

COUNTY ROAD 22 CORRIDOR ALTERNATIVES AND STRATEGIES STUDY

County of Essex Council Meeting | March 16, 2022



Background

The CR 22 Corridor Study reviewed the following guiding documents to establish what the long-term goals are for this corridor:

- The 2006 Municipal Class EA for CR 22
- Town of Lakeshore Corridor Transformation Strategy
- County Wide Active Transportation Study (CWATS) Master Plan

The CR 22 Corridor Study needed to establish a balance from the findings of these studies. The relevant recommendations from these documents are summarized below:

2006 EA Preferred Design Solution	Corridor Transformation Strategy	CWATS Master Plan
▪ A five-lane cross-section from E. Puce Rd. to I.C. Roy Dr. (four travel lanes plus a two-way centre left-turn lane) ▪ A three-lane cross-section from I.C. Roy Dr. to Belle River Rd. (two travel lanes plus a two-way centre left-turn lane)	▪ Mixed-use corridor that supports a range of commercial, employment, residential and community uses ▪ To create a corridor that accommodates the needs of pedestrians, transit users, cyclists and vehicles ▪ Consolidate accesses where possible to minimize conflicts and provide uninterrupted streetscape	▪ To link the seven local municipalities in the County with an approximately 800-kilometre-long active transportation network ▪ The preferred design concept proposes to upgrade the sidewalk on the south side of CR 22 to a multi-use trail

The need for an addendum to the 2006 EA was assessed and it was identified that an addendum would not be required, because:

- The Corridor Study recommendations align with the 2006 EA's intent and do not introduce significant changes
- The 2006 EA recommended design was partially constructed in 2016/2017 (within 10 year of study completion)

Where We Are in the Process



NEXT STEP – DETAILED DESIGN



We are here!

What we Have Heard During the First Round of Consultation?

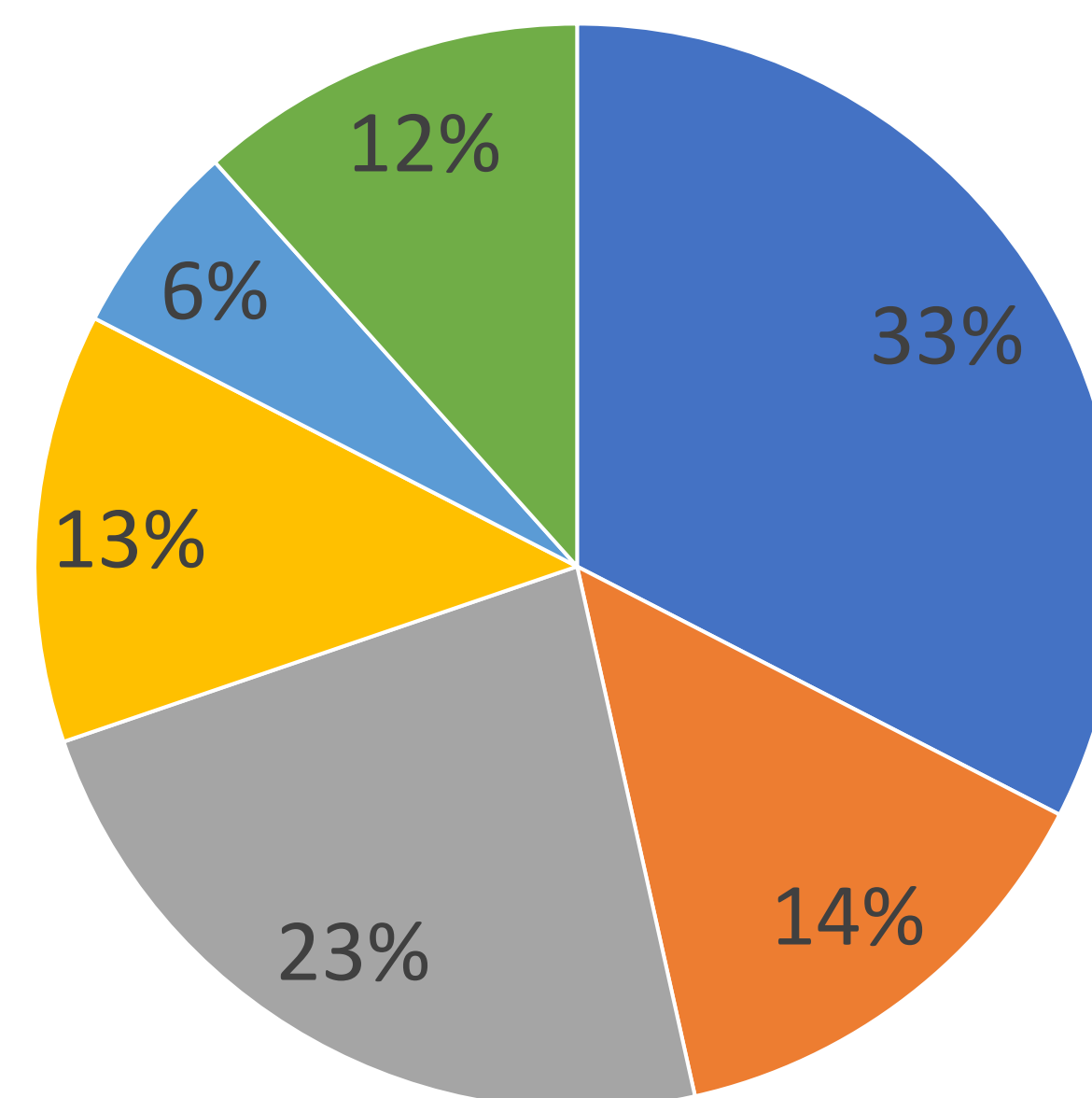
514 responses received..

Through an online survey that was hosted from December 2020 to January 2021

The most important improvements identified by respondents include:

- Improve roadway capacity, traffic operations and mobility.
- Strong support for access management along the corridor including closure of several side roads.
 - This should improve efficiency and increase safety along County Road 22.
- Improvements to pedestrian, cycling and active transportation infrastructure.

➡ Generally consistent with the outcomes of the Environmental Study Report (2006), however support for active transportation has increased



Public's priorities for CR 22:

- Roadway capacity, traffic operations & mobility
- Roadway safety
- Active Transportation
- Streetscaping
- Built form
- Mixed-use corridor supportive of future transit

What we worked on

Alternatives that:

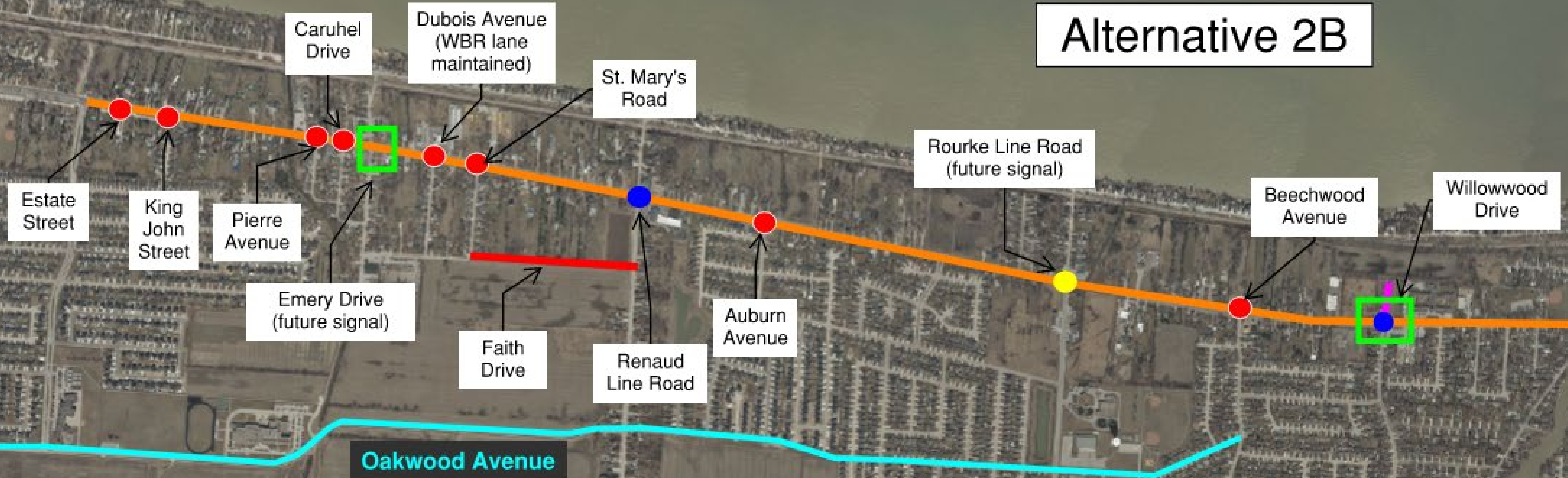
- Improved the capacity of CR 22 to carry traffic
- Improved facilities for cyclists and pedestrian
- A pleasant environment with boulevards, trees and street furniture
- A safe road for all users
- More traffic signals for vehicle access and pedestrian to cross CR 22

PREFERRED Alternative #2B:

ROW Widening Cycling Enhancement Option



Alternative 2B



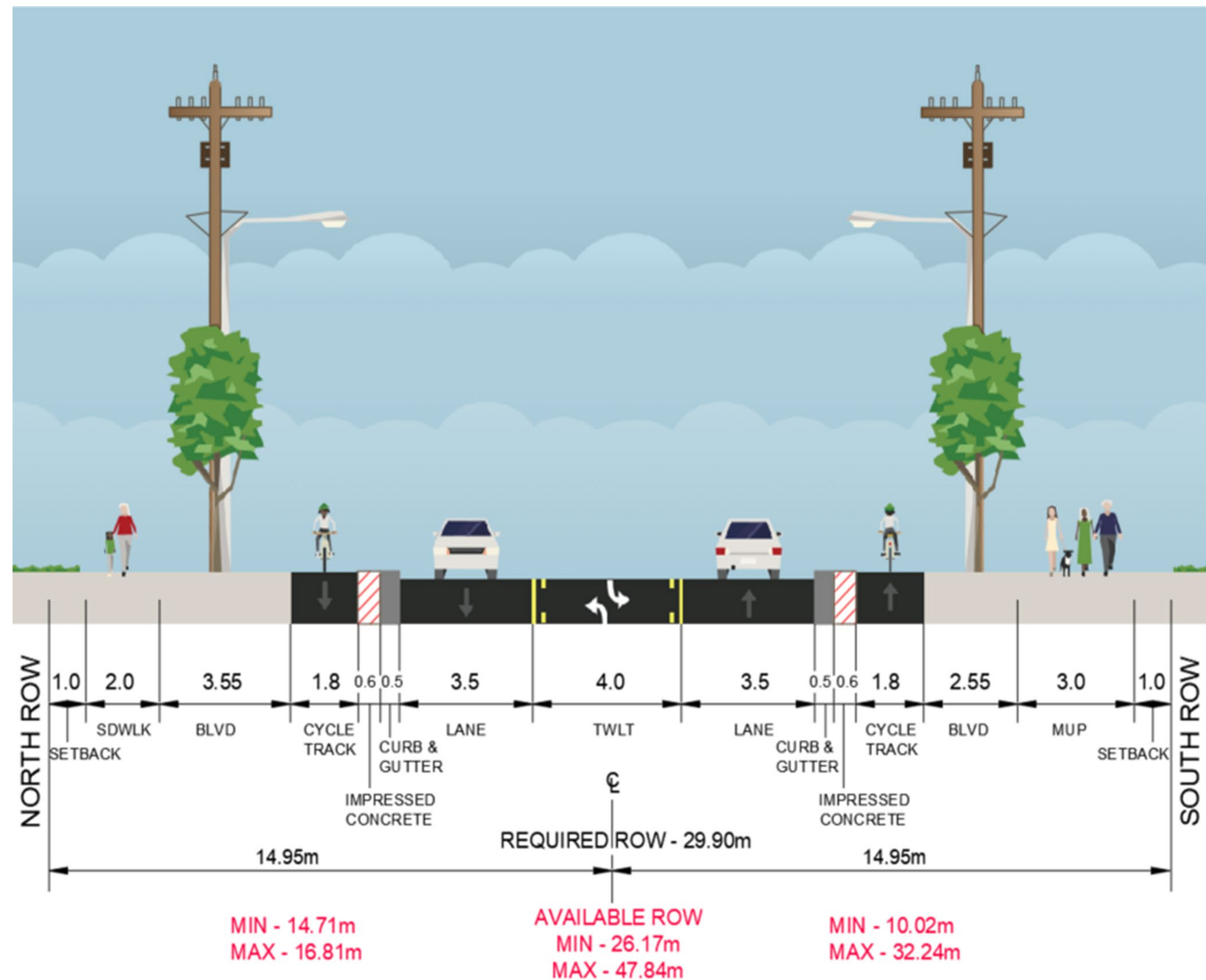
Legend

- Access Consolidation
- Northbound Right-Turn Lane Recommended
- Northbound Right-Turn and Southbound Left-Turn Lane Recommended
- Local Access Closure
- Extension of Faith Drive to Renaud Line Road
- Two-Way Shared Centre Turning Lane Added from I. C. Roy Drive to W. Belle River Road
- Extension of Willowwood Drive north of County Road 22

Recommended Roadway Cross-Section

Alternative #2B: ROW Widening

Cycling Enhancement Option



- Improves Level of Service (LOS), compared to existing conditions.
- Accommodates pedestrians & cyclists.
- Wide boulevards to accommodate streetscaping.
- *Some* land impact.

Detailed design of this alternative will follow.

Note: Location of hydro poles, trees and street lighting to be determined in detailed design stage

Second Round of Consultation

- The design alternatives and the preferred design were presented to the Municipal Council in Lakeshore, County of Essex Council and at a Public Information Centre in June 2021
- Members of the public were provided multiple avenues to provide feedback on the preferred design alternative. These avenues included:
 - An online Public Information Centre
 - An online survey posted to the PlaceSpeak page shared by Essex County and the Municipality of Lakeshore
 - Letters delivered to residents along the affected corridors
 - Emails to the project team

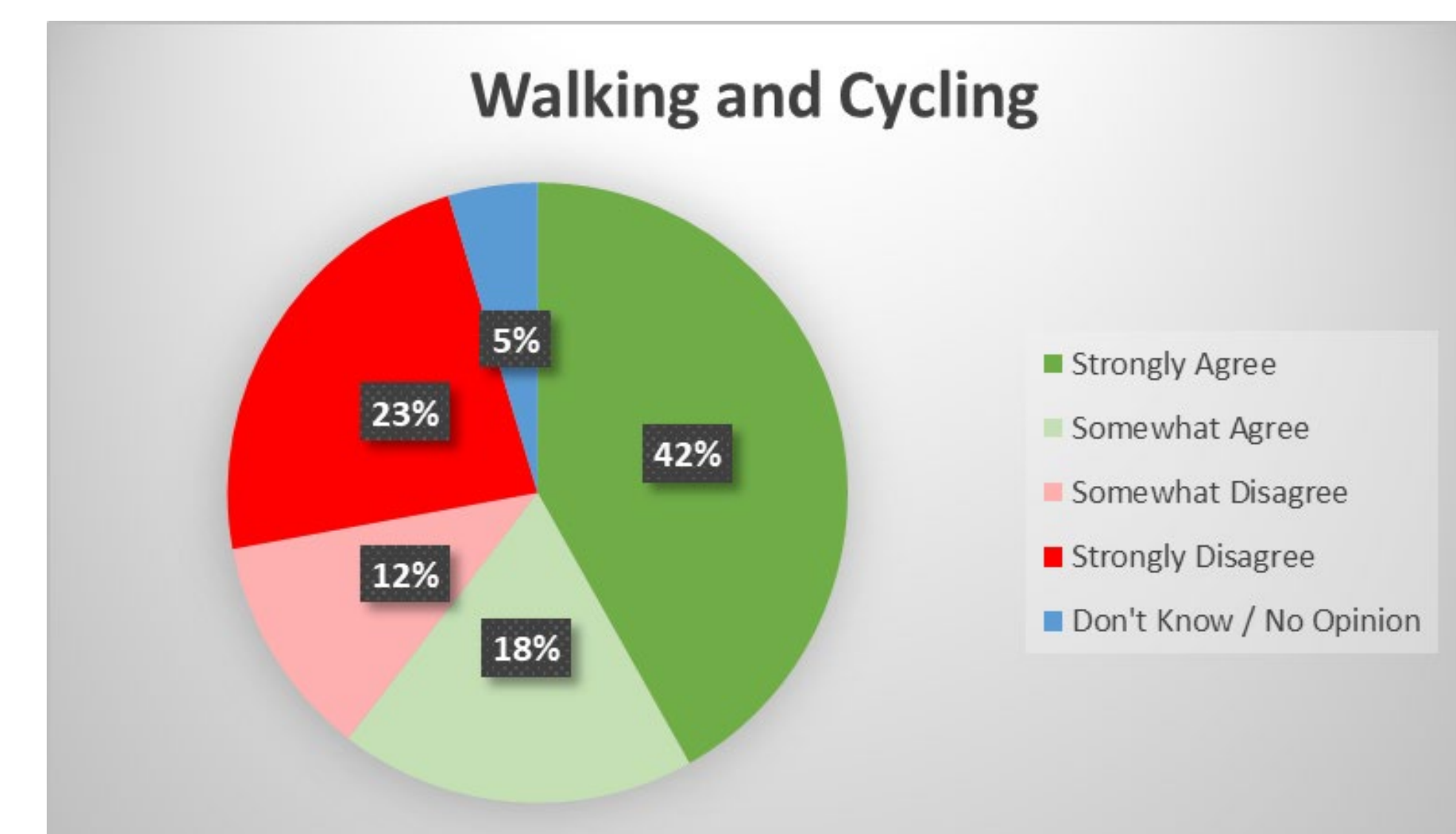
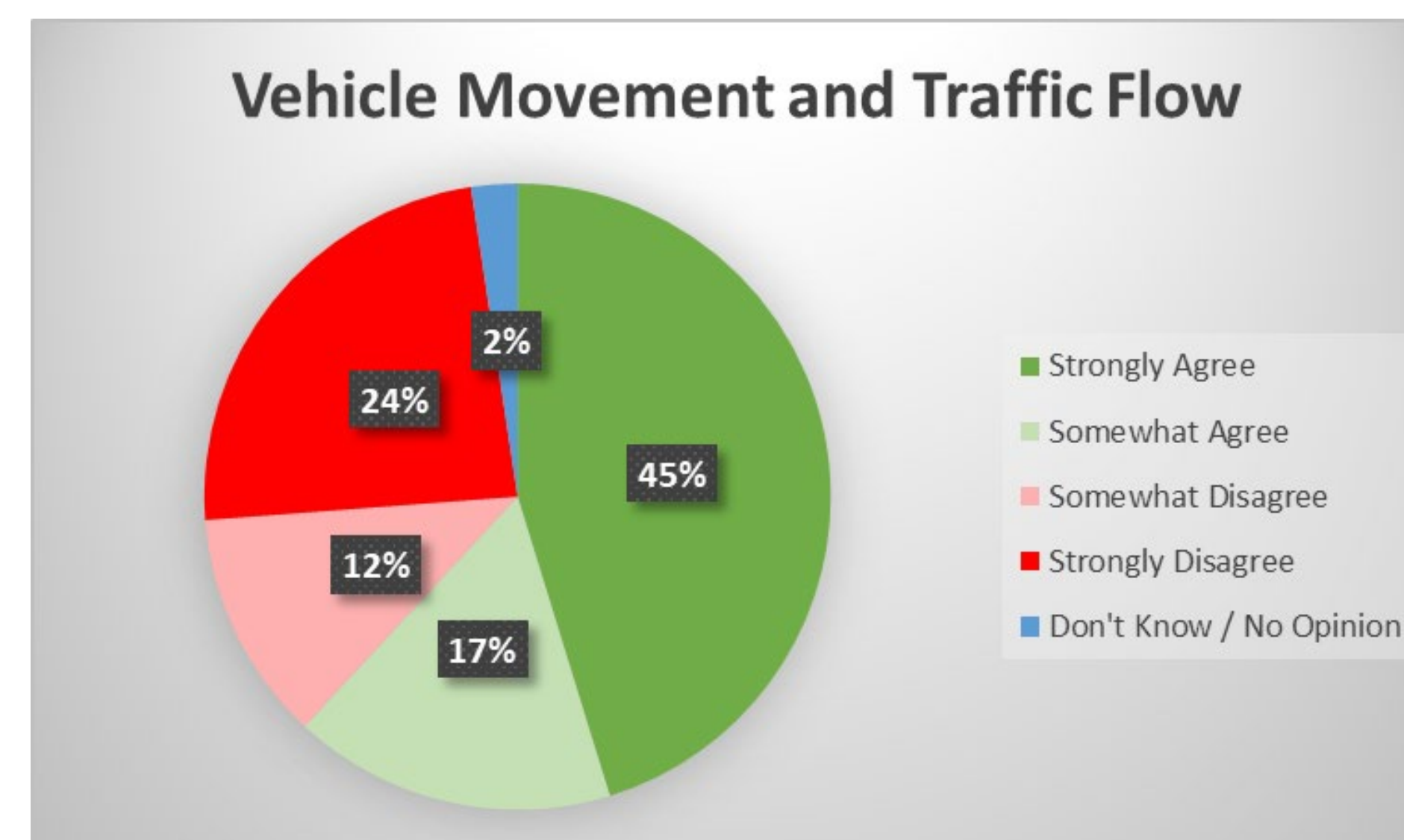
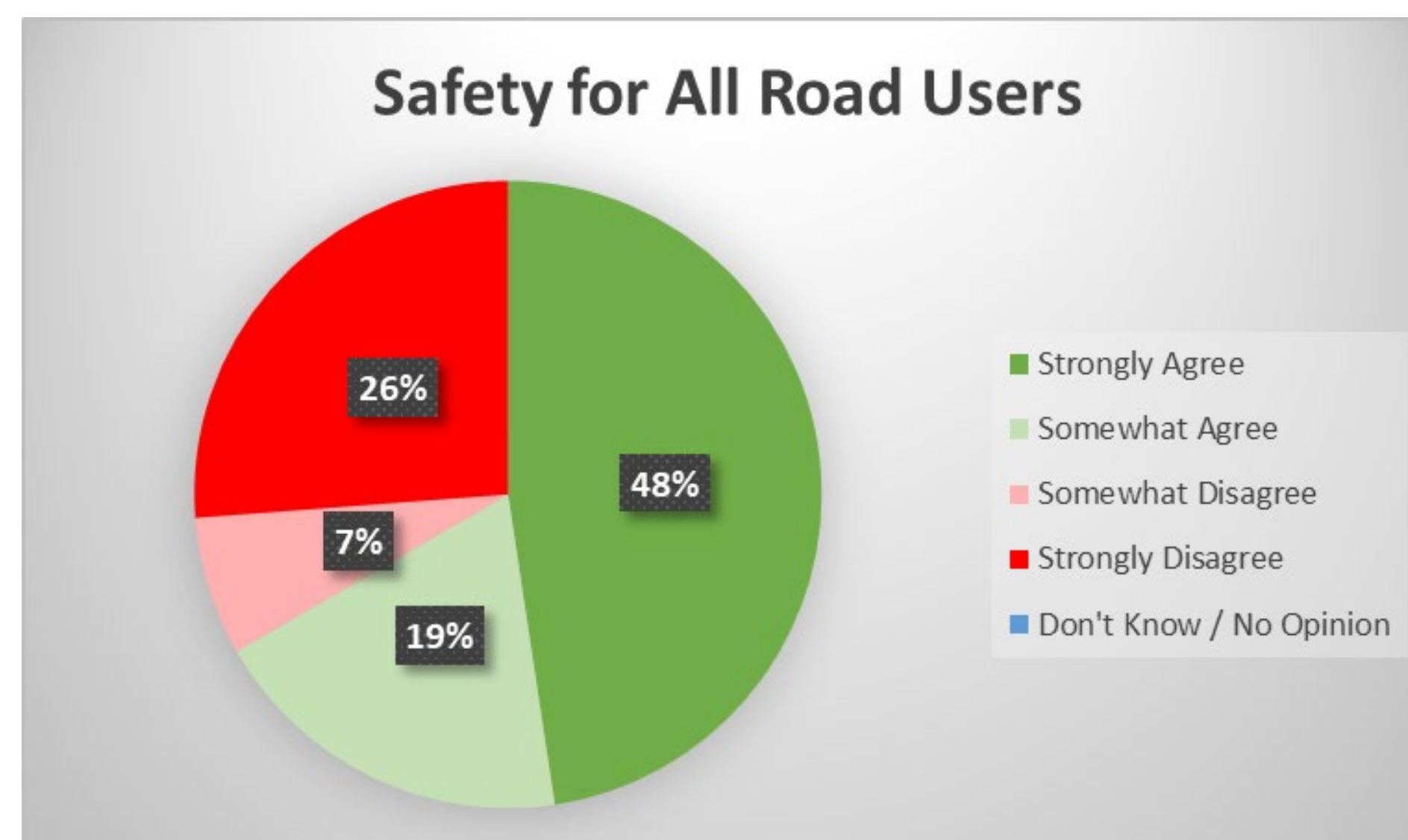
❖ **PIC attended by 61 people – posted on website and viewed 123 times**

❖ **PlaceSpeak survey completed by 43 people**

Second Round of Consultation (cont'd)

PlaceSpeak Survey results indicate:

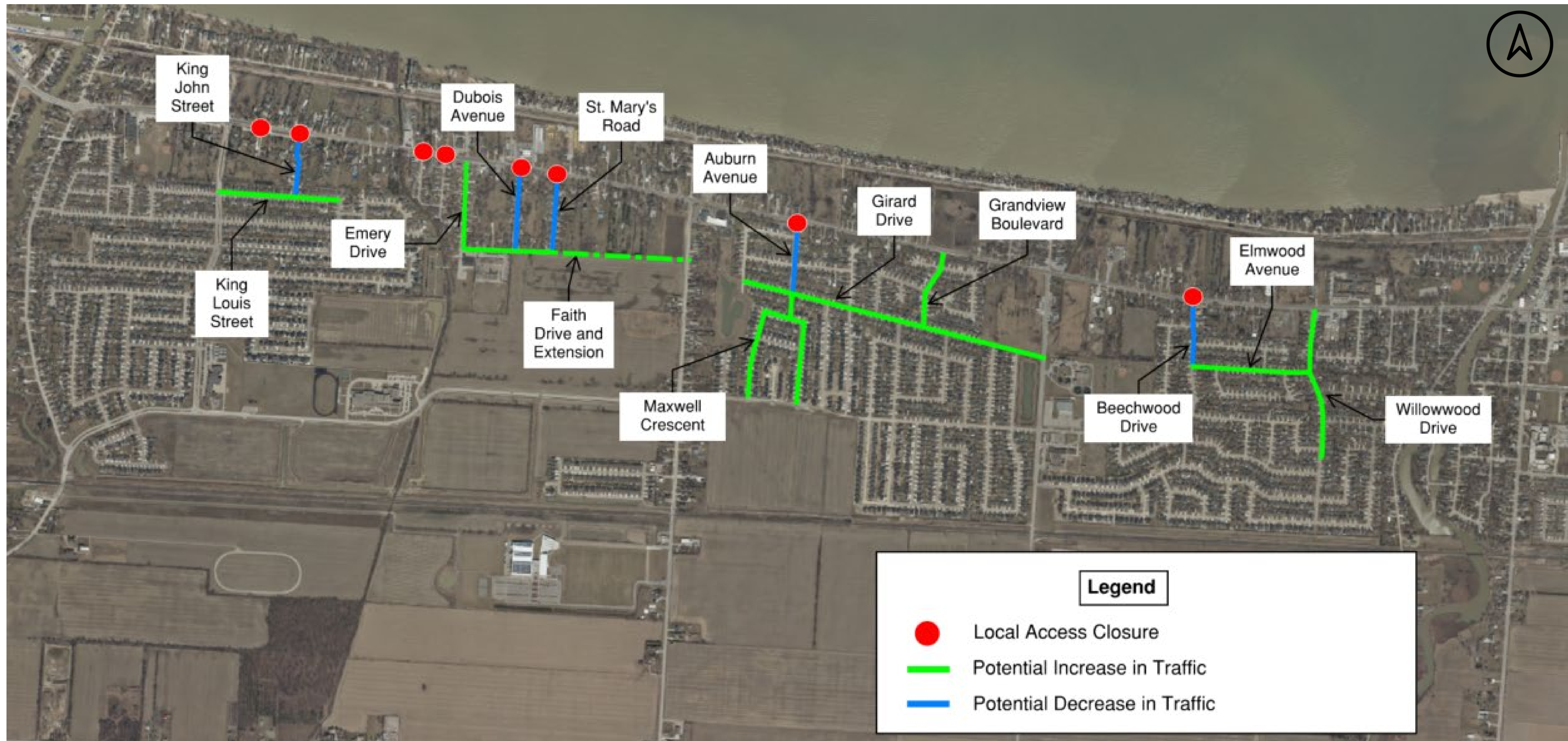
- 67% of the respondents think positively of the preferred alternative with respect to **safety for all road users**
- 62% of the respondents think positively of the preferred alternative with respect to **vehicle movement and traffic flow**
- 60% of the respondents think positively of the preferred alternative with respect to **walking and cycling**



Resident Traffic Concerns

- Residents expressed concern that as a result of roadway closures there could be increased traffic and speeding within neighbourhoods.
- Based on the traffic counts that currently utilize CR off of those road closures, it is unlikely that traffic volume increase on these roadways would exceed local roadway volumes.
- The Municipality of Lakeshore will undertake data collection to verify traffic volumes and speeds on roadways where residents expressed concerns.
- A second round of data collection will be carried out to verify traffic volumes and speeds following the completion of road closures.
- If warranted, appropriate traffic calming measures will be installed.

Area of Review - Potential Changes in Traffic on Local Roads



Proposed Implementation Plan

Item	Year
Corridor Detailed Design • 30%, 60%, 90%, and 100% design reviews • Utility conflict and relocation design reviews	2022
Signals at Emery Drive, access consolidation and cul-de-sacs	2022-2023
Property acquisition, existing dry utility relocation, underground wet utilities – storm, sanitary sewer and watermain, environmental approvals	2023-2024
Phase 1 construction from I.C. Roy Drive to Renaud Line Road including Faith Drive extension	2025
Phase 2 construction from Renaud Line Road to Rourke Line Road	2026
Phase 3 construction from Rourke Line Road to Belle River Road	2027

Next Steps

The report is posted on the following website:

- <https://www.placespeak.com/en/topic/6454-county-road-22-design-alternatives-strategies-study/#/overview>

The report will be available for viewing during a 30-day period ending on April 15, 2022

Following the **30-day period**, we will review the input and finalize the report

County will issue RFP for detail design

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