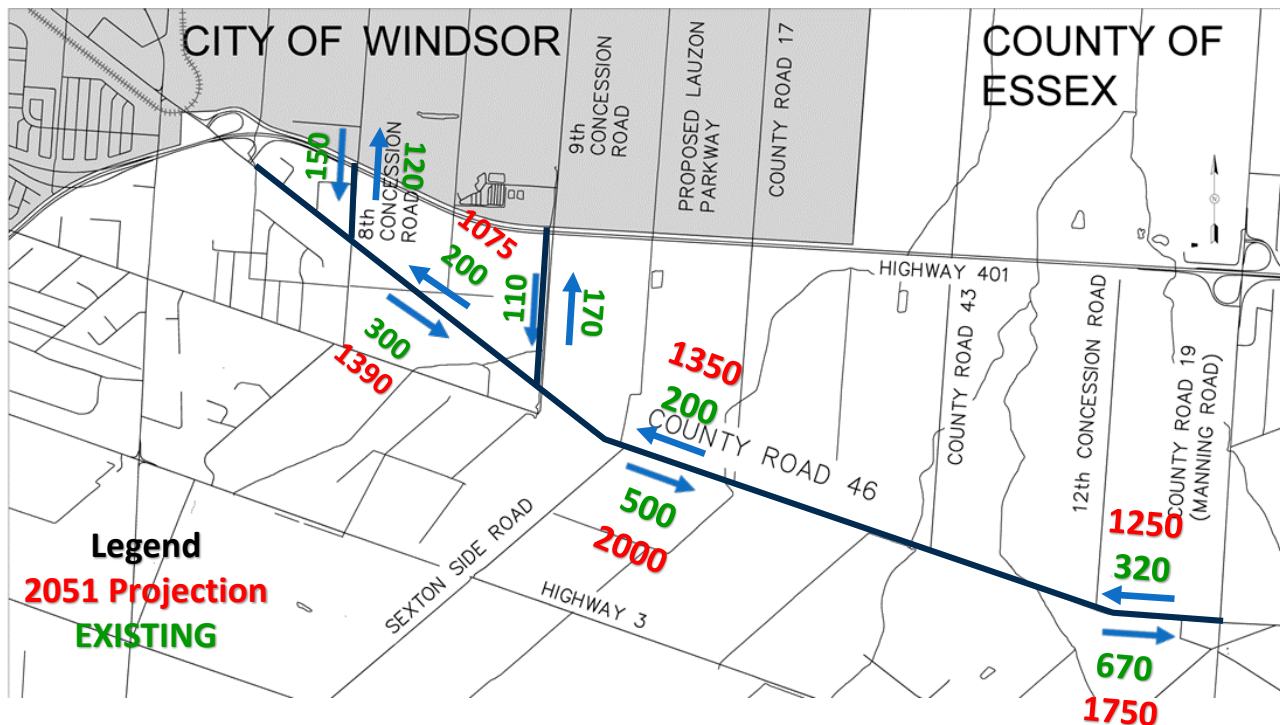


Buffered Paved Shoulder



Multi-Use Trail / Pathway

Existing Conditions: PM Peak Hour Traffic Demands



The existing corridor must accommodate a range of traffic that includes a high volume of truck traffic, and farm machinery.

The TMP 2051 projected traffic demands confirm the need for widening County Road 46 and maintain two lanes on Concession Roads 8 and 9.

The diversion of traffic to the proposed Lauzon Parkway with a Highway 401 interchange will reduce the projected traffic on County Road 46, east of Sexton Side Road.

Alternative Solutions

The following alternatives and preliminary assessment are presented for public review and comment.

X Alternative Solution 1 - Do Nothing

- The Do Nothing Alternative must be considered as mandated by the Class EA. It represents a baseline from which other alternatives can be compared. This alternative would maintain the existing road network and encourage the use of local roads to reduce the demand on County Road 46, and Concession Roads 8 and 9. This alternative does not accommodate future planned growth and is not carried forward.

✓ Alternative Solution 2 - Transportation Demand Management (TDM)/Active Transportation

- This strategy would reduce vehicular demand and encourage more active modes of transportation (cycling and walking) and the use of transit. TDM does not accommodate the future planned growth as a standalone solution; however, it will be considered as part of the Preferred Alternative Solution.

✓ Alternative Solution 3 - Transportation Systems Management (TSM)

- More efficient use of existing infrastructure such as traffic signal optimization, or roundabout control, to limit or defer the need for expansion. TSM does not accommodate the future planned growth as a standalone solution; however, it will be considered as part of the Preferred Alternative Solution.

✓ Alternative Solution 4 - Roadway Improvements

- This alternative would increase the capacity of the road by considering changes such as additional lanes, turning lanes and intersection improvements.

The Interim Analysis and Evaluation Report is available on the Resource Table.

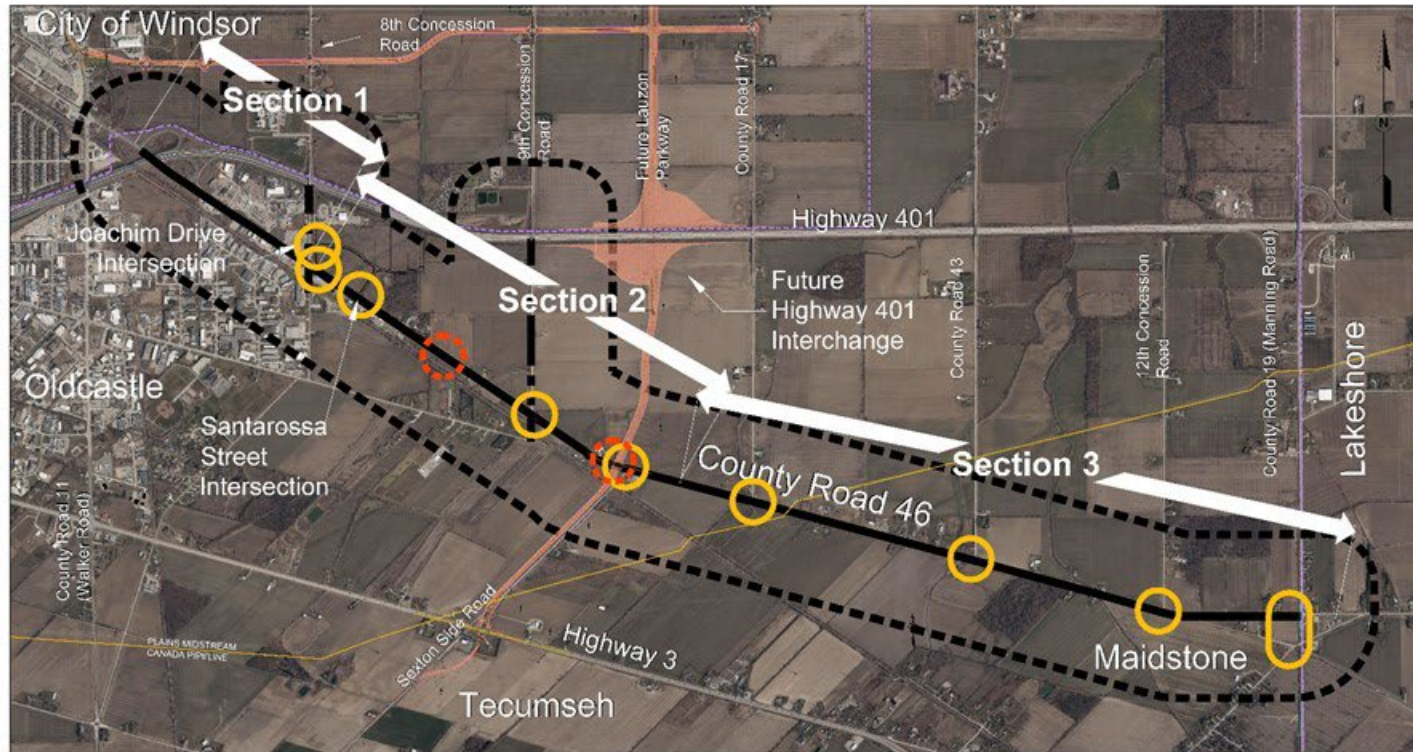
Preliminary Design Alternatives

The following exhibits present Preliminary Design Alternatives, evaluation sections and preliminary coarse screening.

The Preliminary Design Alternatives include:

1. Cross Sections (including rural/urban, widening and active transportation elements).
2. Alignment Alternatives (widening to the north, on centre, or south).
3. Concession Roads 8 and 9 Alternatives (including right-of-way widening for active transportation).
4. Intersection Alternatives (signalized and roundabout designs).

Preliminary Evaluation Sections



Legend

- Existing Intersections Improvements
- Potential Future Intersection Locations (Based on intersection spacing)

Intersection control alternatives will consider signals and roundabouts.

- Future Laouz Parkway and Highway 401 Interchange
- Municipal Boundary
- Study Area



County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study



Cross Section Alternatives

Cross section and alignment alternatives have been developed for County Road 46, and Concession Roads 8 and 9. The alternatives are illustrated on the following exhibits.

The preliminary evaluation sections for County Road 46, as identified on the previous exhibit, will be evaluated separately, based on traffic engineering work that will be completed in the future.

County Road 46 Cross Section Alternatives

2-Lane Urban Cross Section Alternative

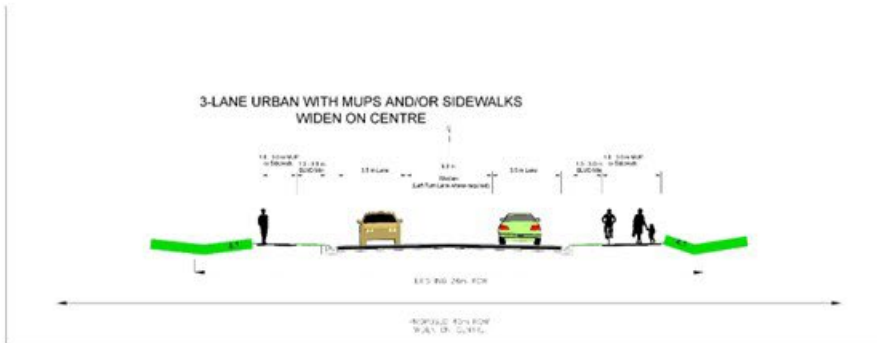


Note: 2-Lane Cross Sections will have a minimum asphalt width of 10 metres.

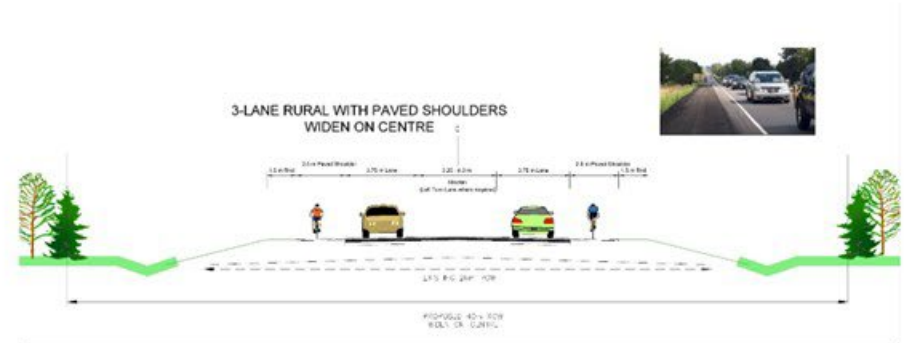
2-Lane Rural Cross Section Alternatives



3-Lane Urban Cross Section Alternative



3-Lane Rural Cross Section Alternatives



County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study



County Road 46 Cross Section Alternatives

4-Lane Urban Cross Section Alternative



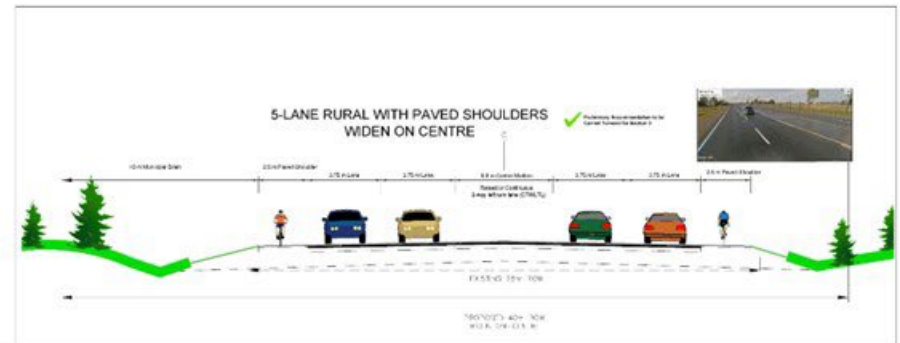
4-Lane Rural Cross Section Alternatives



5-Lane Urban Cross Section Alternative



5-Lane Rural Cross Section Alternatives





County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study

Section 1 NTS



Legend

 40 m ROW Widen On-Centre



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County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study

Section 2 NTS



Legend

-  40 m ROW Widen On-Centre
-  40 m ROW Widen to the North
-  40 m ROW Widen to the South








County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study

Section 3 NTS



Legend

-  40 m ROW Widen On-Centre
-  40 m ROW Widen to the North
-  40 m ROW Widen to the South



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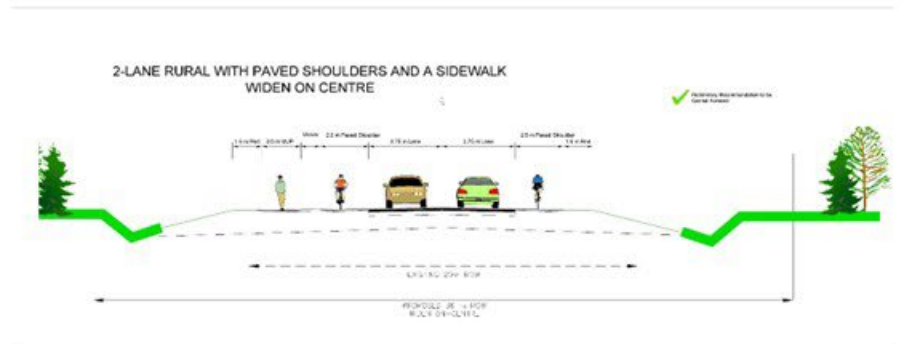
Concession Roads 8 and 9 Cross Section Alternatives

2-Lane Urban Cross Section Alternatives



Note: 2-Lane Cross Sections will have a minimum asphalt width of 10 metres.

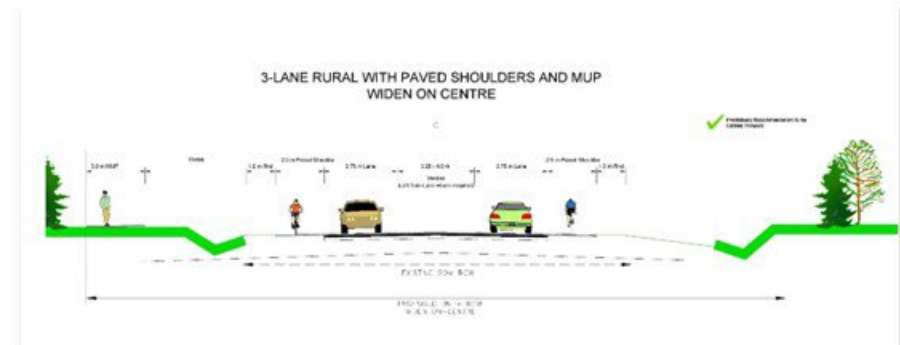
2-Lane Rural Cross Section Alternatives



3-Lane Urban Cross Section Alternatives



3-Lane Rural Cross Section Alternatives



Concession Roads 8 and 9 Cross Section Alternatives

4-Lane Urban Cross Section Alternatives



4-Lane Rural Cross Section Alternatives

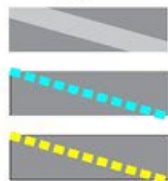


County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study

Concession Road 8 NTS



Legend



- 36 m ROW Widen On-Centre
- 36 m ROW Widen to the West
- 36 m ROW Widen to the East

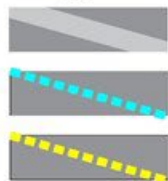


County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study

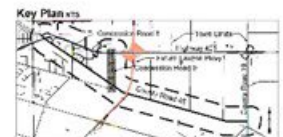
Concession Road 9 NTS

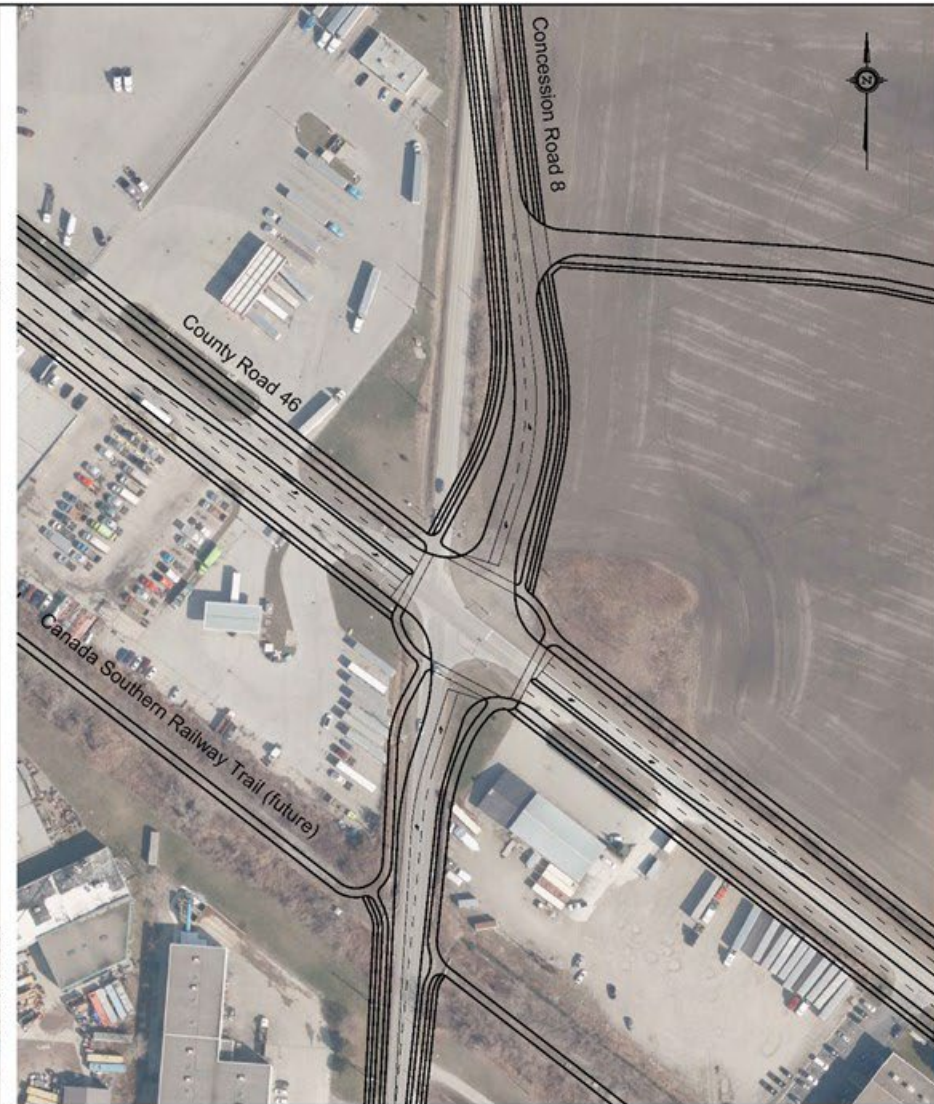


Legend



36 m ROW Widen On-Centre
36 m ROW Widen to the West
36 m ROW Widen to the East





BTE 23-041

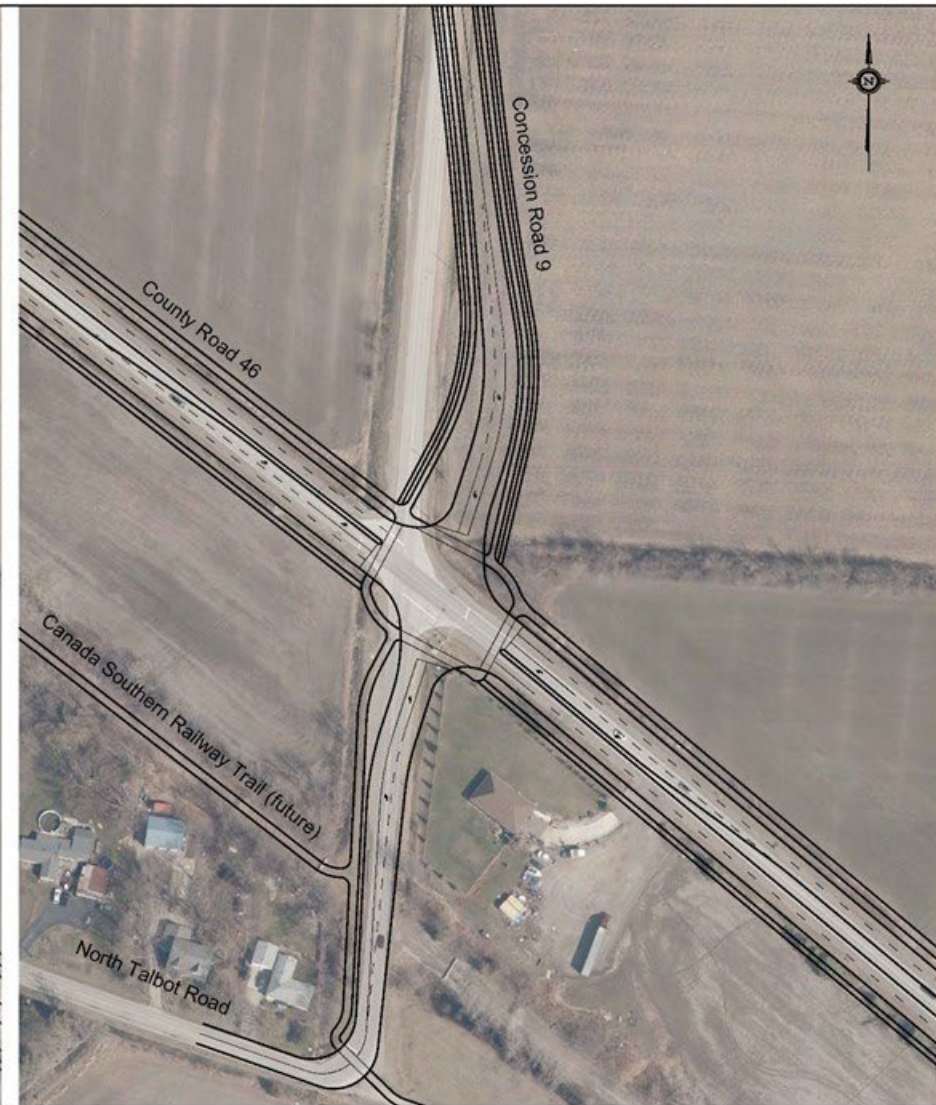
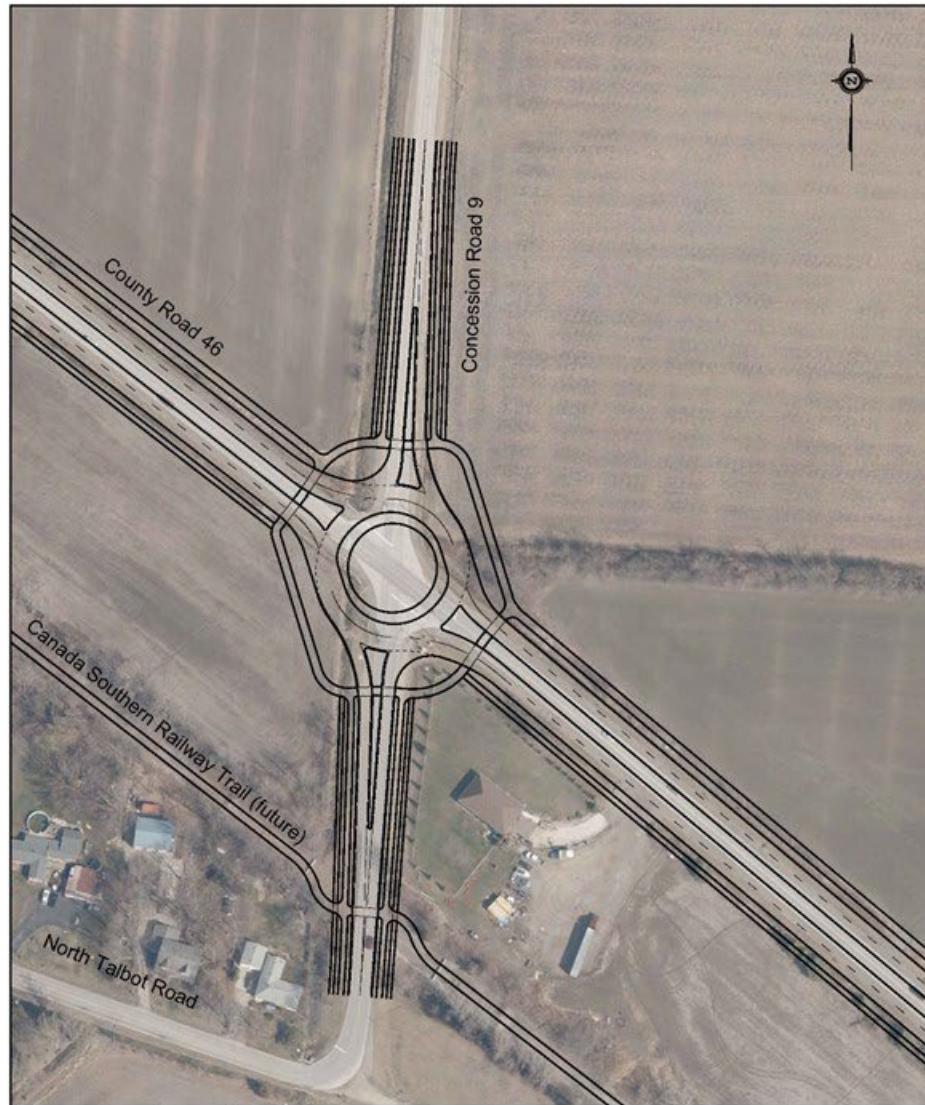
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County of Essex Road 46

Roundabout and Conventional Intersection Design Alternatives at Concession Road 8

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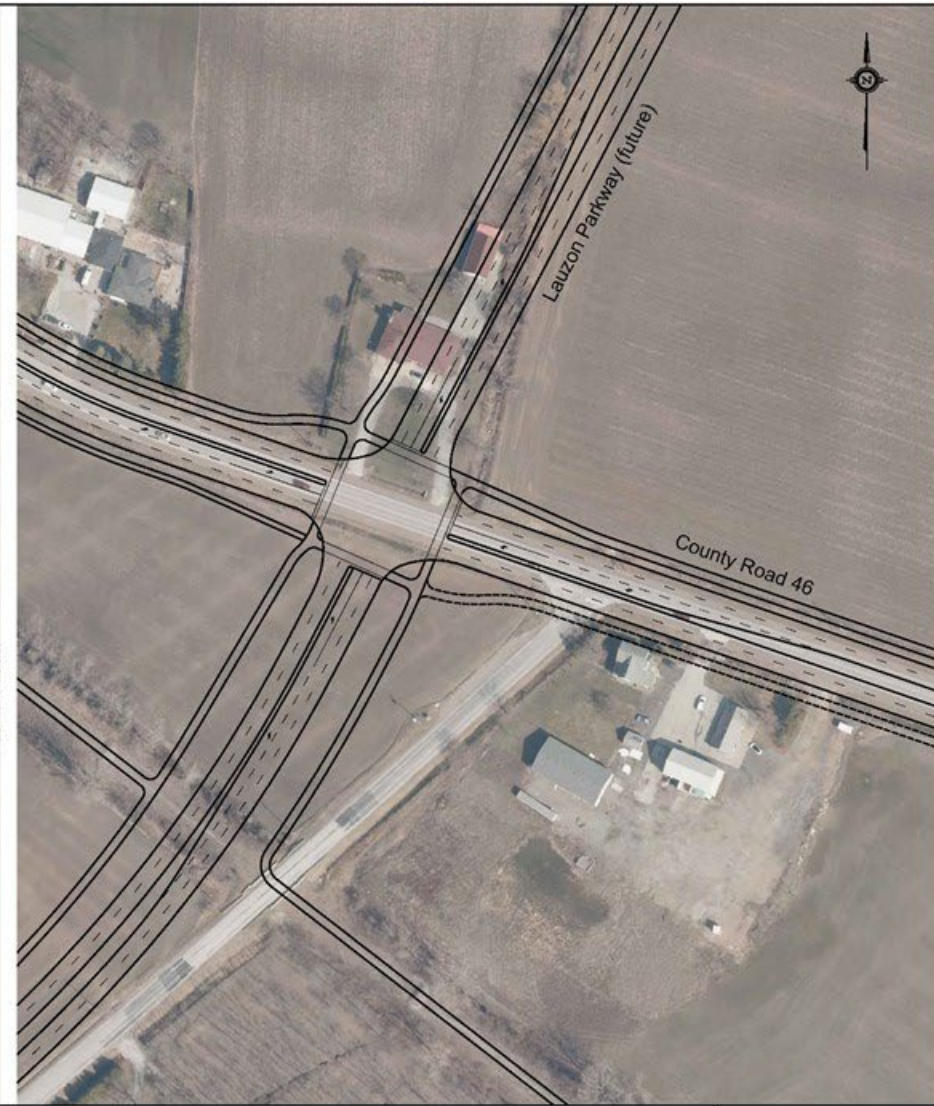
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County of Essex Road 46

Roundabout and Conventional Intersection Design Alternatives at Concession Road 9

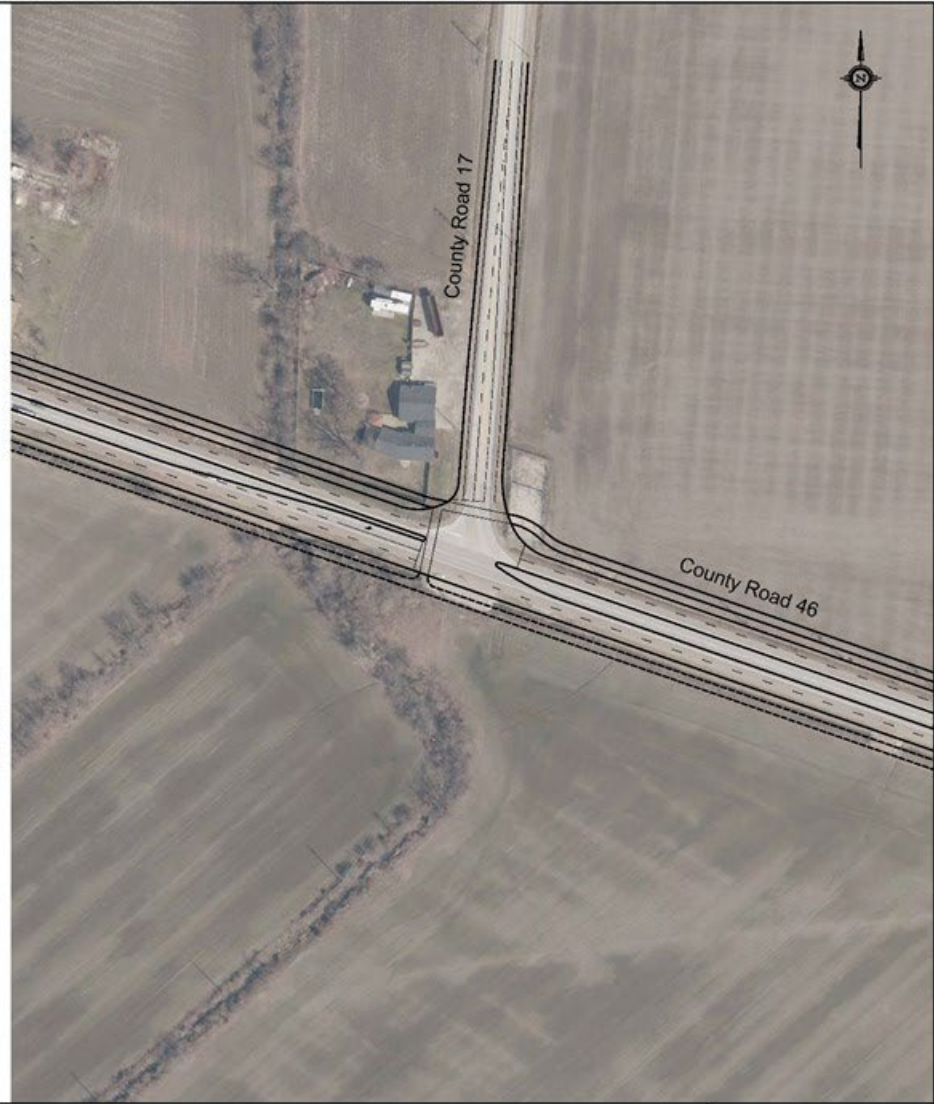
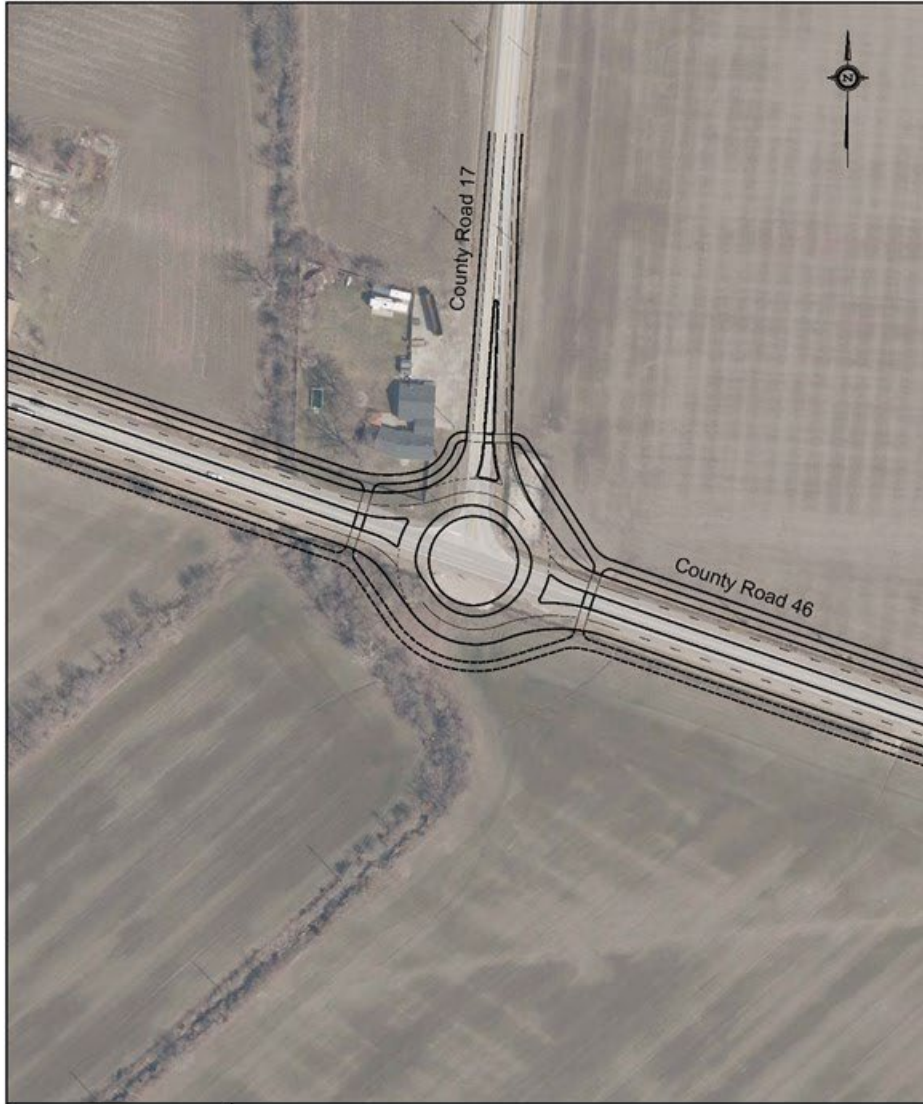
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County of Essex Road 46
Roundabout and Conventional Intersection Design Alternatives at Future Lauzon Parkway

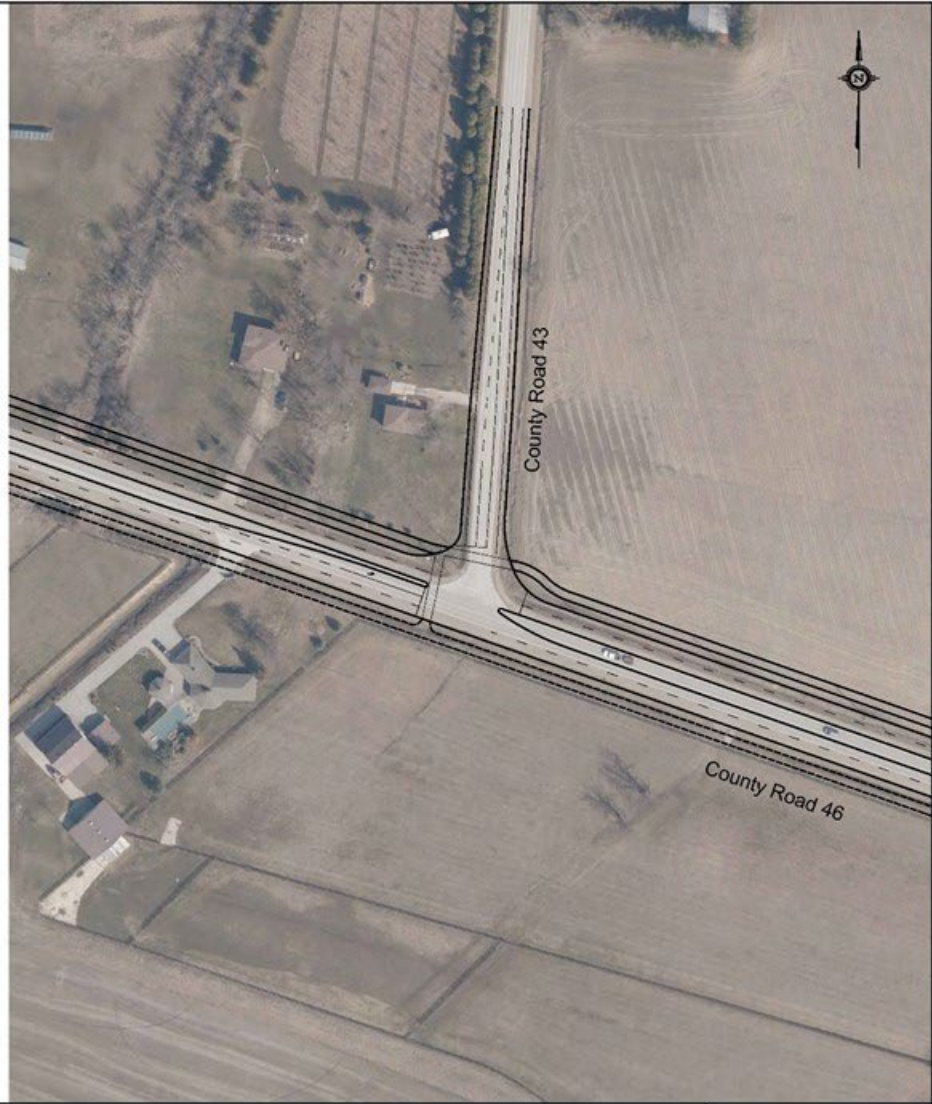
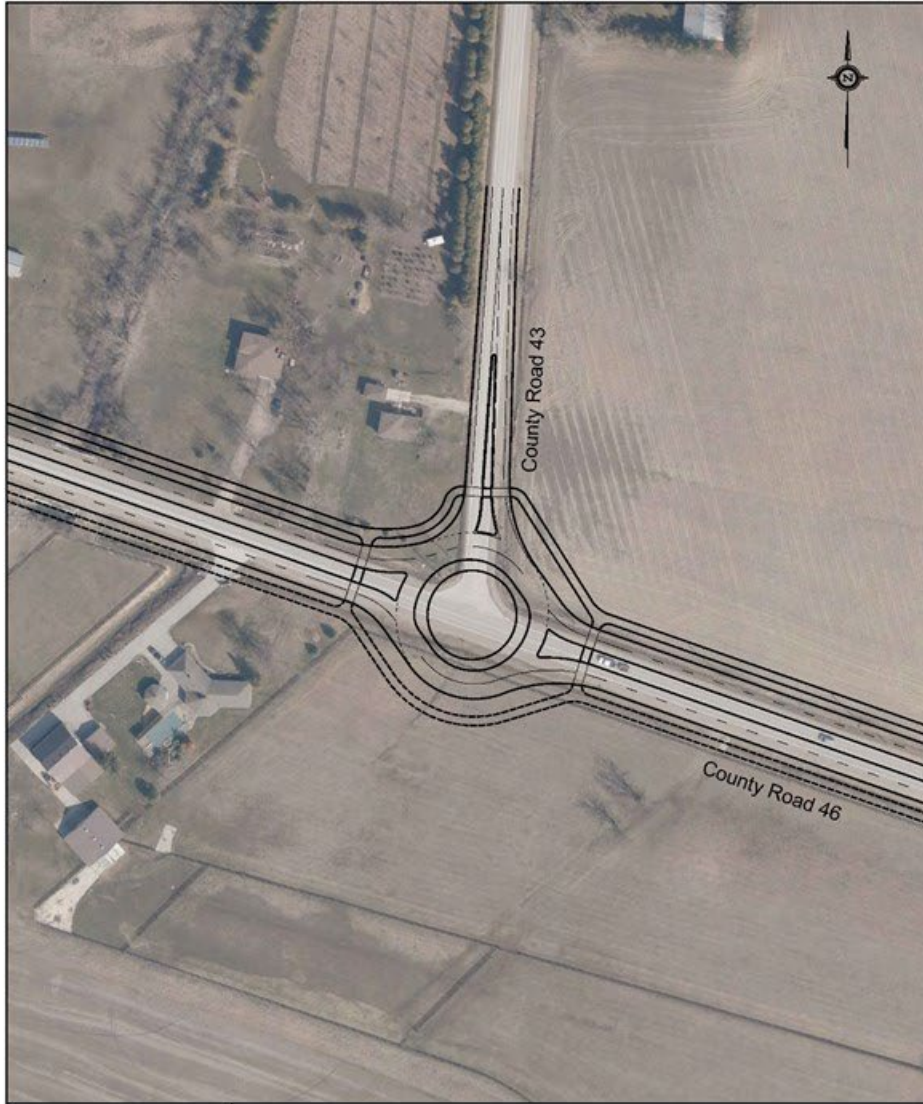




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County of Essex Road 46
Roundabout and Conventional Intersection Design Alternatives at County Road 17

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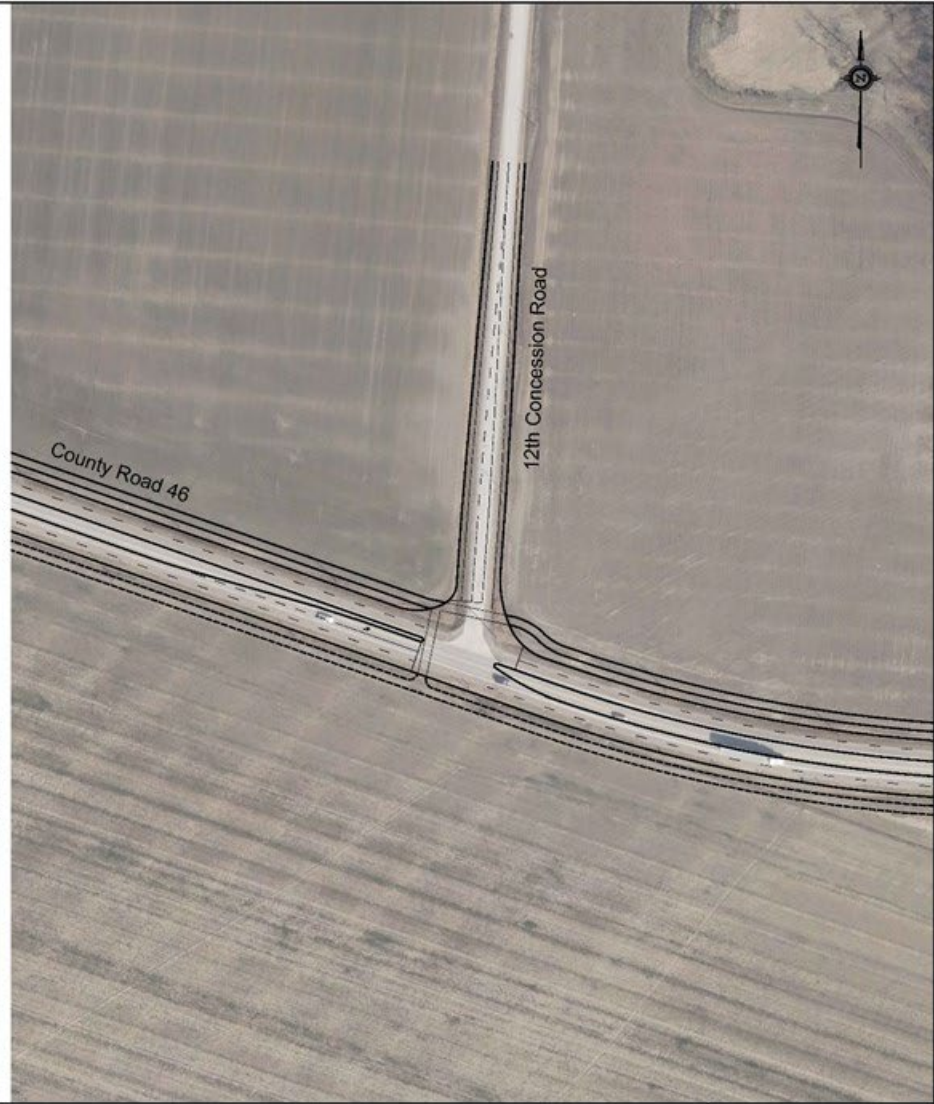
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County of Essex Road 46

Roundabout and Conventional Intersection Design Alternatives at County Road 43

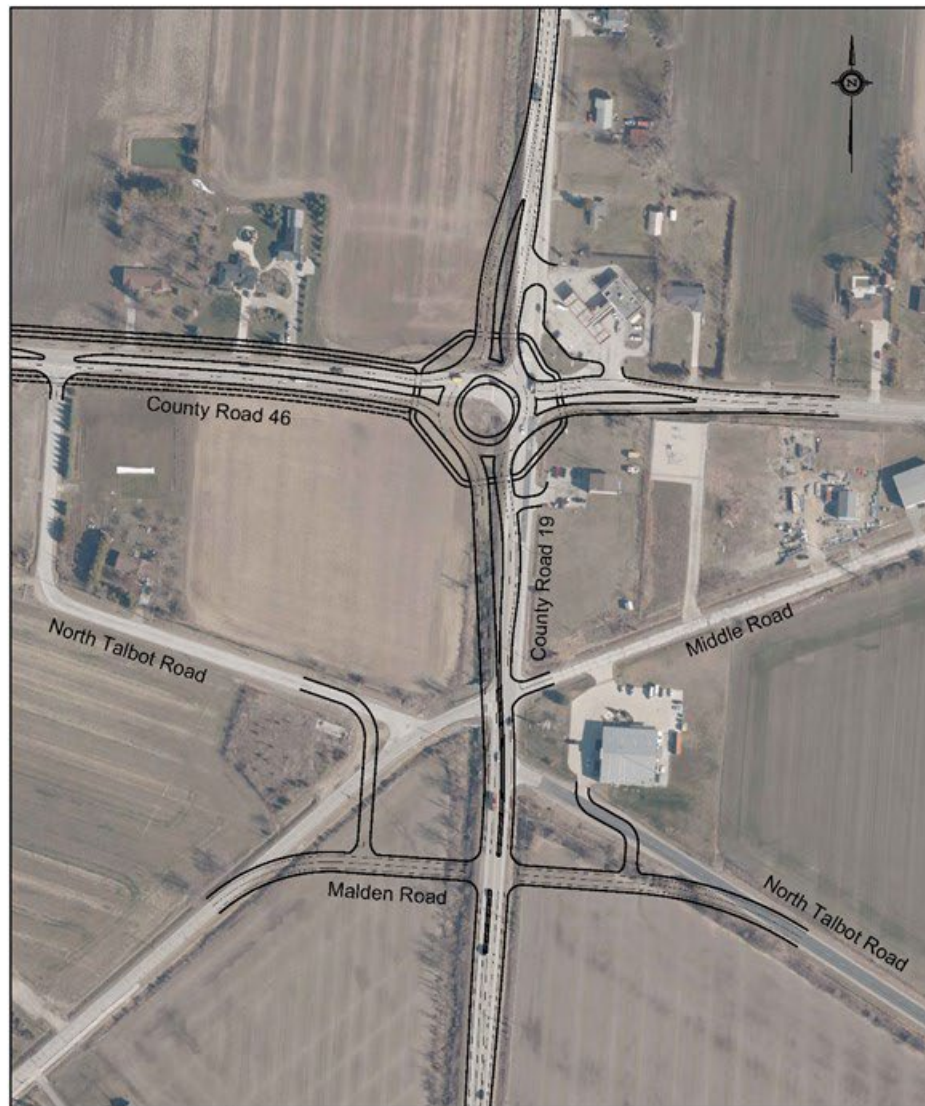
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11 x 17 Scale 1:1500

County of Essex Road 46
Roundabout and Conventional Intersection Design Alternatives at 12th Concession Road

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2024-10-31
11 x 17 Scale 1:2500

County of Essex Road 46
Roundabout and Conventional Intersection Design Alternatives at County Road 19



Evaluation Methodology and Criteria

The following draft evaluation criteria may be used in the evaluation of the Preliminary Design Alternatives presented on the previous exhibits.

Transportation

- Traffic operations
- Safety
- Accommodate agricultural vehicles
- Connectivity for pedestrians and cyclists
- Intersection spacing
- Constructability/traffic staging

Cultural Environment

- Heritage views and cultural landscapes
- Archaeological potential

Socio-Economic Environment

- Emergency services
- Noise and air quality
- Contaminated property

Natural Environment

- Loss of vegetation
- Effect on Species at Risk
- Loss of habitat
- Aquatic disturbance

Property and Land Use

- Impact on existing properties
- Size of development parcels
- Staging of municipal services
- Impacts to Plains Midstream Canada Pipeline
- Utility impacts

Cost

- Capital cost
- Operation and maintenance cost

Next Steps

Following this Public Consultation Centre, we will:

- Review all comments and prepare a Summary Report.
- Hold a Third Public Consultation Centre (present Technically Preferred Plan/study recommendations).
- Present recommendations to County and Town Council.
- Issue a Study Completion Notice (advertise in local papers and on the County/Town website).
- Have a 30-day public review period of the Environmental Study Report (ESR).
- Future detail design and construction (subject to availability of funding and Council priorities, to be completed as a future stage of the project).

Your Involvement



How can you remain involved in the Study?

- Request that your name/email be added to the Study Mailing List.
- Provide a comment by **November 29, 2024**.
- Contact the County or Town representatives or the Consultant at any time. Contact information is provided below.

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Town of Tecumseh
Email: amussio@tecumseh.ca
Phone: 519-735-2184, ext. 140

Thank you for your participation in this Public Consultation Centre.

Your input into this project is valuable and appreciated.

Personal information collected as a result of this PCC is collected under the authority of the *Municipal Act*, the *Municipal Freedom of Information and Protection of Privacy Act* (MFIPPA), the *Planning Act*, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk, Essex County Civic; 360 Fairview Avenue West, Essex, ON, N8M 1Y6.