



## Administrative Report

**To:** Warden MacDonald and Members of Essex County Council

**From:** Jerry Behl, P.Eng., Manager, Transportation Planning and Development

**Date:** Wednesday, December 17, 2025

**Subject:** Traffic and Parking on Highways By-law Amendments

**Report #:** 2025-1217-R29-IPS-JB

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### Purpose

This report recommends speed reductions and the implementation of a Community Safety Zone (CSZ) at various locations in Essex County to improve safety for all road users.

### Background

County Administration reviewed posted speed limits at six locations using the County of Essex Speed Management Guidelines and Transportation Association of Canada (TAC) standards. The review considered road geometry, collision history, pedestrian exposure, and community development patterns.

**Appendix I** contains maps depicting the existing posted speed and proposed speed reductions.

### County Road 2

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County Road 2 is a two-lane arterial road with an urban cross-section passing through the residential Community of Stoney Point in the Municipality of Lakeshore. The road segment has a posted speed limit of 50 km/h. The elementary school, Our Lady of Annunciation, is on County Road 2, approximately 135 m east of County Road 35 on the south side.

The proposed change is to install a CSZ extending 125m each side, and beyond the extents of the school property. (*Schedule I and Schedule H*)

### **County Road 10**

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County Road 10 is a two-lane collector road with a rural cross-section in the Town of Amherstburg. The posted speed limit of County Road 10 is 80 km/h west of 3<sup>rd</sup> Concession Road North, and 60 km/h east of the 3<sup>rd</sup> Concession Road North. The intersection of County Road 10 at 3<sup>rd</sup> Concession Road North is two-way stop controlled with stop signs and flashing beacons. Collision data indicates angled collisions due to motorists misjudging gaps when crossing.

The proposed change is to extend the existing 60km/h posted speed on County Road 10 100m west of 3<sup>rd</sup> Concession Road North. (*Schedule H*)

### **County Road 14**

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County Road 14 is a two-lane arterial road with a rural cross-section in the Town of Kingsville, with an existing posted speed limit is 80 km/h. County Road 14 east of County Road 27 has several residential properties located on the north side.

The proposed change is to reduce the existing 80km/h posted speed on County Road 14 to 60km/h from County Road 27 to a point 600m east of County Road 27. (*Schedule H*)

### **County Road 33**

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County Road 33 is a two-lane arterial road in the Municipality of Leamington with a rural cross-section and varying speed limits. The posted speed is 50 km/h from County Road 20 (Seacliff Drive East) to 435 m south of Eagle Street, 80km/h from 435 m south of Eagle Street to Monarch Lane, and 50 km/h south of Monarch Lane.

The proposed change is to reduce the existing 80km/h posted speed to 60 km/h from 435 m south of Eagle Street to Monarch Lane. (*Schedule H*)

### **County Road 46**

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County Road 46 is a two-lane arterial road with a rural cross-section in the Town of Tecumseh. The posted speed is 60 km/h from the City of Windsor boundary to 185 m east of 8<sup>th</sup> Concession Road, then 80 km/h eastward.

The proposed change is to extend the 60 km/h posted speed on County Road 46 easterly to municipal address 5248, approximately 865 m east of the intersection with 8<sup>th</sup> Concession Road. (*Schedule H*)

## **County Road 50**

County Road 50 is a two-lane tertiary road with a rural cross-section in the Town of Amherstburg. There are minimal shoulders and ditches along the roadway on both sides with minimal residential frontage. The existing posted speed is 80 km/h from 580 m south of County Road 20 to Meadows Lane.

The proposed change is to reduce the posted speed from 80km/h to 60 km/h from 580 m south of County Road 20 to Meadows Lane. (*Schedule H*)

## **Discussion**

### **Technical Review**

County Administration applied the County of Essex Speed Management Guidelines and TAC standards for establishing posted speed limits. The analysis considered posted speed limits, traffic volumes, collision history, road geometry, pedestrian and cyclists' exposure, roadside hazards, intersection proximity, and community facilities.

Table 1 provides a summary of existing speed limits, proposed adjustments with their limits, and the rationale for each recommendation.

**Table 1 Summary of existing speed limits, proposed adjustments, and rationale.**

<b>Location</b>	<b>Current Speed</b>	<b>Proposed Adjustments and Limits</b>	<b>Justifications</b>
<b>County Road 2</b>	50 km/h	Install a CSZ 125 m each side of the school	School Location
<b>County Road 10</b>	80 km/h	Extend 60 km/h 100 m west of the intersection.	Ensures consistent speed through the intersection
<b>County Road 14</b>	80 km/h	Reduce to 60 km/h from CR 27 to 600 m east of the intersection	Improve safety in the residential area
<b>County Road 33</b>	80 km/h	Reduce to 60 km/h from 435 m south of Eagle Street to Monarch Lane	Align with Leamington's 2013 Short Term Transportation Action Plan and accommodate the planned development
<b>County Road 46</b>	80 km/h	Extend the 60 km/h posted speed easterly to the municipal address	Improve safety around the built-up area and ongoing development

Location	Current Speed	Proposed Adjustments and Limits	Justifications
		5248 (approximately 865 m east of the intersection)	
<b>County Road 50</b>	80 km/h	Reduce to 60 km/h from 580 m south of County Road 20 to Meadows Lane	Ensure consistency and reduced speed along the Waterfront Trail

### Financial Implications

The total estimated cost to implement the changes is approximately \$12,000 for six segments at \$2,000 each, funded through the approved Road Safety Budget. Signs will be produced and installed by County Maintenance and Operations Department.

### Consultations

County Administration consulted local municipal partners regarding the proposed speed limit changes and CSZ installation.

### Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse
<input checked="" type="checkbox"/> Scaling Sustainable Services through Innovation <input checked="" type="checkbox"/> Focusing “Team Essex County” for Results <input type="checkbox"/> Advocating for Essex County’s Fair Share	<input type="checkbox"/> Being an Employer with Impact <input checked="" type="checkbox"/> A Government Working for the People <input checked="" type="checkbox"/> Promoting Transparency and Awareness	<input checked="" type="checkbox"/> Providing Reliable Infrastructure for Partners <input checked="" type="checkbox"/> Supporting Dynamic and Thriving Communities Across the County <input type="checkbox"/> Harmonizing Action for Growth <input type="checkbox"/> Advancing Truth and Reconciliation

## **Recommendation**

That Essex County Council receive report number 2025-1217-R29-IPS-JB, Traffic and Parking on Highways By-law Amendments, for information; and,  
That Essex County Council direct County Administration to implement the amendments for each specific segment as presented; and,  
That By-law 2025-54, to amend By-law 26-2002 to Regulate Traffic and Parking on Highways within the Essex County Roads System be approved.

## **Approvals**

Respectfully Submitted,

*Jerry Behl*

Jerry Behl, P.Eng., Manager, Transportation Planning and Development

Concurred With,

*Allan Botham*

Allan Botham, P.Eng., Director, Infrastructure and Planning Services

Concurred With,

*Sandra Zwiers*

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

<b>Appendix</b>	<b>Title</b>
A	Speed Reduction Maps