



BURNSIDE

**Public Information Centre No.1
Summary Report
Essex Transportation Master Plan**

**County of Essex
360 Fairview Avenue West
Essex ON N8M 1Y6**



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Summary Report
Essex Transportation Master Plan**

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360 Fairview Avenue West
Essex ON N8M 1Y6**

**R.J. Burnside & Associates Limited
128 Wellington Street West Suite 301
Barrie ON L4N 8J6 CANADA**

**November 2024
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R.J. Burnside & Associates Limited

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CF:tm

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1.0 Introduction and Background

The County of Essex (County) is undertaking a Transportation Master Plan (TMP) study to identify a long-term transportation vision and strategy to achieve the County's objectives for safe, efficient movement of people and goods, and to address current needs and anticipated growth in the county for the next 20 to 30 years.

A key component of the study includes consultation with interested stakeholders. This summary report documents the Public Information Centre (PIC), held at the Essex County Civic & Education Centre on June 27, 2024. This report summarizes the notification process, the information presented, and the comments received during and after the PIC.

The TMP is being carried out under Master Plan Approach 1, in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process (Municipal Engineers Association, February 2024), which is approved under the *Ontario Environmental Assessment Act*. The study will evaluate alternative solutions and recommend transportation strategies and phasing in consultation with the public, agencies, and Indigenous communities.

2.0 Method of Notification

Details of the date, time, location, and purpose of the PIC were published in the Southpoint Sun (Leamington) and Rivertown Times (Amherstburg), on June 19, 2024, published in the Essex Free Press Newspaper on June 20, 2024, distributed by Email to subscribers of the Essex County news feed on June 12, 2024, and directly mailed to residents in the county on June 12, 2024. Notification of the PIC was also published on the Transportation Master Plan Project Page on the County's website, posted to the County's Twitter and Facebook accounts, and mailed or emailed to agencies, municipalities, and Indigenous communities. A copy of the Notice is provided in Appendix A.

3.0 Public Meeting Format

The PIC was conducted in an in-person drop-in style format, with project information displayed around the room and representatives from the consultant study team and County staff present to answer questions and discuss the project with interested members of the public. Attendees were greeted upon arrival, encouraged to sign-in, and made aware of the opportunity to provide comments using a printed comment form available at the PIC, or QR code link to a digital comment form, or by contacting the project team with written comments. The PIC information materials were also posted on a project specific webpage for the public to view or download anytime during the PIC comment period from June 27, 2024 to July 27, 2024. Presentation material described the project, provided existing conditions, and identified next steps in the process. A copy of the presentation is provided in Appendix B.

4.0 Participation and Summary of Comments Received

This Section provides an overview of the written comments received from participants at the PIC or during the comment period following the PIC. Comments received by July 27, 2024, are included in this PIC Summary Report. A total of 19 people attended the PIC, excluding the project team members and County representatives. Written comments were received from four members of the public at the PIC, and 26 sticky-note comments were provided on the presentation boards from multiple participants. Comment forms from ten members of the public were received through the online comment form during the comment period following the PIC. Most comments were received from participants in the age range of 55 and older. Copies of the comment forms are provided in Appendix C.

The comment form asked participants to provide an indication of their key interest in the project and their comments related to themes including:

- Modes of transportation typically used for work and recreation, such as cars, transit, and active transportation.
- Distance travelled for work or school.
- The level of importance of issues such as traffic, congestion, safety, condition of roads and bridges, and network connectivity.
- Frequency of travel using transit and active transportation and barriers to active transportation including availability.
- General transportation concerns or interests that should be considered as part of the study.

Participants were also asked for any other comments, questions, or suggestions.

Participant comments are reviewed to provide a better understanding of stakeholder opinions and to provide feedback on the project. The summary of comments received during the PIC is intended to provide an indication of overall shared issues, opinions, and concerns of participants.

Participant Identification and Interest

Of the 14 respondents, participants identified themselves as follows:

- Ten participants indicated they were local residents of the county.
- One participant indicated they were both a resident and had business interests in Essex County.
- One participant indicated they were both a resident and an employee in the county.
- One participant indicated they were an employee in the county.
- One participant did not respond.

Participants indicated their interests to be neighbourhood traffic issues, development and growth in the county, active transportation improvements in the county, transit improvements in the county, road network improvements in the county, and general interest.

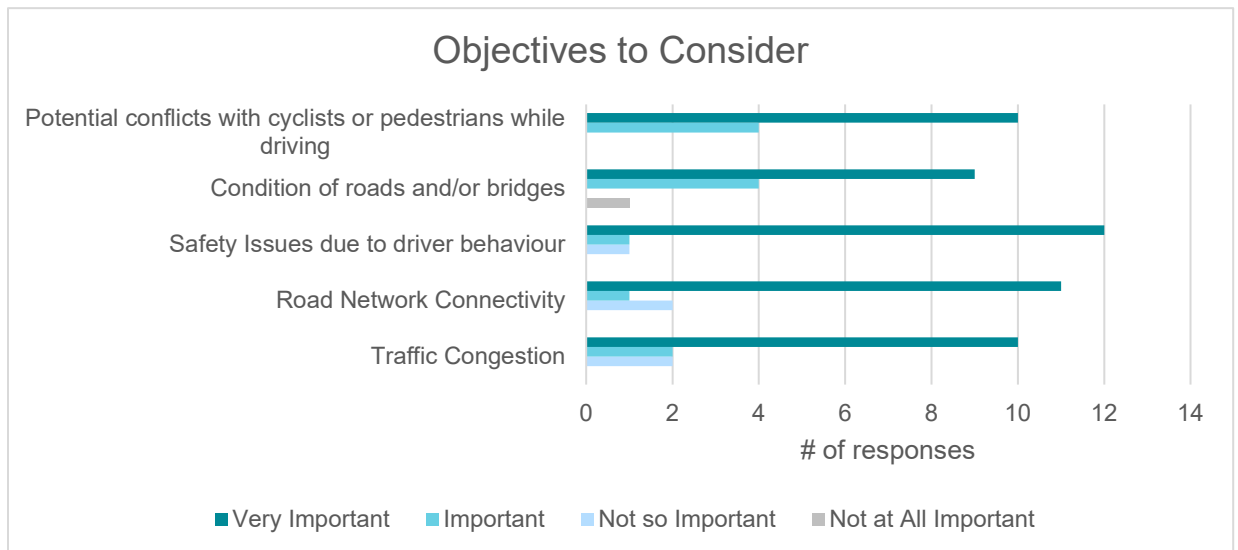
Participants indicated they are from the areas of Tecumseh, LaSalle, Amherstburg, Lakeshore, the Town of Essex, and Harrow.

Important Objectives

As part of the consultation process, the study team prepared a number of study objectives including:

- Conflicts with Cyclist and Pedestrians.
- Roadway Conditions.
- Roadway Safety.
- Roadway Connectivity.
- Traffic Congestion.

When asked about the objectives that are important to consider when assessing transportation strategies, participants provided a ranking of each objective on a scale from very important to not at all important. The following figure illustrates the objectives considered and the number of participants that selected each ranking. The majority of participants considered all objectives to be very important.



When asked to provide any comments on the objectives to consider, participants responded with the following comments:

- I walk over 20 k a day. The area I live in does not enforce safety issues for those walking (trails have cars, trucks parked, or driving even with no parking signs). Drivers ignore crosswalks and drive through them as well as lights. Average home in my area has four to five cars in a household and the roads are always congested with little regard for those walking or biking.
- I believe our current road system will not reflect the future requirements for the electric vehicles of the future e.g., look at the challenges E bike and scooters pose now. I predict

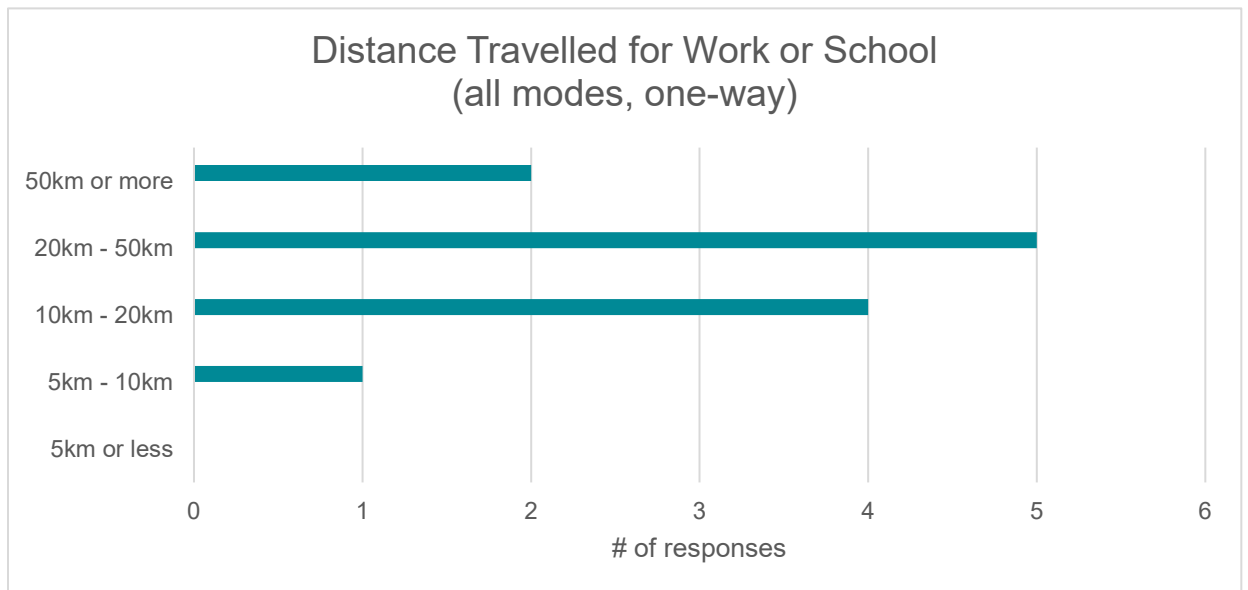
the evolutionary of personal electric transportation will mean maybe paving some of the walking trail and opening up the abandon rail line as an alternative.

- Ensure cyclists feel safe and welcome.
- Closing of #3 and Cameron intersection will force us and others to travel many more kilometers on busy roads with farm equipment. MTO ignored a 1,700+ petition, Kingsville Councilor, everyone on Essex County Council.
- As a senior, congestion is a major concern during morning and evening work traffic.

Work, School, and Recreation Travel

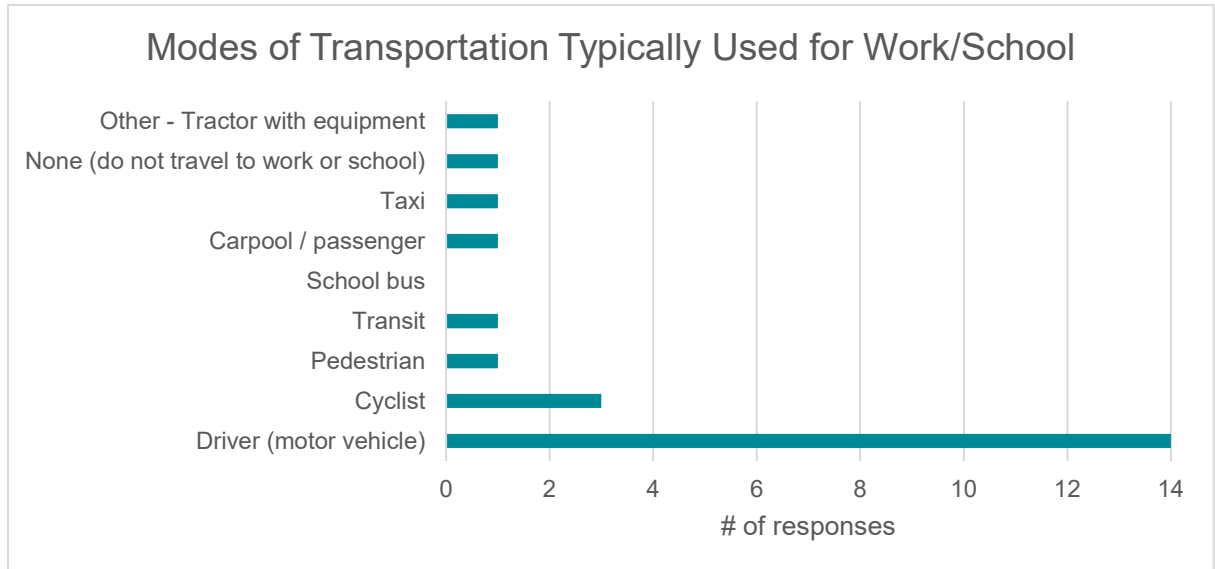
Distance Travelled to Work or School

When asked about the distance travelled to get to work or school, participants provided a range of distances and indicated the distance travelled by all modes, one-way to work or school. Five participants indicated they travel 20 km to 50 km, four participants indicated they travel 10 km to 20 km, two participants indicated they travel 50 km or more, one participant indicated they travel 5 km to 10 km. No participants indicated they travel 5 km or less for work or school.



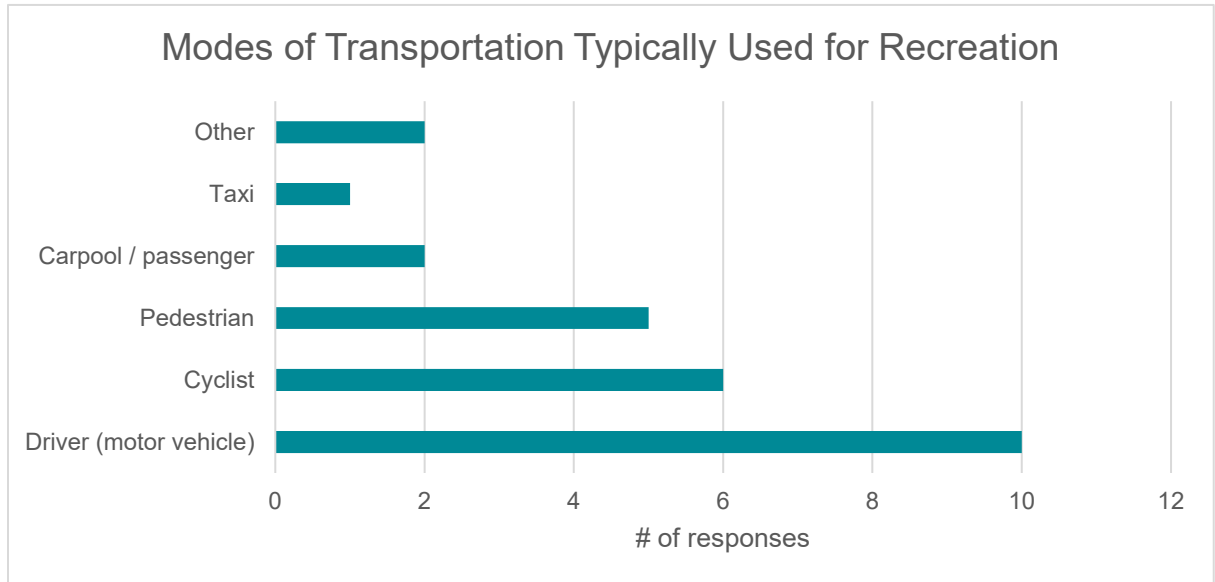
Mode of Transportation Used for Work / School

When asked about the modes of transportation typically used for travel to work or school, participants indicated all options which may apply. All fourteen participants indicated they are motor vehicle drivers. Three participants also indicated they are cyclists, singular participants indicated they are a pedestrian, take transit, taxi, carpool / passenger and do not travel to work or school. One participant indicated they drive a tractor with farm equipment in the other category.



Mode of Transportation Used for Recreation

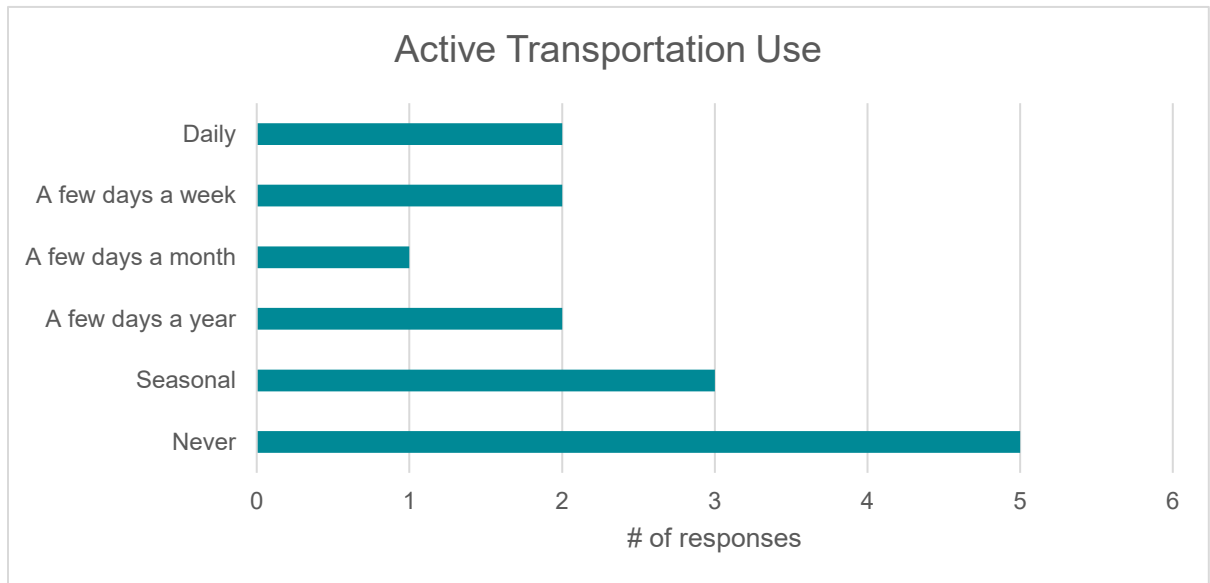
When asked about the modes of transportation typically used for recreation participants indicated all options which may apply. The majority of participant responses (ten) indicated that they used a vehicle for recreation. Six responses indicated they cycle (cyclist), five responses indicated pedestrian, two responses indicated carpool / passenger, one response indicated taxi, and two responses indicated other (no description) as modes of transportation used for recreation.



Active Transportation

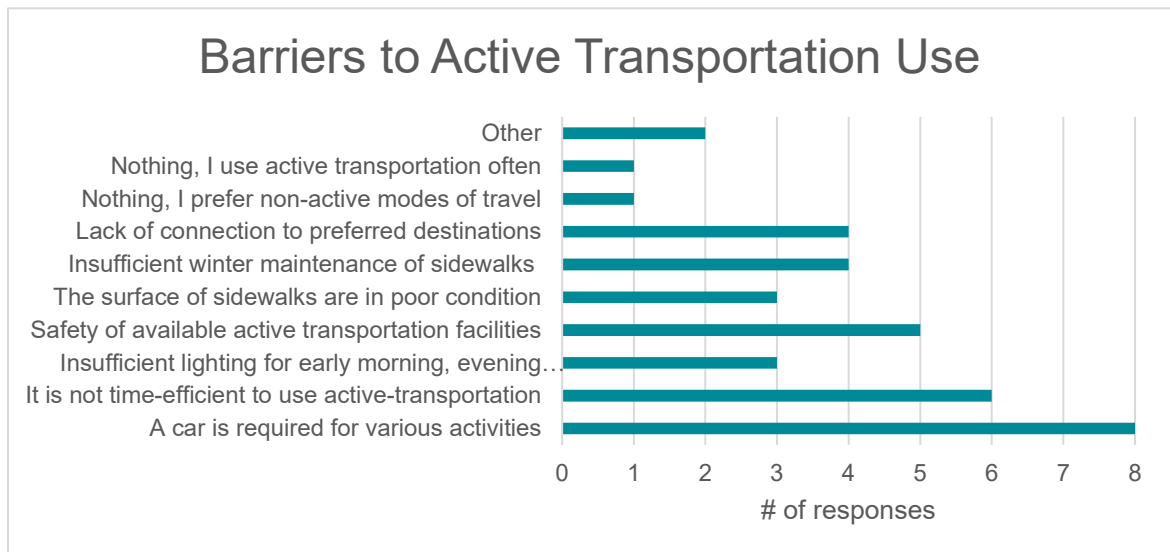
Frequency of Active Transportation Use

When asked how often active transportation is used to travel within Essex County, participants indicated all options which may apply. Five responses indicated they never use active transportation, three responses indicated seasonally, two responses indicated a few days a year, two responses indicated a few days a week, one response indicated a few days a month, and two responses indicated daily.



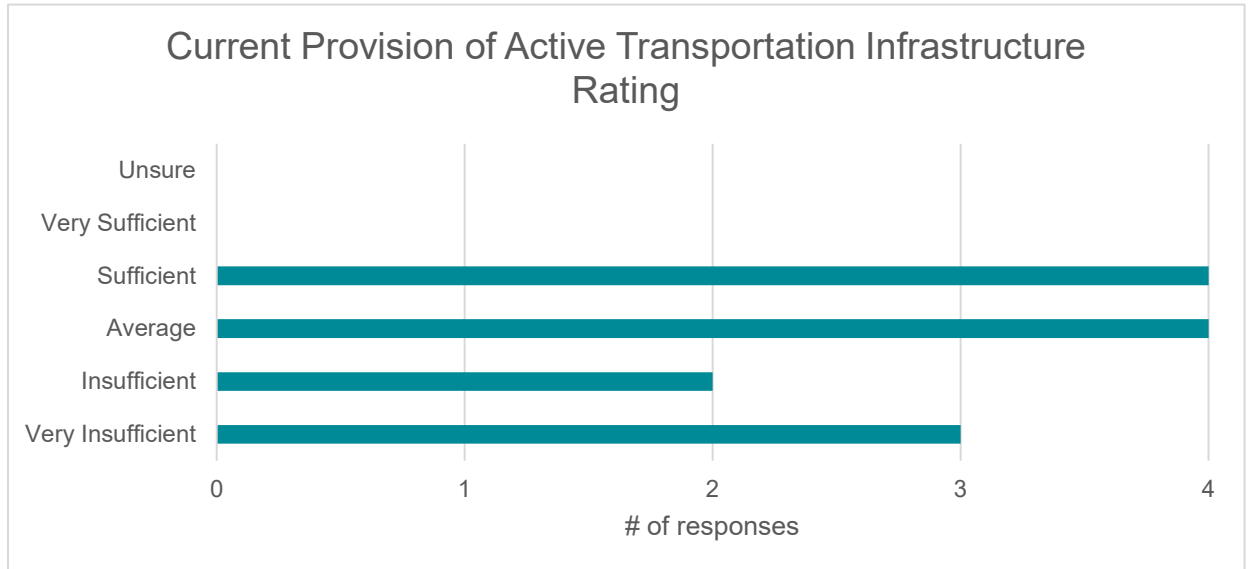
Barriers to Active Transportation Use

When asked what prevents participants or their children from using modes of active transportation more frequently, participants indicated all options which may apply. A car is required for various activities throughout the day, time efficiency and safety of available active transportation facilities posed the greatest barriers to active transportation use.



Active Transportation Infrastructure Rating

When asked to rate the current provision of active transportation facilities, participants indicated sufficient and average as the highest ratings (four responses each), followed by very insufficient (three responses), and insufficient (two responses).



When asked to provide comments on the current provision of active transportation facilities, participants made the following comments:

- By-law for no parking etc. in LaSalle is not enforced and contractors building homes in my area park wherever they wish (on trails, sidewalks) causing those walking and biking to walk on the roads into traffic.
- I have a problem with some of the trails. There are no opportunities to eat or rest on most of the trails. I have ATV for many years that I pay insurance and license on with nowhere to use this should be part of the questions to be evaluated. Many county homes have an ATV or side-by-side.
- New bike lanes are 18" wide at some spots.
- I am sure people object to wide farm equipment on bike lanes, etc.
- Paved shoulders.
- There is not a safe way to cross #3 Hwy from Greenway. Gravel Trails not safe for seniors.

Transit

Transit Use, Destinations, and Service

When asked if they used transit, the majority of participants indicated no (eleven), three participants indicated they take transit, and only two participants indicated they take transit on a regular basis. Participants indicated they take transit for the purposes of school, work, shopping, and other activities such as business. Seven participants indicated they would take transit more frequently if more reliable service were made available for some trips.

Transit Destinations

Participants were asked at the end of the survey if there are any points of interest or destinations in the county that participants would like to see connected by additional roads, sidewalks, trails, bike lanes, or transit service. They were also asked to indicate any locations that may require upgrades to the walking or cycling infrastructure and any other transportation concerns or interests the study team should consider. The following section provides a summary of the key themes of comments received from participants during the survey as well as the comments received from the presentation boards during the PIC.

Summary of Public Comments Received

A summary of comments along with the project team responses is provided in Table 1 below. The summary of comments presented is not intended to be a verbatim transcript of each comment received but is presented as highlights of comments under key themes. Comments are reviewed to provide a better understanding of stakeholder opinions and to provide feedback on the project. The survey questions and summary of comments received from participants during the PIC comment period is intended to provide an indication of overall shared issues, opinions, and concerns of participants.

Table 1: Summary of Comments and Responses

THEME	COMMENTS	RESPONSE
Additional Connections (Roads, bike lanes, trails sidewalks, transit)	<ul style="list-style-type: none"> Connection from LaSalle to Amherstburg. 	<ul style="list-style-type: none"> Comments noted. Additional connections from LaSalle to Amherstburg will be reviewed and considered as part of the TMP study.
	<ul style="list-style-type: none"> Connection using abandon rail line that runs through Essex to Windsor and on to Chatham and past. 	<ul style="list-style-type: none"> Abandoned railway connection opportunities may be recommended as future connection options in the TMP report.
	<ul style="list-style-type: none"> Connection to St. Clair College (main campus), from Lakeshore to the malls, access to healthcare / employment in Windsor. 	<ul style="list-style-type: none"> Connections to St. Clair College, Lakeshore to the malls, and to Windsor will be reviewed as part of the TMP study.
	<ul style="list-style-type: none"> CWATS gap at Talbot. 	<ul style="list-style-type: none"> The gaps in the CWATS study will be reviewed as part of the TMP study.
	<ul style="list-style-type: none"> Request to keep Cameron Sideroad, 9th Concession #3 intersection open. A traffic light on #3 controlled by sideroad traffic would be ideal. 	<ul style="list-style-type: none"> The decision to close Cameron Sideroad was made outside of the scope of this study. The TMP study will review the connection options for Cameron Sideroad and provide any recommendations in the TMP report.
	<ul style="list-style-type: none"> All primary settlements should be connected to focal points. A) University of Windsor B) St. Clair College C) New Hospital. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Student transportation to College / University, access to Windsor from Lakeshore (from Atlas Tube or wherever). 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Pave some of the walking trail and open up the abandon rail line to accommodate electric vehicle traffic. 	<ul style="list-style-type: none"> Comment noted. Options for improvements to active transportation connectivity and accessibility will be reviewed and recommendations will be provided in the TMP report.
	<ul style="list-style-type: none"> LaSalle must get Front Road done with separated bike lanes especially with the new bridge as people will not want to ride to visit Amherstburg. 	<ul style="list-style-type: none"> Comment noted.

THEME	COMMENTS	RESPONSE
	<ul style="list-style-type: none"> Connect the trail center systems to the town. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Connectivity to the CASO to Chatham is a huge opportunity, there is much interest in the underground railway and new bridge will attract cycling tourists. 	<ul style="list-style-type: none"> Opportunities for further connectivity, including to the CASO will be reviewed as part of the TMP study.
	<ul style="list-style-type: none"> Regional transit connection is needed from north to south. 	<ul style="list-style-type: none"> Opportunities for regional transit, and transit improvements will be reviewed, and alternative solutions will be recommended as part of the TMP report.
	<ul style="list-style-type: none"> Keep working on connections, creating a seamless network, safely allowing cyclists to tour the region and connect to all the wineries. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Morning Road and EC Row intersection and Bramwell and EC Row intersection need overpasses. 	<ul style="list-style-type: none"> The need for overpasses on EC Row intersections will be reviewed, and any recommendations will be provided in the TMP report.
Upgrades to Walking / Cycling Infrastructure	<ul style="list-style-type: none"> Upgrades needed for Malden Road in LaSalle from Mike Raymond to River Canard bridge. 	<ul style="list-style-type: none"> Comments noted. Malden Road will be reviewed and any recommendations for improvements will be included in the TMP report.
	<ul style="list-style-type: none"> All routes should be maintained so that they can be utilized in all weather. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Request for a multiuse trail following #3 Hwy from LaSalle to Leamington. 	<ul style="list-style-type: none"> Recommendations for multi-use trail connections will be reviewed as part of the TMP study.
	<ul style="list-style-type: none"> New bike lanes are 18" wide at some spots. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Request for paved shoulders. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Request for Leamington – paved shoulder not Multi-use Trail. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> CWATS connection needed at intersections of Highway 3, CR 23, CR 34 in Town of Essex. 	<ul style="list-style-type: none"> CWATS connections will be reviewed, and recommendations will be made as part of the preferred alternative solutions in the TMP report.

THEME	COMMENTS	RESPONSE
Growth	<ul style="list-style-type: none"> Questioned if the Growth to 2051 figures include temporary foreign workers. 	<ul style="list-style-type: none"> The growth numbers do not include the temporary foreign workers.
	<ul style="list-style-type: none"> Leamington has no real capacity issues now, curious about what things will be like with population growth. 	<ul style="list-style-type: none"> The TMP will assess and provide recommendations on mobility needs to 2051.
	<ul style="list-style-type: none"> Tecumseh has increased vehicle traffic on Bramwell due to EV battery plant, prior to development and future development needs expansion of infrastructure. 	<ul style="list-style-type: none"> Comment noted. The TMP will assess and provide recommendations on mobility needs to 2051.
Policy Considerations	<ul style="list-style-type: none"> By-law for no parking etc. in LaSalle is not enforced and contractors building homes park wherever they wish (on trails, sidewalks) causing those walking and biking to walk on the roads into traffic. 	<ul style="list-style-type: none"> Comment noted. By-law Enforcement will be advised.
	<ul style="list-style-type: none"> Concerned residential areas do not enforce safety issues for those walking. Trails have cars and trucks parked or driving even with no parking signs. 	<ul style="list-style-type: none"> Comment noted. By-law Enforcement will be advised.
Safety Concerns	<ul style="list-style-type: none"> Concerns over 'signed' CWATS routes that are not safe for most cyclists. Review needed to ensure 'signed' routes are safe to market to average riders. 	<ul style="list-style-type: none"> Bike route connections will be reviewed and recommendations for improvements will be made as part of the TMP study.
	<ul style="list-style-type: none"> Give all roads a bike safety rating. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> County Road 50 is very dangerous to cycle. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Considerations for wide farm equipment navigation (bike lanes, etc.). 	<ul style="list-style-type: none"> Options for larger vehicles and farm equipment will be reviewed.
	<ul style="list-style-type: none"> There is not a safe way to cross #3 Highway from Greenway, bridge is needed. 	<ul style="list-style-type: none"> The crossing at Highway #3 and Greenway will be reviewed.
	<ul style="list-style-type: none"> Review of Greenway gateways for safety. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Gravel trails are not safe for seniors. 	<ul style="list-style-type: none"> Comment noted.

THEME	COMMENTS	RESPONSE
	<ul style="list-style-type: none"> Drivers ignore crosswalks and drive through them as well as lights. 	<ul style="list-style-type: none"> Comment noted. OPP will be advised.
	<ul style="list-style-type: none"> Average homes have four to five cars in a household and the roads are always congested with little regard for those walking or biking. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Ensure cyclists feel safe and welcome. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Senior concerned about congestion during morning and evening work traffic. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Review waterfront trail to ensure it is safe. 	<ul style="list-style-type: none"> Comment noted.
ATV / Side-by-Side Considerations	<ul style="list-style-type: none"> Black top sections of the greenway and explore multi-use trail options to include ATV and side-by-sides. 	<ul style="list-style-type: none"> Comment noted. Options for ATV's and side-by-side use will be considered.
	<ul style="list-style-type: none"> Adding options for ATV and side-by-sides can bring town revenue and tourism. 	<ul style="list-style-type: none"> Comment noted.
Trail Considerations	<ul style="list-style-type: none"> Get out and walk the trails in LaSalle (Huron Line area) and experience what those walking and bicycling do. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> There are no opportunities to eat or rest on most of the trails. 	<ul style="list-style-type: none"> Opportunities to add rest areas on trails will be considered.
	<ul style="list-style-type: none"> With the development of electric vehicles multi-use trails will be vital. 	<ul style="list-style-type: none"> Comment noted.
	<ul style="list-style-type: none"> Trails need accessible entrances to accommodate mobility devices (trikes, kids in trailers, etc.). 	<ul style="list-style-type: none"> Trail accessibility options will be reviewed and considered.
Other Transportation Concerns to Consider	<ul style="list-style-type: none"> St. Clair students have a bus pass included in tuition vs. community centre bus (not guaranteed) at a much higher price. 	<ul style="list-style-type: none"> Comments noted. Student bus pass options will be considered in the TMP.
	<ul style="list-style-type: none"> Please do not force farm equipment through Towns Essex, Cottam, etc. 	<ul style="list-style-type: none"> Addressing farming equipment mobility is a consideration in the TMP.
	<ul style="list-style-type: none"> Historically Essex County was well connected. In the early years most of the settlements were connected by trolley. Today 	<ul style="list-style-type: none"> Options for improved connectivity and increased mobility options will be considered as part of the TMP study.

THEME	COMMENTS	RESPONSE
	students and seniors who do not drive are hindered in their movement through the county.	
	<ul style="list-style-type: none"> Please don't waste funds on mass transit as a fix all it is expensive and inefficient. 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> The current road system will not reflect the future requirements for the electric vehicles of the future. 	<ul style="list-style-type: none"> Future transportation demands will be considered as part of the TMP report.
	<ul style="list-style-type: none"> Review of County carpooling lots needed. 	<ul style="list-style-type: none"> Carpooling lots will be reviewed as part of the TMP report.
	<ul style="list-style-type: none"> Host events for local businesses to provide data on the importance of cycle tourists and what they can do to attract riders. 	<ul style="list-style-type: none"> A comprehensive outreach to local businesses was undertaken for their feedback on the TMP study.
	<ul style="list-style-type: none"> Work with local municipalities to find and market overnight parking for out-of-town cyclists. 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> Do a cost / benefit on County roads with paved shoulders (e.g., how much longer do they last than roads without paved shoulders). 	<ul style="list-style-type: none"> Costing of any recommendation will be presented in the TMP report.
	<ul style="list-style-type: none"> Public transportation around the county is critical for equity and accessibility. 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> Start thinking about providing a life for those without a car, either by choice or necessity. 	<ul style="list-style-type: none"> Evaluation of road, active transportation, and transit options will be completed to identify the preferred alternative solutions.
	<ul style="list-style-type: none"> Don't forget bike parking corrals not lockers in every "downtown" and retail area. 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> More clear signage to get to "places" or destination. 	<ul style="list-style-type: none"> Comments noted.
	<ul style="list-style-type: none"> Design vehicles for roundabouts should be changed (standards not large enough to accommodate farm equipment). 	<ul style="list-style-type: none"> Design standards for vehicle sizes using roundabouts will be reviewed.
	<ul style="list-style-type: none"> Include slip lanes at roundabouts at heaviest intersections to lessen burden on roundabouts. 	<ul style="list-style-type: none"> Comments noted.

5.0 Next Steps

Comments received during the PIC comment period will be reviewed for incorporation into the study.

Next steps in the process include:

- Review feedback and incorporate it into the evaluation for the preferred alternative for the Transportation Master Plan.
- Assess 2041, 2051 conditions, evaluate, and identify preferred alternative solutions.
- Conduct Public Information Centre #2 (Winter 2024).
- Review feedback and incorporate into preferred alternative solutions.
- Develop 2051 transportation strategy and phasing.
- Draft Transportation Master Plan for public review and comment.
- Conduct Final Consultation Sessions.
- Finalize Environmental Study Report (Council Approval).
- Issue Notice of Study Completion (Targeted for Spring 2025).

A second Public Information Centre is currently planned for winter 2024 where the preferred alternative solution will be presented for public feedback.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix A

Notice of Public Information Centre

County of Essex Transportation Master Plan Notice of Public Information Centre No. 1

The Study

The County of Essex has initiated a Transportation Master Plan (TMP) study to identify a long-term transportation vision and strategy to achieve the County's objectives for safe, efficient movement of people and goods, and to address current needs and anticipated growth in the County to 2053. The Transportation Master Plan will be carried out under Master Plan Approach 1, in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process (Municipal Engineers Association, February 2024).

Public Information Centre No. 1

You are invited to attend the Public Information Centre to provide your input. The County and its Consultant (R.J. Burnside & Associates Limited) will be present to discuss the study and answer your questions in a drop-in format. Additional information is available at:

<https://www.countyofessex.ca/TransportationMasterPlan/> or by scanning the QR Code.



Date: Thursday, June 27, 2024
Time: 5:00 pm – 8:00 pm
Location: Second Floor, Lobby Area
Essex County Civic & Education Centre
360 Fairview Ave W, Essex, ON N8M 1Y3

To submit a comment or question, or if you would like to be added to the Project Contact List to receive future project notices, please contact:

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Notice of Collection: Personal information is collected under the authority of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), The Environmental Assessment Act and all other relevant legislation, 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, at the meeting, 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 Director, Legislative and Community Services / Clerk by email clerks@countyofessex.ca or by phone, by calling 519-776-6441 ext. 1335.

This Notice first issued June 12, 2024.

classifieds

E-mail or call in your classified ad by Friday at 12:00 p.m. 194 Talbot St. E. Unit 2, Leamington ON N8H 1M2
Ph: 519-398-9098 Email: sun@southpointsun.ca We accept E-TRANSFER, DEBIT, VISA & MASTERCARD

NOTICE



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The Study

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Manager, Transportation Planning and Development
County of Essex
360 Fairview Avenue West
Essex, ON, N8M 1Y6
Tel: 519-776-6441 ext. 1316
E-mail: jbeh1@countyofessex.ca

Alvaro L. Almuina, P.Eng. M.Eng. PMP, DCE
Consultant Project Manager
R.J. Burnside & Associates Limited
128 Wellington Street West, Unit 301
Barrie, ON, L4N 8J6
Tel: 1-800-265-9662 ext. 4383
E-mail: alvaro.almuina@rjburnside.com



SERVICES

ZEN PETS GROOMING - CPPS Certified Groomer in Leamington. 15 years experience. For all your pet grooming needs, please call or text 519-564-9620 or message me on Facebook. COVID-19 certified & compliant. mr1-tfn

IRWIN PLUMBING - Residential rough-ins and repairs. Starting April 2nd 519-825-7245 will be changing to 519-324-2202. A text is preferred if capable. Call if not. ja6-tf

ELECTROLUX SALES & SERVICE: Complete line of vacuums and shampooers/floor polishers. Will provide free estimate on Central Vac installations. Contact Dan Bailey. 519-322-8625. tf



CALL TINA BRAUN
226-350-3433

HELP WANTED

PINNACLE ACRES
REQUIRES Full time greenhouse general labourers. \$16.55/hr 50+ hours, 7 days/wk. Must be available Saturday & Sunday. Work site: 333 County Rd 18, Leamington ON, rural setting, must have own transportation. Crop maintenance and harvesting, other duties as required. Must be able to lift a minimum of 40lbs on a repetitive basis, fast paced environment, strong work ethic, punctual, reliable. No experience or education required. Please apply via email: careers@pinnacle-acres.com

PICK YOUR OWN

PICK YOUR OWN strawberries and raspberries. 1000 Dolson Road, Harrow. Mr. D's Produce, 226-757-0067. jn12-19

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SUTTON PLACE APARTMENTS - 11 McGaw St., Leamington. Upscale affordable apartment. Excellent location, walking distance to large retail chain stores. 1 bedroom, 1 bath, fridge, stove, water, heat, hydro included. In-suite storage, elevator, outdoor balcony, common room, lobby, 1 outdoor parking space, secured access included. On-site laundry room. \$1595 per month. To request an application, email gourmetgreenshouse@gmail.com, text or call 519-791-6751, or call 519-326-2208 to leave message. tf

SHERK APARTMENTS

270 SHERK ST., LEAMINGTON, ON
900 sq. ft. spacious modernized apartment with hardwood floors. Two bedrooms, one bathroom, fridge, stove. Common area laundry room. Secure entrance. One parking space included. Outdoor balcony/patio. On-site manager. Excellent location, nearby amenities. \$1895 per month. Water, heat and hydro included. Request an application by email gourmetgreens@gmail.com Text or call 519-791-6751. Leave message at 519-326-2208

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Upscale and affordable apartments for rent in Leamington's ONLY waterfront rental apartment building, overlooking Leamington Marina and Park. Minutes from the beach.
Amenities include:

- Library and social rooms
- Coin-less Laundry
- Beautiful lobby
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- FREE utilities
- Secured access and 24-7 onsite management

Call Mike & Kevin for leasing information 519-326-8819 or visit www.ska-apartmentrentals.com

SUDOKU ANSWERS

7	9	4	5	6	2	3	1	8
6	3	5	9	1	8	7	4	2
8	1	2	3	7	4	5	6	9
9	7	1	8	2	5	4	3	6
4	6	8	7	3	1	9	2	5
5	2	3	4	9	6	1	8	7
2	4	9	1	8	7	6	5	3
3	5	6	2	4	9	8	7	1
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PUZZLE SOLUTION

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Classifieds
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BURGER



Please
Recycle

Town considering rezoning request for refurbished Murray St. property

By Ron Giofu

Amherstburg town council is considering a rezoning to accommodate two small commercial structures behind a Murray St. property.

At a special planning meeting held last week, town council heard the request to change the zoning at 70 Murray St. from Special Provision Commercial General (CG-4) zone to a Special Provision Commercial General (CG-19) zone.

A report from Janine Mastronardi, a planner with the Town of Amherstburg, points out the lands are designated General Commercial in the town’s Official Plan.

“The applicant has removed an old structure from the rear yard and is proposing the construction of two 160 sq ft commercial structures to be located in the rear yard of the existing development to create an outdoor patio/gathering place. The effect of the amendment will allow for relief in rear yard setback to permit a 1.2 m rear yard setback from the required 7.5 m for the proposed 160 sq ft commercial structures,” the report from Mastronardi stated. “The proposed rezoning will also allow for relief in minimum building height to permit a building height of 2.4 m from the required 7 m minimum building height. All other existing CG-4 provisions are proposed to remain the same.”

The property at 70 Murray St. is geared towards multiple uses, including retail units on the main floor and Hotel STRY on the top floor.

Property owner Lauri Brouyette and planner Jackie Lassaline of Lassaline Planning Consultants Inc. appeared before town council to explain the proposal.

“There will be two new commercial structures located in the rear adjacent to the alleyway,” Lassaline explained.

Lassaline said the bylaw would allow for site specific zoning to accommodate the two structures.

“This building has recently been renovated and the beautifully done restoration has been adapted with a boutique hotel,” said Lassaline.

The two commercial structures are not going to be joined to the existing building and the patio would have a maximum of 86 occupants.

“In my professional planning opinion, I believe the requested zoning bylaw amendment is consistent with the PPS (Provincial Policy Statement), conforms with your Official Plan for the town, complies with the intent of the comprehensive zoning bylaw and does make sound planning,” she added.

Councillor Don McArthur noted a question from the neighbouring Thistle Masonic Lodge regarding a white door on that building that is used for a fire exit. He wanted to ensure there is a laneway so they can still use the fire exit.

“There will be a separation distance and we will make sure we are compliant with the code for the emergency access separation,” said Lassaline.

Councillor Molly Allaire wanted clarification on whether it’s a patio or an enclosed area, with Lassaline stating the two structures will be there to serve drinks and food.

“There will be tables and chairs,” said Lassaline. “It will be opened up.”

Outdoor entertainment and exemptions from the town’s noise bylaw was an issue raised by Councillor Diane Pouget. Lassaline said they are looking for that as well.

Pouget wanted to know if the structures will be new or brought in, with Lassaline saying they will be opened to the front where people can walk up and purchase drinks or food. A back door of the main building will house the washrooms, said Lassaline.

Brouyette said the structures are pre-fabricated and sit on the ground.

Mayor Michael Prue wanted to know if things as heat lamps will be used to extend the usage of the patio in colder weather months.

“We really want to be able to use this patio for as many months of the year as possible, just to keep it an open space so people can enjoy the art and everything,” said Brouyette. “We’d like to be able to, in the

future if the weather calls for it, create a warm space. We do have the interior of the building as well.”

Pouget wanted to ensure the patio, including tables and chairs were AODA compliant.

Brouyette said the entrance to the building and washrooms are compliant, with tables and chairs featuring picnic tables with moveable benches to accommodate those with wheelchairs.

Noise bylaw issues were also addressed by Pouget, with nearby condominiums and apartments nearby.

“It’s mostly older people in there,” she said.

Brouyette pointed out there is also the boutique hotel with six units they would want to look after.

“We certainly wouldn’t go past 11 p.m. with any noise coming from our property,” said Brouyette.

A noise bylaw exemption would be sought on a seasonal basis when Open Air is going, she added.

“I actually like this idea. It’s a pretty good use of space,” said Councillor Peter Courtney. “I just want to go on the record I think this is a great idea.”

Courtney wanted to ensure there were no concerns of people exiting the property with the additions to the rear. Fire chief Bruce Montone said his department has not received a request for input regarding the site plan.

When that occurs, Montone said means of egress cannot be obstructed for people inside and that will be looked at when his department officially looks at the matter.

“At that time when the site plan is reviewed by our staff for approval, those issues will be addressed,” said Montone.

The address of the units was brought up by Courtney as well. The fire safety matters are a site plan and/or building permit issue, noted manager of planning services Chris Aspila.

Aspila said there is a street naming system and envisioned the structures being named something like “101” or “Unit A,” and called it a site plan control issue.



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Notice of Collection

Personal information is collected under the authority of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA). The Environmental Assessment Act and all other relevant legislation, 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, at the meeting, 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 Centre, 360 Fairview Avenue West, Essex, ON, N8M 1Y6.

Classifieds

PLACING A CLASSIFIED AD: Classified ads can be submitted in person, by phone or fax or email from Mon. to Thurs. 9:00 a.m. - 2:00 p.m. Fri. 9:00 a.m. - 1:00 p.m. All classified and personal ads require payment, prior to print. We accept Visa | MasterCard | Debit | Cash | Cheque.
CLASSIFIED DEADLINE IS MONDAYS BY 2:00PM
Phone 519.776.4268 www.essexfreepress.com Email: contact@essexfreepress.com

CLASSIFIED RATES
Word Ads - 25 words or less \$6.00 + HST
Extra words 20¢/word
Display Classifieds Call for rates

PERSONAL

PRAYER TO THE BLESSED VIRGIN
(NEVER KNOWN TO FAIL) O most beautiful flower of Mt. Carmel, fruitful vine, splendor of heaven, blessed mother of the son of God, immaculate virgin, assist me in my necessity. O star of the sea, help me and show me that you are my Mother. O Holy Mary, Mother of God, Queen of Heaven and Earth, I humbly beseech you from the bottom of my heart to help in my necessity (Make your request). There are none that can withstand your power. "O Mary, conceived without sin, pray for us who have recourse to you." (Three times). "Holy Mary, I place this prayer in your hands." (Three times). Say this prayer for three consecutive days and then publish it and it will be granted to you. With grateful thanks. J.B.

NOTICE

THE ESSEX AREA FOOD BANK IS MOVING TO A NEW BUILDING ON JULY 1ST. - 60 Fairview Ave., West at the Essex Arena. We will return at the end of July to start serving our clients on July 30. 8:30am - 11:45am. Our mailing address has not changed. P.O. Box 3, Essex, On. N8N2Y1.

Your \$6⁰⁰ goes a LONG way!
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contact@essexfreepress.com
~ 11,000 weekly copies ~

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Farm Land to Rent
Cash or Share Crop
Call Jeff Siefker (cell) 519-796-1240 or (home) 519-776-9501. 1-tf*

FREE-RANGE BROWN EGGS FOR SALE - Washed eggs \$5.00/dozen, unwashed eggs \$2.99/dozen, Roaster Chickens (Gov. inspected) \$3.99/lb (5-9lbs) Pick ups at Wild Acre Cattle Co., 1947 Myers Rd., Woodslee. 519-919-4050. 20-tf*

VEHICLES

2014 FORD FOCUS - one owner, 2L engine, 5 speed, manual transmission. Full size spare tire. Well-maintained. Service records availabe. 239,000km. \$3750.00 with safety. Call: 519-567-3395. 24-2t*

SERVICES

HOUSE CLEANING - Experienced lady. Call anytime. Days & weekends. Call: 519-776-1109. 24-1t*

SERVICES

JOHN'S WOODWORKING - Repairs and refinishing of wood furniture. We are located in Essex serving Windsor/Essex area. Call/text 519-818-4480 or jjarps@hotmail.com 49-tfn

KENNETH YARDWORKS - SPRING CLEAN-UP. leaves, trees, bushes, trimmed or removed. Sod, mulch, eavestrough cleaning and repairs, power washing. Loads to the dump. Fully licensed & insured. Free estimates. Call Kenneth: 519-982-0362. 1-tf

MARTY'S SMALL ENGINE REPAIRS - Tune-ups, repairs, & service on snowblowers, riding lawn mowers, chainsaws, & more! 519-733-0986, (c) 519-965-5918. 1-tf

HELP WANTED

HELP WANTED: Greenhouse and Packing line Labour. General greenhouse labour, duties include pruning, picking, planting and cleaning of greenhouse. Packing line labour, duties include inspecting, weighing and packing produce on assembly line. Lifting, bending and standing is required. Must be able to work all shifts. Rural area. No public transportation available. No specific education required. Experience is an asset. Rate of pay- \$16.72. To apply please email: Lindsay@policellafarms.com Or Mail to Domirc International, PO Box 218, Ruthven ON NOP 2G0. 1-tfn

WANTED

GOLD + Silver ALL COINS- Buying 57 years Experience- Friday, June 28 K of C Hall, 190 Richmond St Amherstburg 10am-4pm-Cash Paid for ALL Gold + Silver **OLD COINS; Canada, USA, World War Medals, Windup Watches, Mintsets, Old paper money FREE ESTIMATES NO OBLIGATION **Locally Owned** 57 Years of "SATISFIED CUSTOMERS Always Paying More than Expensive Colored Brochures delivered in your mail" House calls also available for larger amounts Dan Jones B.A.B.Ed. 519-818-1805.

WANTED

CASH PAID for scrap cars and trucks. Free removal. Please phone: 519-776-1361 or 519-791-5046. 1-tfn

CASH PAID for antiques, costume jewellery, furniture, gold, sterling, coins, tools, complete estates. We take it all! Free appraisals. Call 519-727-8894. 1-tf

FOR SALE

PICK YOUR OWN - STRAWBERRIES & RASPBERRIES Mr. D's Produce, 1000 Dolson Rd., Harrow from 9am - 5pm. 226-757-0067.



REAL ESTATE

Buying or selling a farm? Do you know the right questions and answers? Farm Experienced Realtor Carl Idzinski, Keller Williams Lifestyles Realty - Brokerage. 519-817-8891. 1-tt*

YARD SALE

YARD SALE: 328 County Rd. 27 W off Arner Townline. Saturday, June 22 8am-4pm. Xmas items, vintage train set, collectables, household items, etc. Rain or shine.

Sell It! Find it!
Rent It! Buy It!
in The Classifieds
519-776-4268



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Barrie, ON, L4N 8J6
Tel: 1-800-265-9662 ext. 4383
E-mail: alvaro.almuina@riburnside.com





Reminder that we are closed on
Monday, July 1st to celebrate
CANADA DAY!
Have a great day!
We will return on Tuesday, July 2nd.
Please send all submissions to:
contact@essexfreepress.com

ESSEX
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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix B

Display Boards Presentation

Welcome

Transportation Master Plan County of Essex

Public Information Centre (PIC) Meeting #1 June 27, 2024

Provide Your Input

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

Stay Informed

Visit the Essex County website at [countyofessex.ca](https://www.countyofessex.ca) for information on projects
and public engagement opportunities

For updates and notifications, follow [@ecounty](#) on social media channels



Today's Purpose

Tell us what you are passionate about in the context of the County's transportation system today and for the next 30 years

Please review the following material and let us know what you like... (or do not like)

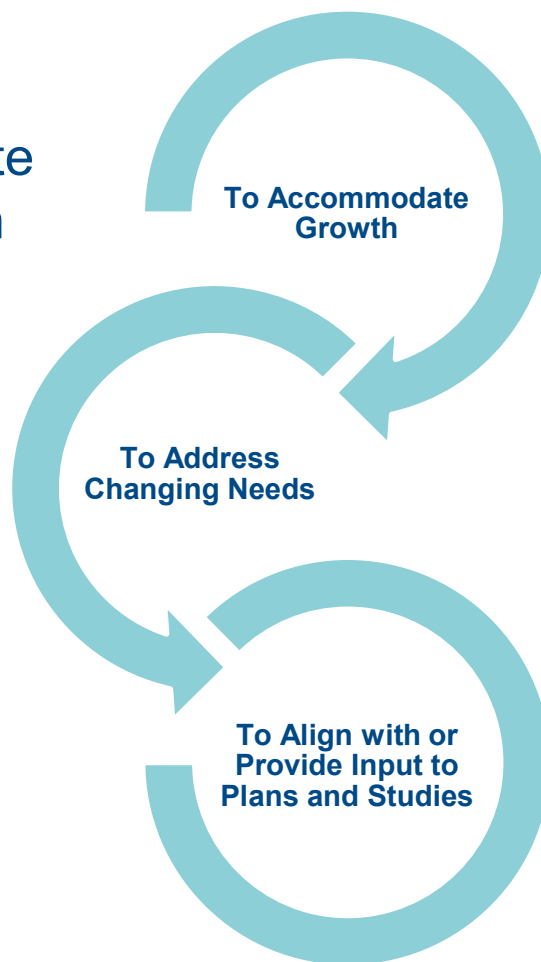
- Overview of the TMP Master Plan process
- Vision Statement for the Transportation Master Plan
- Study Content and Background:
 - Existing road and active transportation networks, modes of travel, transit, growth
- Needs and Opportunities
- Questions, Comments or Concerns?

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

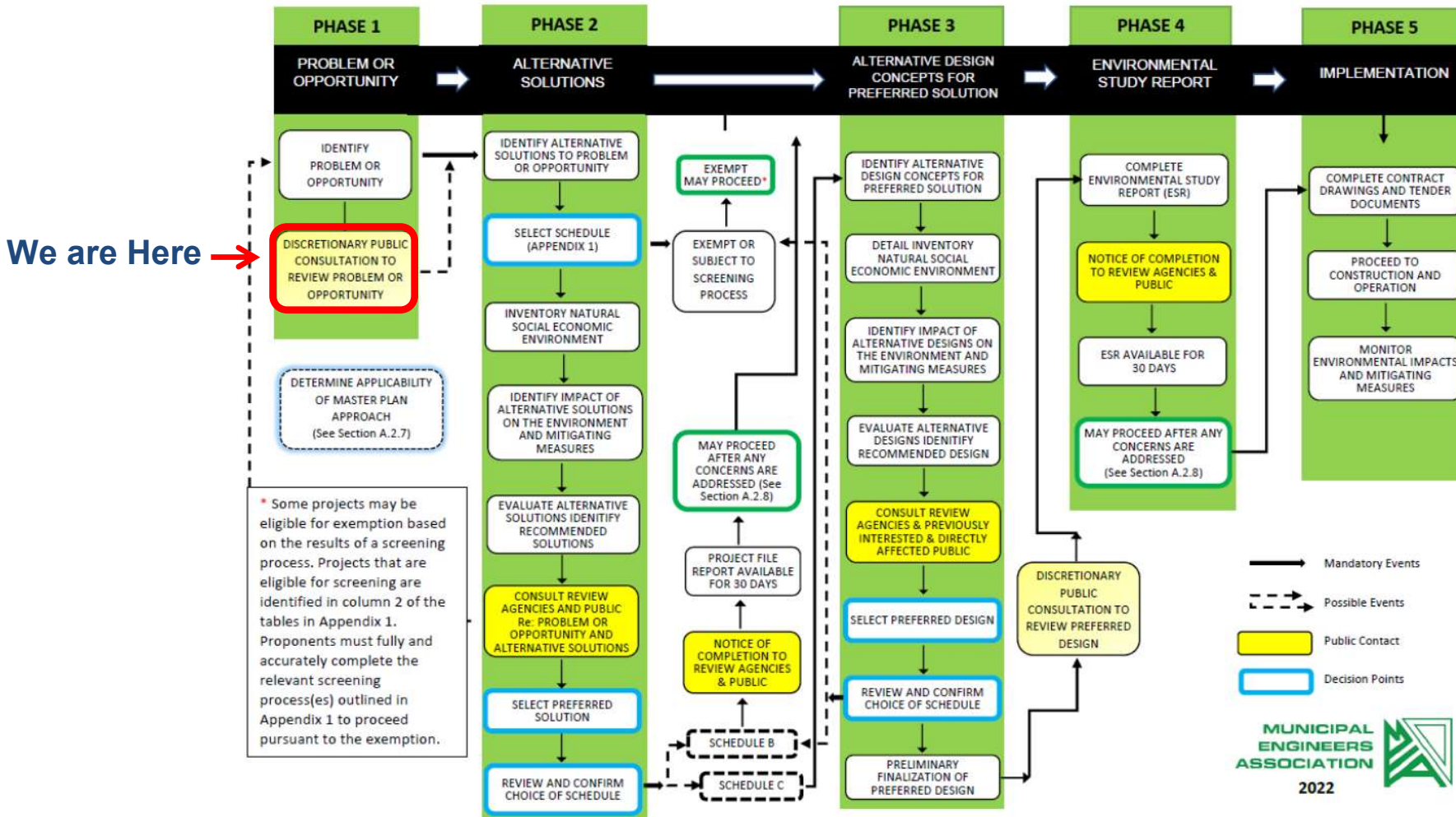


Why do we need a TMP?

- 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?



County

- Essex County Official Plan (2014, pending update 2024), Policies, Bylaws
- Essex-Windsor Regional Transportation Master Plan (2005)
- County Wide Active Transportation Study Master Plan (2012, pending update 2024)
- Transit Assessment Report (2011)
- Essex County Asset Management Plan (2022)
- Regional Energy Plan (2018 initiation)
- Essex County Strategic Plan (2023)

- Transportation Studies, Official Plans, and strategic documents of lower tier municipalities in the County (various dates)



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 2053.

What is **your** vision of Essex County's future transportation system?

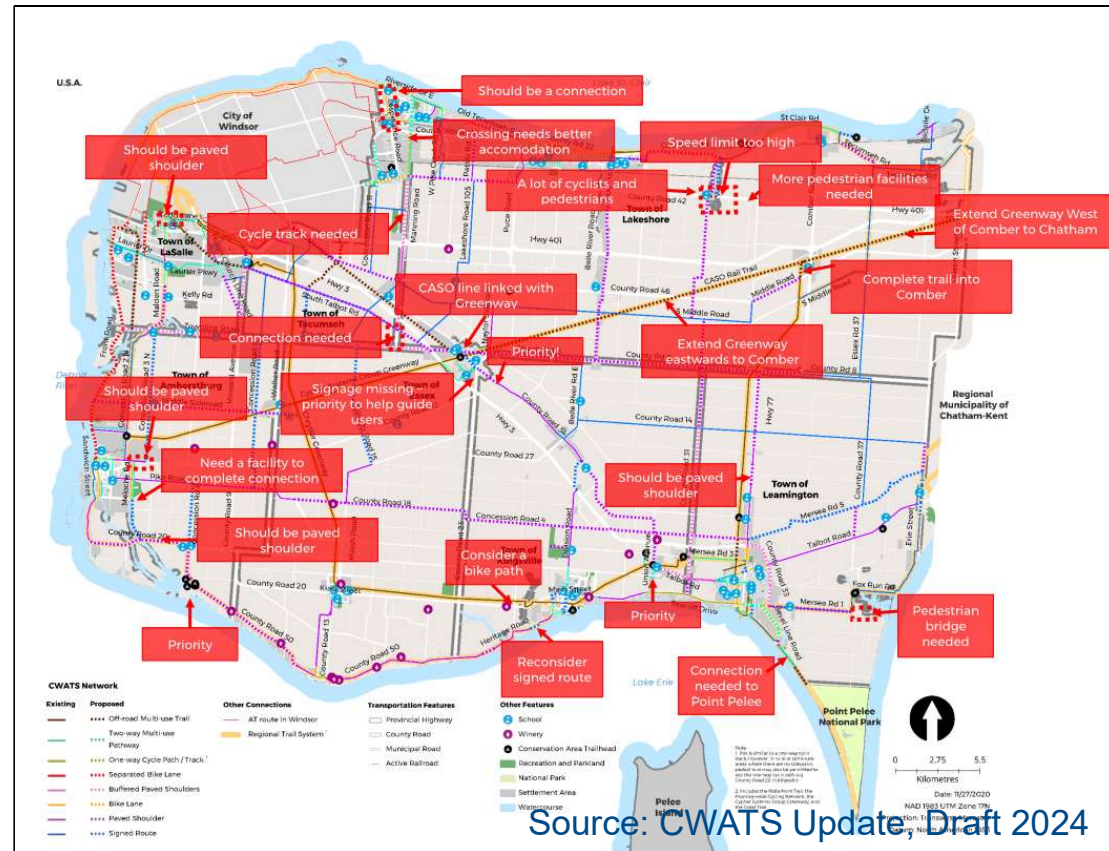


County Wide Active Transportation Study (CWATS) Master Plan

A guide for the County and local municipalities in implementing a county-wide network of cycling and pedestrian facilities.

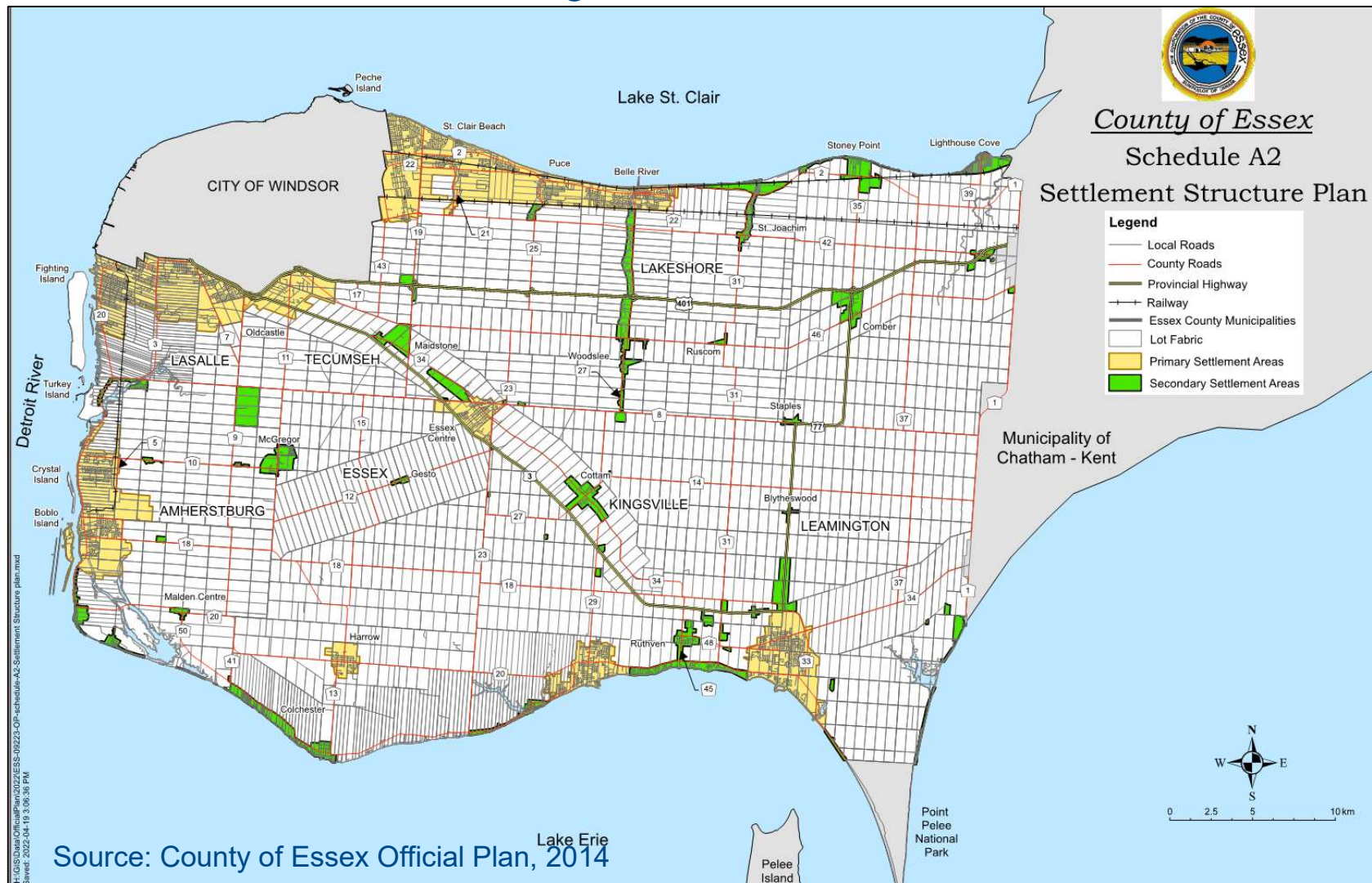
Objectives:

- Improve conditions for walking, cycling and active transportation for people of all ages
- Improve consistency with coordination throughout the county
- Identify roles and responsibilities for the County, local municipalities as well as other partners



“foster a safe, comfortable, bicycle and pedestrian friendly environment by encouraging people of all ages and abilities to engage in non-motorized activities for everyday transportation and recreation”

County Structure



Leading Growth Areas*

- Lakeshore - 10.4%
- LaSalle - 8.4%
- Leamington - 7.6%
- Amherstburg - 7.2%

* Canada Census population increase (%) 2016 to 2021

Road Network

Existing Network

- Provincial Highways: Goods movement, inter-regional travel (Hwy 401 / Highway 77 / Highway 3 / Hon. Herb Grey Pkwy)
- County Roads: Inter-municipal travel
- Local Roads: Neighbourhood circulation, property access

The County maintains
1,356.22 lane kilometers
of various classes of
roads and
126.8 lane kilometers of
connecting links

Future Outlook

Solutions recommended as part of previous Provincial, County, and municipal policies, plans and studies

➤ Completed and ongoing **MCEAs**

- Lauzon/County Road 42 Environmental Assessment
- County Road 20 Kingsville to Leamington Environmental Study Report
- County Roads 19, 22, 43, 46 Environmental Assessments
- County of Essex Transit Assessment Report
- Malden Road (CR 3) LaSalle Environmental Assessment



Source: County of Essex Maps, Road Network (2021)

Network Performance

A.M. Peak Period



P.M. Peak Period

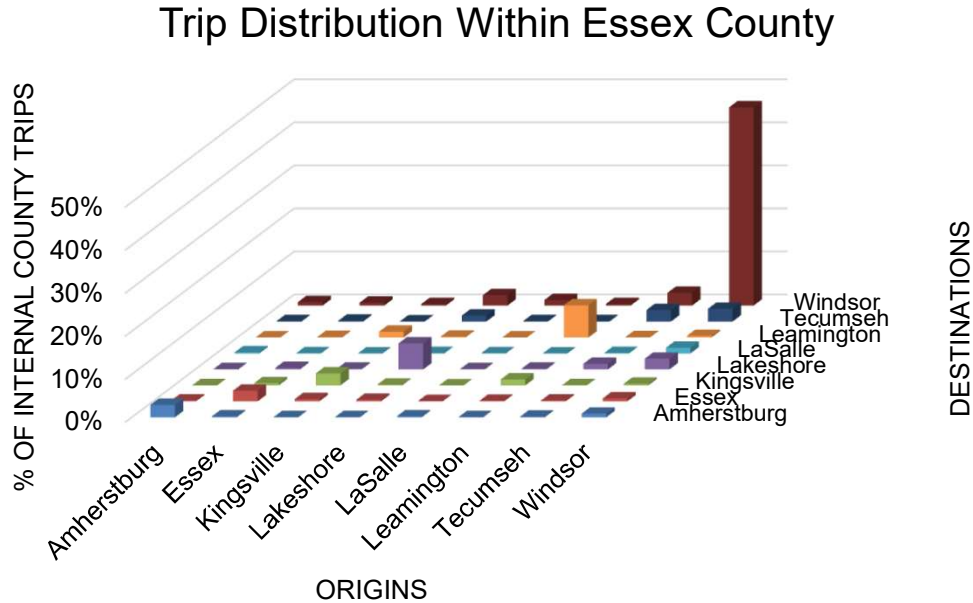


Road Network Levels of Service (LOS)

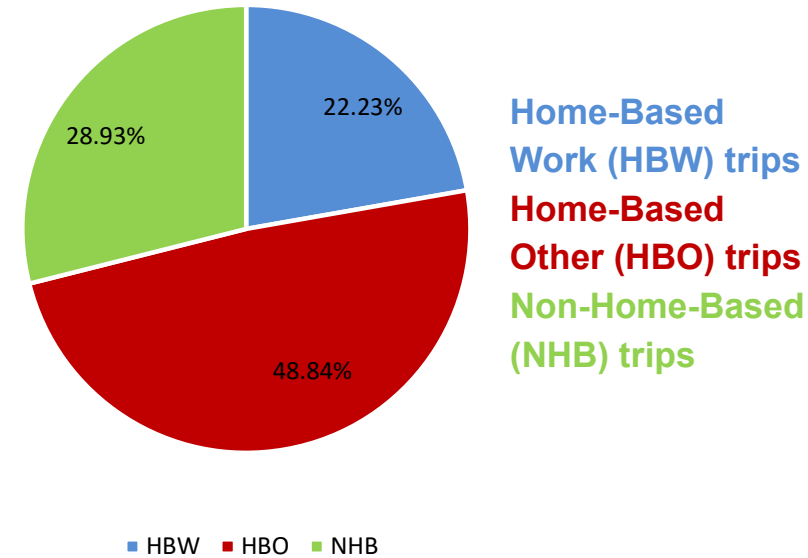
- Based on available information, most intersections are operating at good levels of service in the morning and afternoon peak periods
- County Road 46 and County Road 43 intersection operates at “LOS C” during PM Peak Period (Moderate delays)

Travel Characteristics

Trip Patterns (Origin-Destination)



Trip Reasons



Source: Essex County StreetLight Data 2022

- Most trips are made within the same municipality
- Tecumseh and Lakeshore experience larger amounts of travel to and from Windsor compared to other municipalities
- Home-Based Work trips represent the lowest number of trips being made by residents
- 78% of trips likely reflect demand that is driven, in part, by recreational or leisure activities

Transit Services

Windsor Transit

- Operates four routes that connect to the County

Leamington On-Demand Transit (LTGO)

- Flexible route and schedule Monday-Friday
- Buses are dispatched by requests meet riders at their requested transit stops

Tecumseh Transit

- Fixed route service Monday-Friday
- On demand Saturdays

Flixbus

- Travels through the County to/from Windsor and Chatham, no stops within the County

Windsor Transit Routes to Essex County

- Route 605 - Windsor to Amherstburg
- Route 42 - Windsor to Leamington
- Route 25 - St. Claire to LaSalle
- Route 7 - St. Claire College to LaSalle

Existing Transit Routes connecting the County



Active Transportation

Improvements & Recommendations

- 582.6 km addition of on-road AT bike lanes, paved shoulders and signed routes
- 171.2 km addition of Multi-Use Trail
- 25.9 km addition of signage and lane marking improvements
- Extension of Chrysler Greenway
- Better connections along County Road 3 and to County Road 7
- Enhanced connections along County Road 20
- Extension of CASO rail trail
- Off-road trail connection between Essex and Oldcastle
- Connecting Kingsville Arena along Kratz to the Greenway

Existing Routes



Source: CWATS Update, Draft 2024

Over the next 15 years, the County of Essex plans to create an active transportation network spanning approximately 800 km

Essex Strategic Plan (2023)

Vision

The County of Essex strives to be a regional champion and trusted partner in delivering services for the success of our local communities and residents

Mission

Through meaningful partnerships, strong advocacy, and informed decision-making we deliver fair and valuable regional programs and services for our communities

Values

Accountability	Inclusion	Teamwork
Equity	Champion	Service Excellence

Strategic Goals and Directions



Regional Energy Plan

- On average, homes and buildings in Essex County are approximately half as efficient as global benchmarks
- Energy use per home is higher than the national and provincial average
- Emissions per capita were higher than national and provincial averages
- Per capita emissions are 5 times global best practice (3 times global best practice if the contribution of the greenhouse sector is removed) and about 8 times the Government of Canada target for 2050 based on the Paris Climate Agreement

The next step is to consider different combinations of the following integrated energy-related measures for all sectors and energy uses, distribution, conversion, and fuels



Other Concepts to Consider



Micro & Shared Mobility

Micro-mobility: Small-form transportation offerings used for short distance trips

Shared mobility: Services in which transportation options can be rented on demand from a shared pool, rather than personally owned by individuals

Options include:

- Car Share
- Bike Share
- E-Scooters
- Ride Hailing
- On-Demand Transit
- Van-Pooling
- Electric Cargo Bikes
- Mobility Hubs



Emerging Technologies

Intelligent Transportation Systems:

Cameras, sensors, detectors to assess demand and supply

Electrification: Commitments to clean fuel vehicles creates need for electric charging infrastructure

Autonomous/Connected

Vehicles: Future-ready needs in response to the advancement of autonomous and connected vehicles

Mobility as a Service:

Via an app or website, MaaS allows users to plan trips, select payment options, in one convenient interface



Goods Movement

Freight Impacts on

Neighbourhoods: Strains on quality of life. Increased congestion, noise pollution, emissions, safety concerns

E-Commerce Uncertainty: E-commerce rise exacerbated by the COVID-19 pandemic

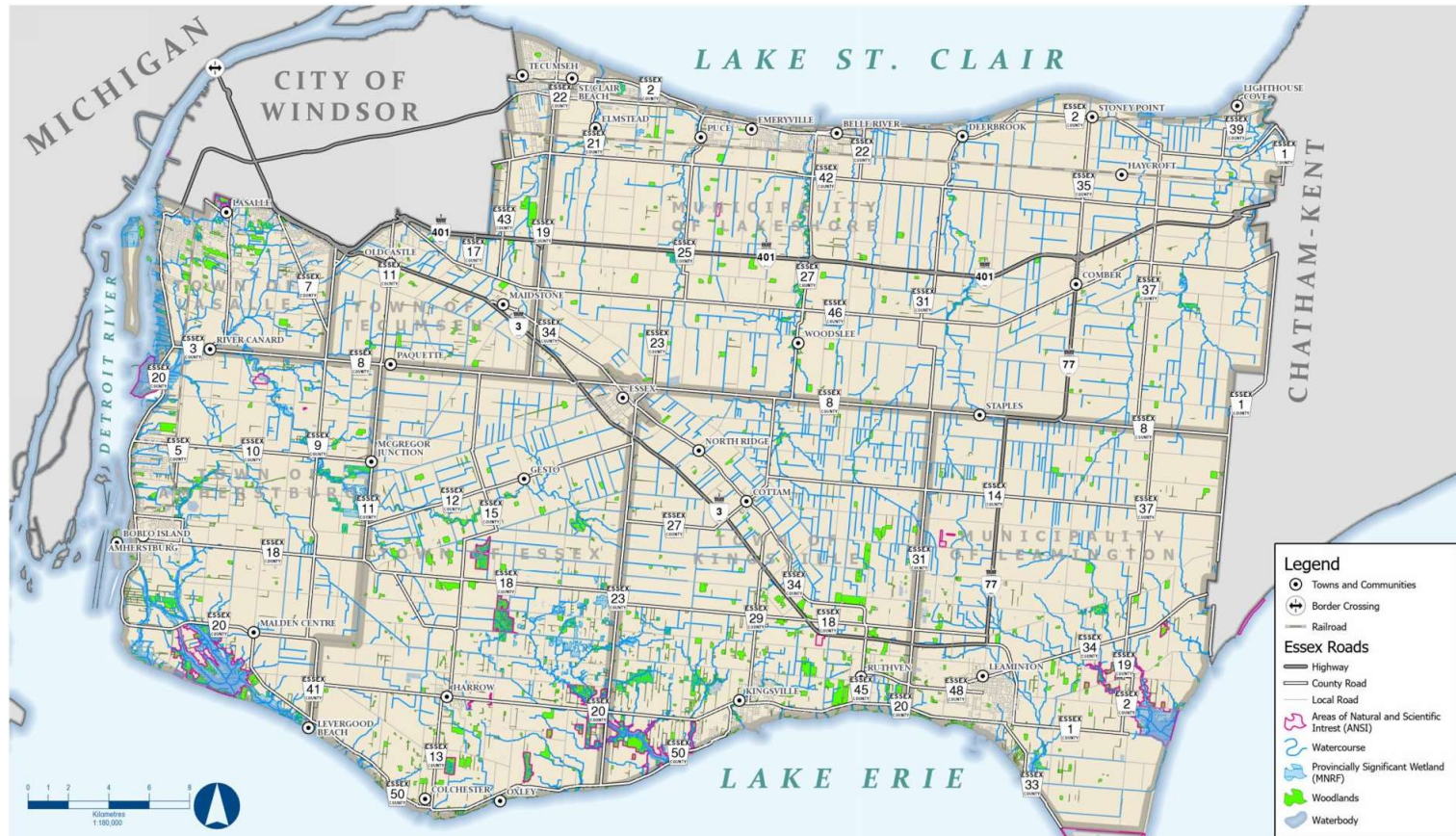
Complete Streets: How to incorporate goods movement in Complete Streets framework

Sharing the Benefits of Goods Movement: Communicate the benefits that trucking / goods movement provide

Environmental Objectives

Transportation solutions should consider the County's natural heritage features as one of the most biologically diverse regions in Canada.

The Transportation Master Plan will consider the County's natural heritage features and natural linkages as an integral part of a healthy and vibrant community.



Cultural Heritage Objectives

- Culture, creativity, and quality of place are key to community development and growth
- Transportation solutions should support the County's creative placemaking principles and ensure efficient access to the unique destinations in the County
- The Transportation Master Plan will value the County's cultural heritage features

Municipality	Designated Heritage Properties	Listed Heritage Properties
Town of Essex	12	22
Town of Amherstburg	51	129
Town of Kingsville	39	309
Municipality of Lakeshore	5	75
Town of Leamington	4	276
Town of Tecumseh	1	5

Growth to 2051

The Transportation Master Plan will assess the County's mobility needs to accommodate growth to 2051

Year	Amherstburg	Essex	Kingsville	LaSalle	Lakeshore	Leamington	Tecumseh	Essex County
2021	24,300	21,900	22,800	33,800	41,700	30,600	24,000	199,100
2051 Population Forecast	Amherstburg	Essex	Kingsville	LaSalle	Lakeshore	Leamington	Tecumseh	Essex County
Low	32,800	26,200	30,100	45,800	55,000	42,900	35,300	268,100
Medium	36,100	28,300	33,100	50,500	60,300	47,500	39,300	295,000
High	38,500	29,900	35,200	53,900	64,200	50,900	42,300	315,000
2021- 2051 Population Growth	Amherstburg	Essex	Kingsville	LaSalle	Lakeshore	Leamington	Tecumseh	Essex County
Low	8,500	4,300	7,300	12,000	13,300	12,300	11,300	69,000
Medium	11,800	6,400	10,300	16,700	18,600	16,900	15,300	95,900
High	14,200	8,000	12,400	20,100	22,500	20,300	18,300	115,900

Source: Official Plan May 2024 (Draft)

Needs and Opportunities

During this phase of the TMP study process, the main objective is to analyze the existing transportation system and identify issues which the TMP will need to address:

- *“Needs” encompass the problems or issues that the TMP aims to solve*
- *“Opportunities” presents a chance to help achieve the vision and objectives of the TMP*

The following board *“Transportation Concerns”* provides for your input to help the County identify transportation needs, opportunities, issues and priorities



Tell us your Transportation Passion!

Place a sticky note, or write directly on the board

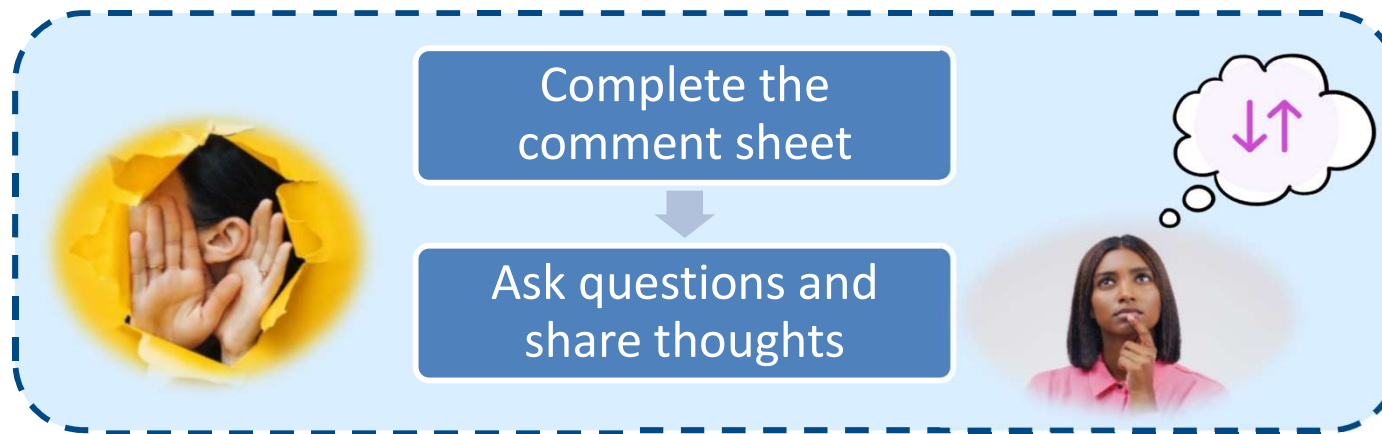


Source: County of Essex Maps, Road Network (2021)

Next Steps

1. Review feedback from PIC
2. Assess 2041, 2051 Conditions
3. Evaluate and Identify Preferred Solutions
4. Conduct PIC #2 (Winter 2024)
5. Develop 2051 Transportation Strategy and Phasing
6. Draft Transportation Master Plan for public review and comment
7. Conduct Final Consultation Sessions
8. Council Approval
9. Study Completion (Targeted for Spring 2025)

Questions / Comments ?



Please fill out a comment form, or scan the QR code, or visit the TMP page at **countyofessex.ca**

PIC materials will be available online at **countyofessex.ca** for review and comment until July 27, 2024.

A summary of comments along with responses to comments received by July 27, 2024 will be provided in a Public Information Centre Summary report posted on the County's website.

If you have any additional questions / comments, please contact



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Manager, Transportation Planning & Development
County of Essex
Tel: 519-776-6441 ext. 1316
E-mail: jbehl@countyofessex.ca

Alvaro L. Almuina, P.Eng. M.Eng. PMP, DCE
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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Comment Sheets



Essex County Transportation Master Plan

Public Information Centre No. 1

Comment Sheet

Municipal Class Environmental Assessment

The County of Essex is undertaking a Transportation Master Plan (TMP) study to set the transportation vision and strategy for the Township's mobility needs to the year 2053.

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County of Essex

Engineering Department

E-mail: engineering@countyofessex.ca

Alvaro L. Almuina, P.Eng. M.Eng. PMP

Consultant Project Manager

R.J. Burnside & Associates Limited

Tel: 1-800-265-9662 ext. 4383

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1. I am: (please check all that apply)

- ☐ A resident
- ☐ An Employee in the County
- ☐ I have business interests in Essex County

2. My interest in this study is related to: (please check all that apply)

- ☐ Neighbourhood traffic issues
- ☐ Development and growth in the County
- ☐ Active Transportation improvements in the County
- ☐ Transit improvements in the County
- ☐ Road Network improvements in the County
- ☐ General Interest
- ☐ Other (please describe)

3. Please identify your age group.

- ☐ 18 years and under
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 64 years and older
- ☐ prefer not to answer

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- ☐ Lakeshore
- ☐ Essex (Town)
- ☐ Amhersburg
- ☐ Tecumseh
- ☐ LaSalle
- ☐ Kingsville
- ☐ Other (please describe)

5. How far away do you travel for work or school? (total distance travelled by all modes, one-way)

- ☐ 5km or less
- ☐ 5km - 10km
- ☐ 10km - 20km
- ☐ 20km - 50km
- ☐ 50km or more

6. As a vehicle driver or passenger, please indicate the level of importance for the following issues: [Tabular multiple choice]

	Very Important	Important	Not so Important	Not at all Important
Traffic Congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road Network Connectivity		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety Issues due to driver behaviour		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of roads and/or bridges		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Potential conflicts with cyclists or pedestrians while driving		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Comments on question 6:

--

8. Modes of transportation I typically use for work/school: (please check all that apply)

- ☐ Driver (motor vehicle)
- ☐ Cyclist
- ☐ Pedestrian
- ☐ Transit
- ☐ School bus
- ☐ Car pool / passenger
- ☐ Taxi
- ☐ None (do not travel to work or school)
- ☐ Other (please describe)

9. Modes of transportation I typically use for recreation: (please check all that apply)

- ☐ Driver (motor vehicle)
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- ☐ Pedestrian
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- ☐ Taxi
- ☐ Other (please describe)

10. How often do you use active transportation to travel within Essex County? "Active transportation" refers to getting to a destination without motorized transportation. Some examples are walking, biking, rollerblading, skateboarding, etc. to commute to work or to school, run errands, leisure and more.

- ☐ Daily
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- ☐ A few days a month
- ☐ A few days a year
- ☐ Seasonal
- ☐ Never

11. What prevents you or your children from using modes of active transportation more frequently (walking, biking, rollerblading, skateboarding, etc.)? (select all which may apply)

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- ☐ The surface of sidewalks / boardwalks are in poor condition
- ☐ Lack of, or insufficient winter maintenance of sidewalks / boulevards
- ☐ Lack of connection to preferred destinations or destinations too far away
- ☐ Nothing, I prefer non-active modes of travel
- ☐ Nothing, I use active transportation often
- ☐ Other (please describe)

12. How would you rate the current provision of active transportation infrastructure (e.g., Bike lanes, paved shoulders, multi-use trails, sidewalks etc.)?

☐☐☐☐☐☐

13. Comments on question 12:

14. Do you take transit?

☐☐

15. If yes to question 14, do you take transit regularly?

☐☐☐

16. For which destinations do you take transit? (please check all that apply)

☐☐☐☐

17. Would you use transit more frequently if reliable service was available for some of your trips?

☐ Yes

☐ No

18. Please indicate if there are any points of interest or destinations in the County that you would like to see connected by additional roads, sidewalks, trails, bike lanes, or transit service. Please describe the point of interest or destination in the box below.

19. Please indicate any locations that may require upgrades to the walking or cycling infrastructure. Please describe the point of interest or route in the box below.

20. Are there any other Transportation concerns or interests the study team should consider?



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- ☒ Transit improvements in the County
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- ☐ General Interest
- ☐ Other (please describe)

3. Please identify your age group.

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- ☐ Kingsville
- ☐ Other (please describe)

5. How far away do you travel for work or school? (total distance travelled by all modes, one-way)

- ☐ 5km or less
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6. As a vehicle driver or passenger, please indicate the level of importance for the following issues: [Tabular multiple choice]

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Condition of roads and/or bridges	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Potential conflicts with cyclists or pedestrians while driving	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Comments on question 6:

ensuring cyclists feel safe and welcome

8. Modes of transportation I typically use for work/school: (please check all that apply)

- ☒ Driver (motor vehicle)
- ☐ Cyclist
- ☐ Pedestrian
- ☐ Transit
- ☐ School bus
- ☐ Car pool / passenger
- ☐ Taxi
- ☐ None (do not travel to work or school)
- ☐ Other (please describe)

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- ☐ Lack of connection to preferred destinations or destinations too far away
- ☐ Nothing, I prefer non-active modes of travel
- ☐ Nothing, I use active transportation often
- ☒ Other (please describe) *busy parents - tired parents.*

12. How would you rate the current provision of active transportation infrastructure (e.g., Bike lanes, paved shoulders, multi-use trails, sidewalks etc.)?

- ☐ very insufficient
- ☐ Insufficient
- ☐ Average
- ☒ Sufficient
- ☐ Very Sufficient
- ☐ Unsure

13. Comments on question 12:

14. Do you take transit?

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- ☒ No

15. If yes to question 14, do you take transit regularly?

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?

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CWATS gap at Talbot

19. Please indicate any locations that may require upgrades to the walking or cycling infrastructure. Please describe the point of interest or route in the box below.

- concerns over "signed" CWATS routes that are not safe to most cyclists

20. Are there any other Transportation concerns or interests the study team should consider?



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Potential conflicts with cyclists or pedestrians while driving	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Comments on question 6:

*Closing of #3 & Cameron intersection will force
us & others to travel many more kms on busy
roads with farm equipment
MTO ignored 1700+ petition, Kingsville
Council, everyone on Essex County Council*

8. Modes of transportation I typically use for work/school: (please check all that apply)

☒ Driver (motor vehicle)

☐ Cyclist

☐ Pedestrian

☐ Transit

☐ School bus

☒ Car pool / passenger

☐ Taxi

☐ None (do not travel to work or school)

☒ Other (please describe)

Tractor with equipment

9. Modes of transportation I typically use for recreation: (please check all that apply)

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☐ Pedestrian

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☐ Taxi

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- ☐ The surface of sidewalks / boardwalks are in poor condition *WHAT SIDE WALKS*
- ☒ Lack of, or insufficient winter maintenance of sidewalks / boulevards
- ☐ Lack of connection to preferred destinations or destinations too far away
- ☐ Nothing, I prefer non-active modes of travel
- ☐ Nothing, I use active transportation often
- ☒ Other (please describe) *MUST TAKE EQUIPMENT FROM FARM TO FARM*

12. How would you rate the current provision of active transportation infrastructure (e.g., Bike lanes, paved shoulders, multi-use trails, sidewalks etc.)?

- ☐ very insufficient
- ☐ Insufficient
- ☐ Average
- ☐ Sufficient
- ☐ Very Sufficient
- ☐ Unsure

13. Comments on question 12:

I'AM SURE PEOPLE OBJECT TO
WIDE FARM EQUIPMENT ON BIKE LANES
ETC,

14. Do you take transit?

- ☐ Yes
- ☒ No

15. If yes to question 14, do you take transit regularly?

- ☐ Yes
- ☐ No
- ☐ Other (Please describe)

16. For which destinations do you take transit? (please check all that apply)

- ☐ Work
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17. Would you use transit more frequently if reliable service was available for some of your trips?

☐ Yes

☐ No

18. Please indicate if there are any points of interest or destinations in the County that you would like to see connected by additional roads, sidewalks, trails, bike lanes, or transit service. Please describe the point of interest or destination in the box below.

PLEASE KEEP CAMERON SIDEROAD, 9TH
CONCESSION #3 INTERSECTION OPEN.
A ~~TRAFFIC~~ TRAFFIC LIGHT ON #3 CONTROLLED
BY SIDE ROAD TRAFFIC WOULD BE
IDEAL AND HELP EVERYONE ARRIVE ALIVE

19. Please indicate any locations that may require upgrades to the walking or cycling infrastructure. Please describe the point of interest or route in the box below.

20. Are there any other Transportation concerns or interests the study team should consider?

YES
DO NOT FORCE FARM EQUIP. ETC
THROUGH TOWNS ESSEX, COTTAM ETC



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E-mail: alvaro.almuina@rjburnside.com

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Personal information is collected under the authority of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), The Environmental Assessment Act and all other relevant legislation, 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, at the meeting, 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 Director, Legislative and Community Services/Clerk by email clerks@countyofessex.ca or by phone, by calling 519-776-6441 ext. 1335.

1. I am: (please check all that apply)

- ☒ A resident
- ☐ An Employee in the County
- ☐ I have business interests in Essex County

2. My interest in this study is related to: (please check all that apply)

- ☐ Neighbourhood traffic issues
- ☐ Development and growth in the County
- ☐ Active Transportation improvements in the County
- ☐ Transit improvements in the County
- ☐ Road Network improvements in the County
- ☐ General Interest
- ☒ Other (please describe)

ALL THE ABOVE

3. Please identify your age group.

- ☐ 18 years and under
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☒ 64 years and older
- ☐ prefer not to answer

4. What area of Essex County do you live in?

- ☐ Leamington
- ☐ Lakeshore
- ☒ Essex (Town)
- ☐ Amhersburg
- ☐ Tecumseh
- ☐ LaSalle
- ☐ Kingsville
- ☐ Other (please describe)

5. How far away do you travel for work or school? (total distance travelled by all modes, one-way)

- ☐ 5km or less
- ☐ 5km - 10km
- ☐ 10km - 20km
- ☒ 20km - 50km
- ☐ 50km or more

6. As a vehicle driver or passenger, please indicate the level of importance for the following issues: [Tabular multiple choice]

	Very Important	Important	Not so Important	Not at all Important
Traffic Congestion	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road Network Connectivity	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety Issues due to driver behaviour	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of roads and/or bridges	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Potential conflicts with cyclists or pedestrians while driving	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Comments on question 6:

--

8. Modes of transportation I typically use for work/school: (please check all that apply)

- ☒ Driver (motor vehicle)
- ☐ Cyclist
- ☐ Pedestrian
- ☐ Transit
- ☐ School bus
- ☐ Car pool / passenger
- ☐ Taxi
- ☐ None (do not travel to work or school)
- ☐ Other (please describe)

9. Modes of transportation I typically use for recreation: (please check all that apply)

- ☒ Driver (motor vehicle)
- ☒ Cyclist
- ☒ Pedestrian
- ☐ Car Pool / Passenger
- ☐ Taxi
- ☐ Other (please describe)

10. How often do you use active transportation to travel within Essex County? "Active transportation" refers to getting to a destination without motorized transportation. Some examples are walking, biking, rollerblading, skateboarding, etc. to commute to work or to school, run errands, leisure and more.

- ☐ Daily
- ☐ A few days a week
- ☐ A few days a month
- ☐ A few days a year
- ☐ Seasonal
- ☒ Never

11. What prevents you or your children from using modes of active transportation more frequently (walking, biking, rollerblading, skateboarding, etc.)? (select all which may apply)

- ☒ A car is required for various activities throughout the day (taking children to school, shopping, daycare, work) *RURAL*
- ☐ It is not time-efficient to use active-transportation
- ☐ Insufficient lighting for early morning, evening travelling
- ☐ Personal ability / capabilities prevent me from doing more active transportation
- ☐ Safety of available active transportation facilities
- ☐ The surface of sidewalks / boardwalks are in poor condition
- ☐ Lack of, or insufficient winter maintenance of sidewalks / boulevards
- ☐ Lack of connection to preferred destinations or destinations too far away
- ☐ Nothing, I prefer non-active modes of travel
- ☐ Nothing, I use active transportation often
- ☐ Other (please describe)

12. How would you rate the current provision of active transportation infrastructure (e.g., Bike lanes, paved shoulders, multi-use trails, sidewalks etc.)?

☒ very insufficient

☐ Insufficient

☐ Average

☐ Sufficient

☐ Very Sufficient

☐ Unsure

13. Comments on question 12:

14. Do you take transit?

☐ Yes

☒ No

15. If yes to question 14, do you take transit regularly?

☐ Yes

☐ No

☐ Other (Please describe)

16. For which destinations do you take transit? (please check all that apply)

☐ Work

☐ School

☒ Shopping

☒ Other (please describe) *BUSINESS*

17. Would you use transit more frequently if reliable service was available for some of your trips?

☐ Yes

☐ No

18. Please indicate if there are any points of interest or destinations in the County that you would like to see connected by additional roads, sidewalks, trails, bike lanes, or transit service. Please describe the point of interest or destination in the box below.

19. Please indicate any locations that may require upgrades to the walking or cycling infrastructure. Please describe the point of interest or route in the box below.

20. Are there any other Transportation concerns or interests the study team should consider?



Essex County Transportation Master Plan

Public Information Centre No. 1

Comment Sheet

Municipal Class Environmental Assessment

The County of Essex is undertaking a Transportation Master Plan (TMP) study to set the transportation vision and strategy for the Township's mobility needs to the year 2053.

PIC materials will be available online

at: <https://www.countyofessex.ca/TransportationMasterPlan/> for review and comment until **July 27, 2024**.

This Comment Form provides you with an opportunity to offer your input to the Study. Your views are important to us.

Should you have any questions about the project, please feel free to contact the project team members:

Jerry Behl, P.Eng., PMP, PTOE, RSP1

Manager, Transportation Planning & Development

County of Essex

360 Fairview Avenue West

Essex ON N8M 1Y6

Tel: 519-776-6441 ext. 1316

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Alvaro L. Almuina, P.Eng. M.Eng. PMP

Consultant Project Manager

R.J. Burnside & Associates Limited

Tel: 1-800-265-9662 ext. 4383

E-mail: alvaro.almuina@rjburnside.com

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4. What area of Essex County do you live in?

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- ☐ Lakeshore
- ☐ Essex (Town)
- ☐ Amhersburg
- ☒ Tecumseh → *Oldcastle, On.*
- ☐ LaSalle
- ☐ Kingsville
- ☐ Other (please describe)

5. How far away do you travel for work or school? (total distance travelled by all modes, one-way)

☐ 5km or less

☐ 5km - 10km

☐ 10km - 20km

Retired

☐ 20km - 50km

☐ 50km or more

6. As a vehicle driver or passenger, please indicate the level of importance for the following issues: [Tabular multiple choice]

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Road Network Connectivity	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Condition of roads and/or bridges	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Potential conflicts with cyclists or pedestrians while driving	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Comments on question 6:

As a senior congestion is a major concern during morning and evening work traffic.

8. Modes of transportation I typically use for work/school: (please check all that apply)

- ☒ Driver (motor vehicle)
- ☒ Cyclist
- ☐ Pedestrian
- ☐ Transit
- ☐ School bus
- ☐ Car pool / passenger
- ☐ Taxi
- ☐ None (do not travel to work or school)
- ☐ Other (please describe)

9. Modes of transportation I typically use for recreation: (please check all that apply)

- ☒ Driver (motor vehicle)
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- ☐ Pedestrian
- ☒ Car Pool / Passenger
- ☐ Taxi
- ☐ Other (please describe)

10. How often do you use active transportation to travel within Essex County? "Active transportation" refers to getting to a destination without motorized transportation. Some examples are walking, biking, rollerblading, skateboarding, etc. to commute to work or to school, run errands, leisure and more.

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- ☐ A few days a month
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- ☐ It is not time-efficient to use active-transportation
- ☐ Insufficient lighting for early morning, evening travelling
- ☐ Personal ability / capabilities prevent me from doing more active transportation
- ☒ Safety of available active transportation facilities - *no safe way to cross #3 Hwy at Oldcastle on greenway!*
- ☒ The surface of sidewalks / boardwalks are in poor condition
gravel tracks not safe for seniors
- ☐ Lack of, or insufficient winter maintenance of sidewalks / boulevards
- ☐ Lack of connection to preferred destinations or destinations too far away
- ☐ Nothing, I prefer non-active modes of travel
- ☐ Nothing, I use active transportation often
- ☐ Other (please describe)

12. How would you rate the current provision of active transportation infrastructure (e.g., Bike lanes, paved shoulders, multi-use trails, sidewalks etc.)?

- ☐ very insufficient
- ☐ Insufficient
- ☐ Average
- ☒ Sufficient
- ☐ Very Sufficient
- ☐ Unsure

13. Comments on question 12:

There is not a safe way to cross #3 Hwy. from the Greenway.

14. Do you take transit?

- ☐ Yes
- ☒ No

15. If yes to question 14, do you take transit regularly?

- ☐ Yes
- ☐ No
- ☐ Other (Please describe)

16. For which destinations do you take transit? (please check all that apply)

- ☐ Work
- ☐ School
- ☐ Shopping
- ☐ Other (please describe)

17. Would you use transit more frequently if reliable service was available for some of your trips?

☒ Yes *possibly*

☐ No

18. Please indicate if there are any points of interest or destinations in the County that you would like to see connected by additional roads, sidewalks, trails, bike lanes, or transit service. Please describe the point of interest or destination in the box below.

*1) All primary settlements should be connected to focal points
A) university of Windsor
B) St. Clair College
C) New Hospital*

19. Please indicate any locations that may require upgrades to the walking or cycling infrastructure. Please describe the point of interest or route in the box below.

- A multiuse trail following #3 Hwy from LaSalle to Leamington

20. Are there any other Transportation concerns or interests the study team should consider?

→ Historically Essex County was well connected. In the early years most settlements were connected by trolley. To-day students and seniors who do not drive are hindered in their movement through the county.

Growth to 2051

The Transportation Master Plan will assess the County's mobility needs to accommodate growth to 2051

Year	Amherstburg	Essex	Kingsville	LaSalle	Lakeshore	Leamington	Tecumseh	Essex County
2021	24,300	21,900	22,800	33,800	41,700	30,600	24,000	199,100
2051 Population Forecast	Amherstburg	Essex	Kingsville	LaSalle	Lakeshore	Leamington	Tecumseh	Essex County
Low	32,800	26,200	30,100	45,800	55,000	42,900	35,300	268,100
Medium	36,100	28,300	33,100	50,500	60,300	47,500	39,300	295,000
High	38,500	29,900	35,200	53,900	64,200	50,900	42,300	315,000
2021- 2051 Population Growth	Amherstburg	Essex	Kingsville	LaSalle	Lakeshore	Leamington	Tecumseh	Essex County
Low	8,500	4,300	7,300	12,000	13,300	12,300	11,300	69,000
Medium	11,800	6,400	10,300	16,700	18,600	16,900	15,300	95,900
High	14,200	8,000	12,400	20,100	22,500	20,300	18,300	115,900

Source: Official Plan May 2024 (Draft)

Do these figures include temporary foreign workers?



BURNSIDE



County of
Essex

Tell us your Transportation Passion!

Place a sticky note, or write directly on board

Best wants for local businesses to provide data on importance of cycle routes and what they can do to attract riders

Tecumseh - increased vehicle traffic on Hwy 101 due to Elmhurst plant - future development - need expansion of infrastructure

Marysville Rd - E.C. Low Intersect - Bonnell Intersect - need overpasses

There is no way to cross #401 with walking or cycling on the highway. Bridge needed!

Include slip lanes at roundabouts at nearest intersections. Lesson learned on R. about

CAUTION - roundabouts

Design vehicle's for Roundabouts. Shows the changes

Review of current CWT's trails to ensure "signed" routes are safe to market to average riders

People must get Road Riders. Separated bike lanes especially with the new bridge as people will want to ride to work in Amherstburg

Review of greenway gateways for safety. Review of county car pooling lists and so

Connect the trail through to the town

Regional transit north & south

work with local municipalities to find market overnight parking for out of town cyclists

Review waterfront trail to ensure it is safe

Do cost / work on county roads with paved shoulders - for people how much lower do you

public transportation Grand the County is critical for equity and accessibility. Stop thinking about providing a link to those without a car - either by choice or necessity

Connecting the Case to Chatham is a huge opportunity - there is much interest in the new proposed railway and the new bridge will attract loads of cycling tourists

Keep working on connecting. Creating a network that seamlessly and safely allows cyclists to flow through the region - and connect to all the networks

Don't forget bike parking. Don't forget hot locations in urban downtown and retail areas

Trails need accessible connectivity to accommodate mobility devices - bikes, kids in strollers, etc.

Leamington - no real capacity issues now. Concerns about future things will be like a city with population growth

Grand Shaver not HUT

Source: Essex Maps, and Network (2021)

 BURNSIDE

056903 Essex TMP PIC1-Comments received from Sticky notes on boards:

Growth to 2051

1. Do these figures include temporary foreign workers?

Tell us your Transportation Passion

1. Host events for local businesses to provide data on importance of cycle tourists and what they can do to attract riders.
2. LaSalle must get Front Road done with separated bike lanes especially with the new bridge as people will not want to ride to visit Amherstburg.
3. There is no way to cross Hwy #3 either walking or cycling on the greenway, bridge is needed.
4. Review of current CWATS trails to ensure "signed" routes are safe to market to average riders.
5. Review of greenway gateways for safety.
6. Review of County carpooling lots.
7. Work with local municipalities to find and market overnight parking for out-of-town cyclists.
8. Review waterfront trail to ensure it is safe.
9. Do cost/ benefit on County roads with paved shoulders (e.g. how much longer do they last than roads without paved shoulders).
10. Give all roads a bike safety rating.
11. Connect the trail centre systems to the town.
12. Public transportation around the County is critical for equity and accessibility.
13. Start thinking about providing a life for those without a car, either by choice or necessity.
14. Connectivity to the CASO to Chatham is a huge opportunity, there is much interest in the underground railway and the new bridge will attract loads of cycling tourists.
15. Regional transit north to south.
16. Keep working on connections, creating a network that is seamless and safely allows cyclists to tour the region and connect to all the wineries.
17. Don't forget bike parking corrals not lockers in every "downtown" and retail area.
18. Trails need accessible entrances to accommodate mobility devices (trikes, kids in trailers etc.).
19. More clear signage to get to "places" or destination.
20. Leamington – paved shoulder not Multi-Use Trail.
21. Leamington- no real capacity issues now, curious about what things will be like with population growth.
22. Design vehicles for roundabouts should be changed (standards not large enough to accommodate farm equipment)
23. CWATS connection (note placed at intersection Hwy 3, CR 23, CR 34 in Town of Essex).
24. Include slip lanes at roundabouts at heaviest intersections to lessen burden on roundabouts.
25. Tecumseh - Increased vehicle traffic on Bramwell due to EV battery plant, prior to development and future development needs expansion of infrastructure.
26. Morning Road and EC Row intersection and Bramwell and EC Row intersection need overpasses.

