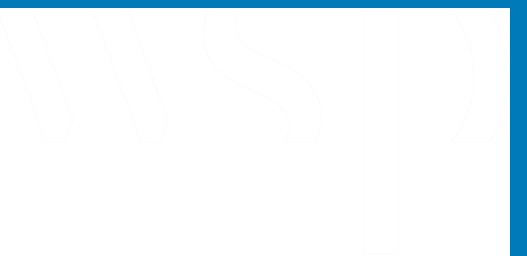


COUNTY ROAD 22 CORRIDOR ALTERNATIVES AND STRATEGIES STUDY

Municipality of Lakeshore Council Meeting| June 8th, 2021



Project Overview

The project is a corridor planning study to define and evaluate options meeting the needs of current and future users on County Road 22 from East Puce Road to Belle River Road (approx. 5.8km). The CR 22 is a strictly controlled corridor with a combination of rural and urban road characteristics and functions as is a **regional arterial**.

This corridor study aims to develop an alternative that best builds upon previously County adopted plans, such as the **Environmental Study Report (2006 Class EA), and the County Wide Active Transportation System (CWATS) Master Plan (2012)**.

The Municipality of Lakeshore identified this portion of CR 22 as a 'Special Planning Area' and adopted a Corridor Transformational Strategy Special Planning Area Design Guidelines (2012).

The study also includes a review of the internal local road network to determine options 'off the corridor' that could improve the conditions on County Road 22.

Study Area



- Oakwood Avenue is a collector road that is not currently considered fully functional at its desired level of service and classification.

- There are a number of collector and local streets which intersect CR 22 and provide access to northerly and southerly properties.
- Many commercial and residential properties that are situated along CR 22 have private frontage.

Approach & Methodology



Purpose & Need for CR 22

- County Road 22 faces similar challenges as other urban arterial road corridors which accommodate a diverse range of commercial and business uses which have historically existed and evolved over time.
- The County of Essex and the Municipality of Lakeshore identified a need to review the corridor to respond to the opportunity to improve roadway safety and capacity concerns with a **vision of an “Urban Avenue”** through an alternative solutions and strategy study.

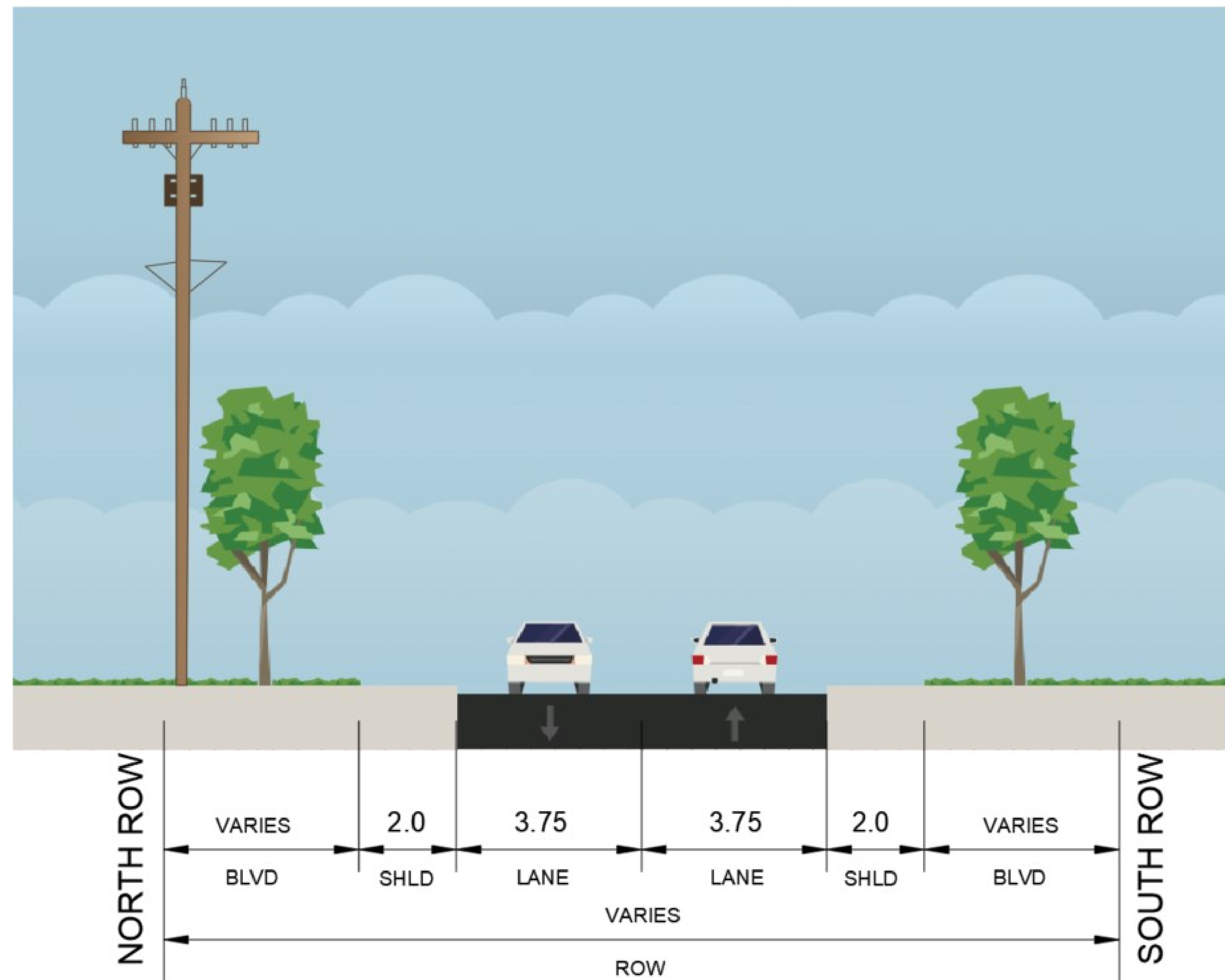
Guiding Principles

- Establish guidelines for safe, convenient and comfortable movement of goods and people including access management.
- Utilize the adjacent local roads to maintain an acceptable level of service.
- Provide an integrated and adaptable framework for operational (road) and urban design (boulevard) components.
- Enhance, promote and integrate sustainable and active transportation.

Identifying Alternatives

- The assessment of alternatives included reviewing a comprehensive set of factors/criteria including, multimodal transportation and transit (geometrics, traffic operations, etc.), accessibility (AODA), accesses, property requirements, technical aspects and construction complexity, and implementation considerations.

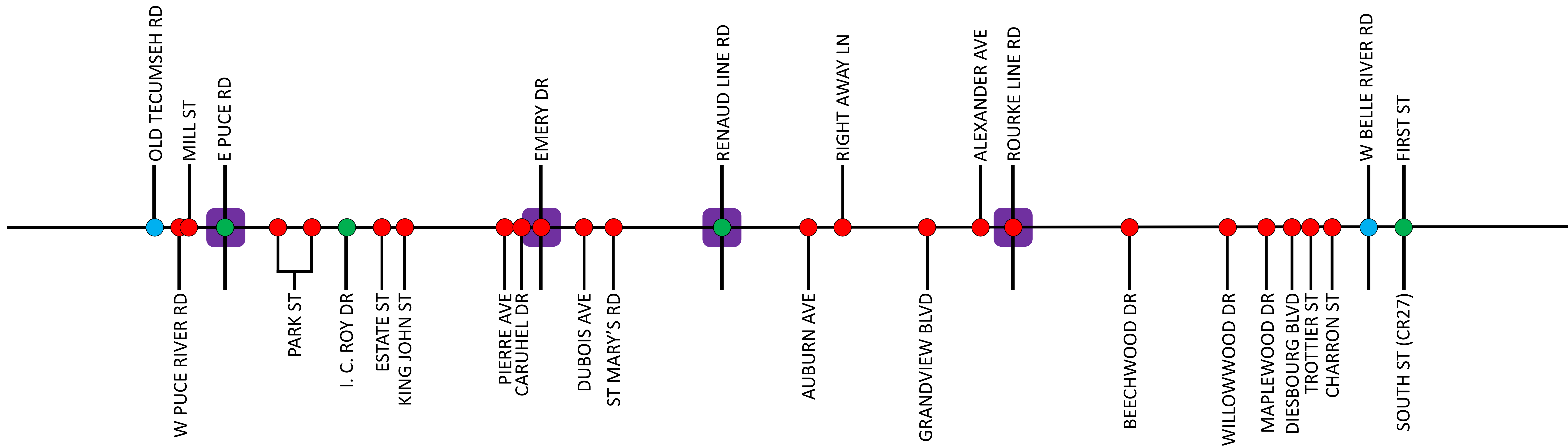
Existing CR 22 cross-section – I.C. Roy to Belle River Road



Desired Intersection Improvements

- The corridor transformation guidelines establish four Secondary Intersections at major north-south connections with County Road 22.
 - Puce Road (County Road 25);
 - Emery Drive;
 - Renaud Line Road; and
 - Rourke Line Road.
- The EA identifies three of the four (exception is Emery Drive). The need for signalization of Rourke Line Road and Renaud Line Road are development driven and rely on the build-out of the local road network.
- A request to signalize CR 22 at Emery Drive was reviewed as part of this study.

CR 22 Corridor – Existing Conditions



Intersection Control Type:

● Roundabout (2)

● Signal Control (4)

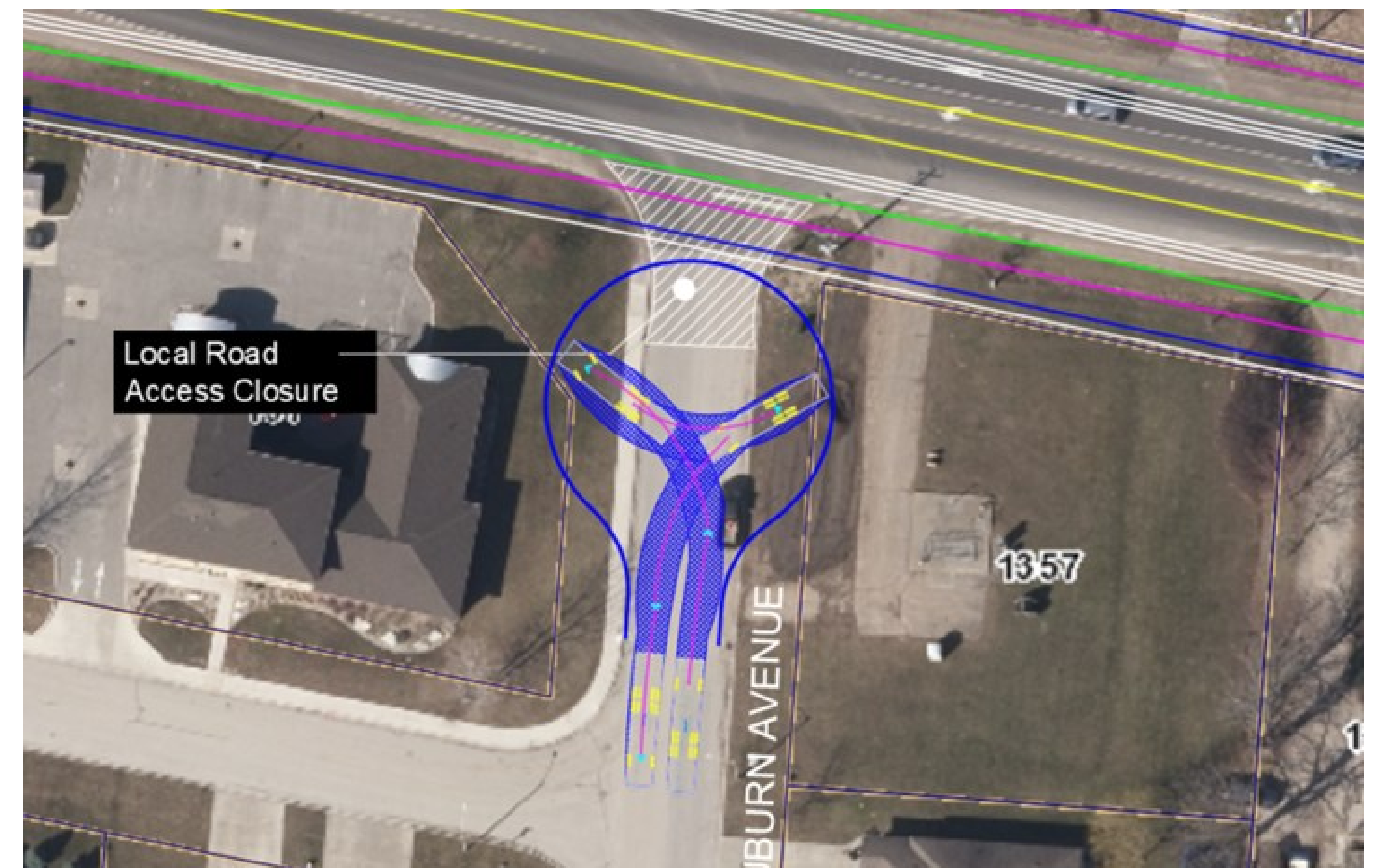
● Stop Control (22)

Approximately 250 Driveways

■ Major north-south connection points

Access Management

- County Road 22 is a controlled access highway in accordance with the County's access By-Law 64-2012.
- The Municipality's strategy supports this policy and further states that vehicular access points should be limited and consolidated where possible to minimize conflicts with pedestrians and promote a continuous streetscape.



Sample proposed cul-de-sac at Auburn Avenue with a garbage truck making a three-point turn

Active Transportation

- Opportunities to make County Road 22 more inviting for pedestrians and cyclists have been considered.
- Opportunities to improve connectivity between adjacent residential neighbourhoods and the Corridor should be promoted, through trails, pathways and sidewalks.
- CR 22 currently has a planned Multi-Use Pathway on the south side and a sidewalk on the north side.
- Local active transportation infrastructure that connects to CR 22 includes:
 - Bike Lanes – I. C. Roy Dr
 - Paved Shoulder – E Puce Rd
 - In-boulevard Pathway – Renaud Line Rd, Rourke Line Rd
 - Signed Route – South St (CR 27)

Drainage

Existing Drainage

System

- Consists of ditches and 15+ municipal drains / storm sewer systems

Issues

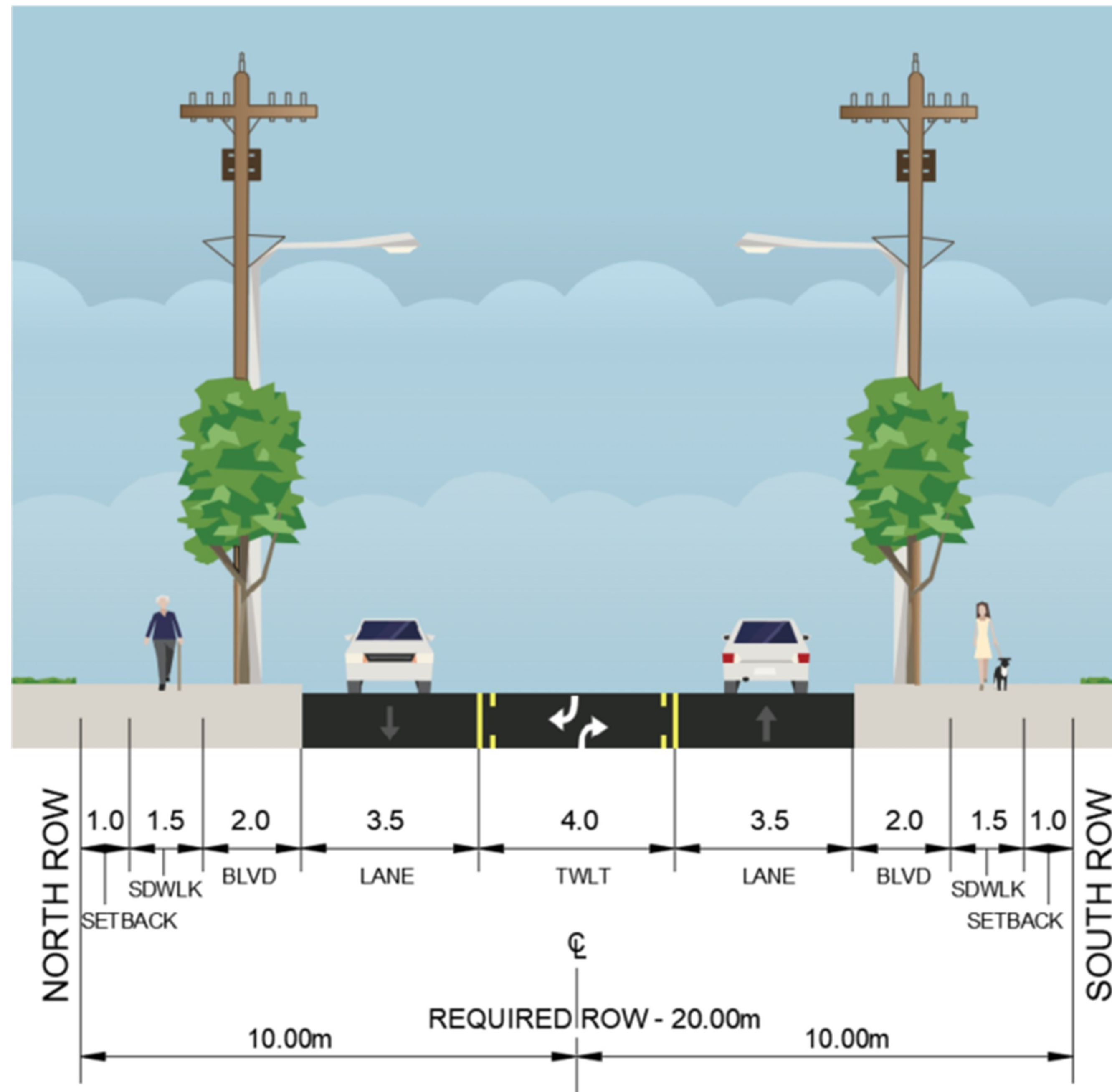
- Existing flooding
- Widening of roadway and addition / expansion of active transportation facilities will require a drainage solution to address increased flows

Next Steps

- Drainage system improvements to be developed during the Detailed Design Stage



Alternative #1: Build the Planned Solution



- The **preferred design concept** identified in the 2006 Class EA featured a cross-section that would fit within the existing right-of-way (ROW), with **no additional property acquisition** anticipated for the study area from I.C. Roy Dr. to West Belle River Rd.
- **PROS** – Maintains an appropriate LOS, accommodates pedestrians, no land impact.
- **CONS** – does not accommodate cyclists, transit or improved LOS capacity.

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

What we have heard to date?

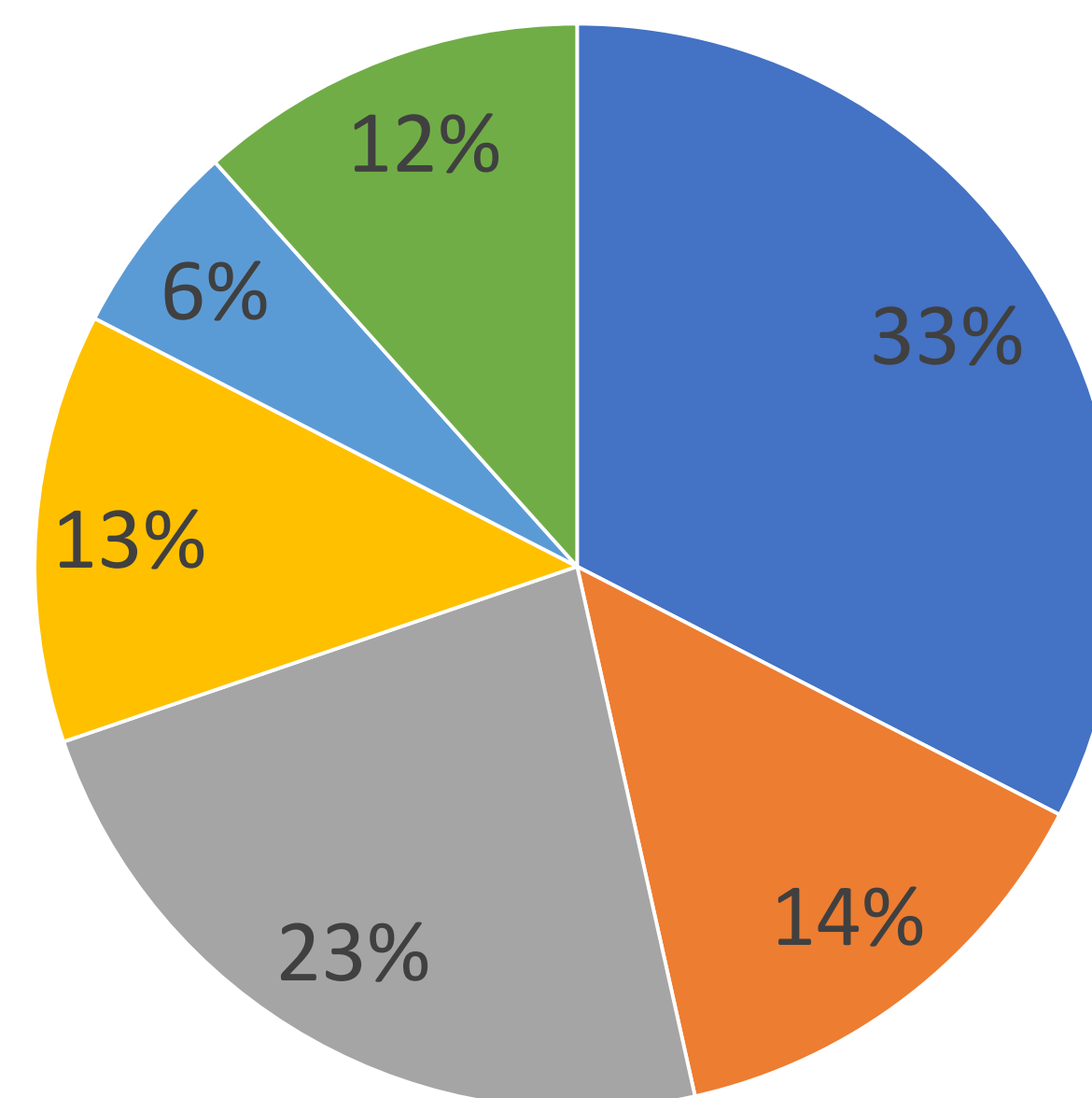
514 responses received..

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 pedestrians, cycling and active transportation infrastructure.

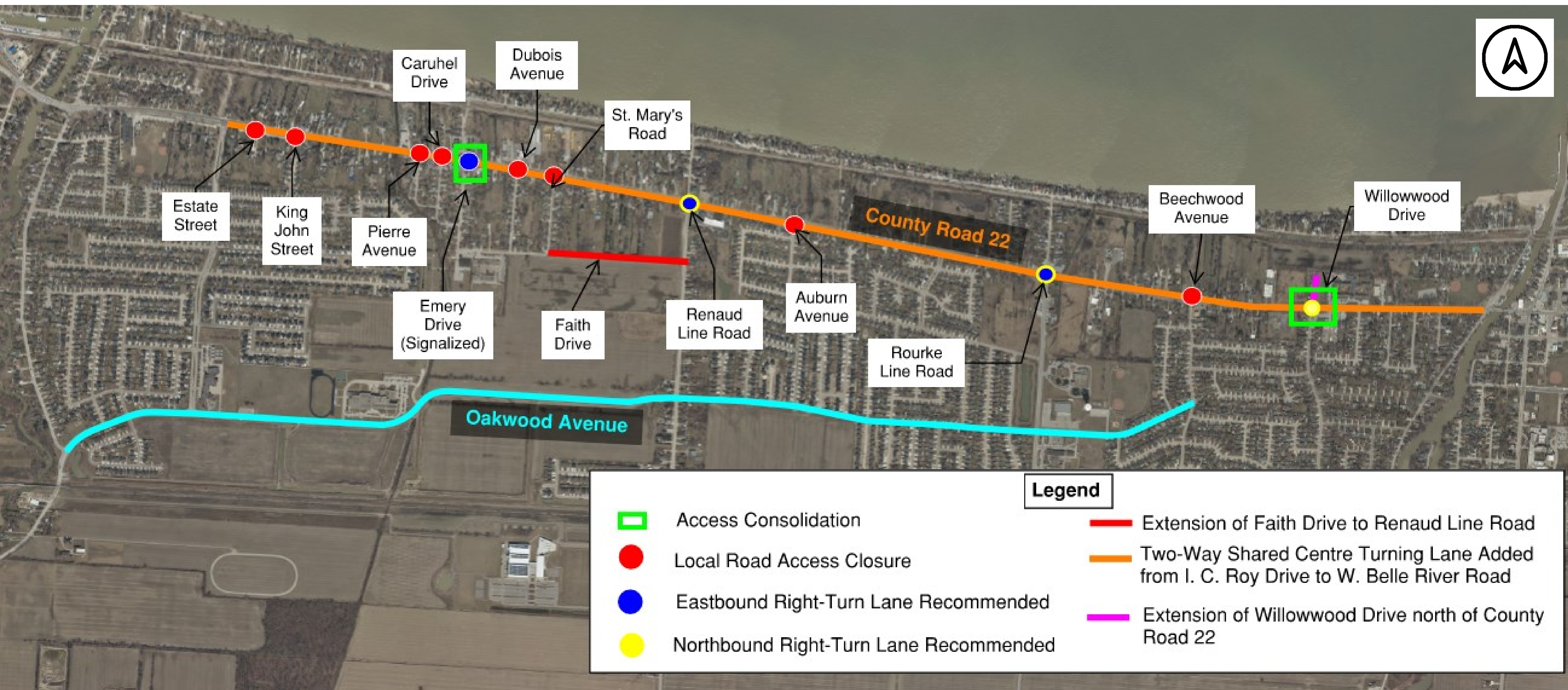
➡ Generally consistent with the outcomes of the Environmental Study Report (2006), however active transportation has increased



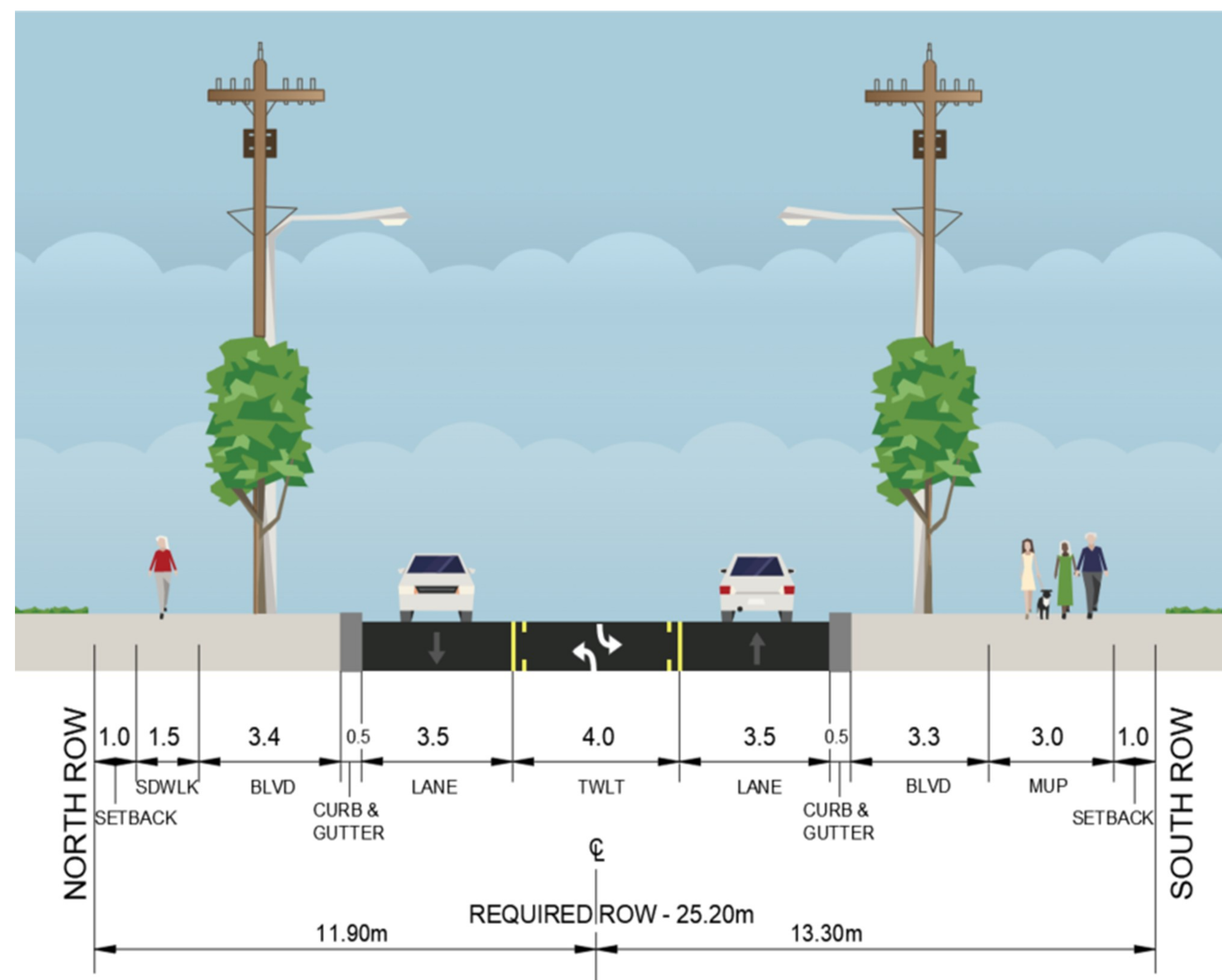
Public's priorities for CR 22:

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

Alternative #2: Planned Solution **plus** Intersection Improvements and Access Management



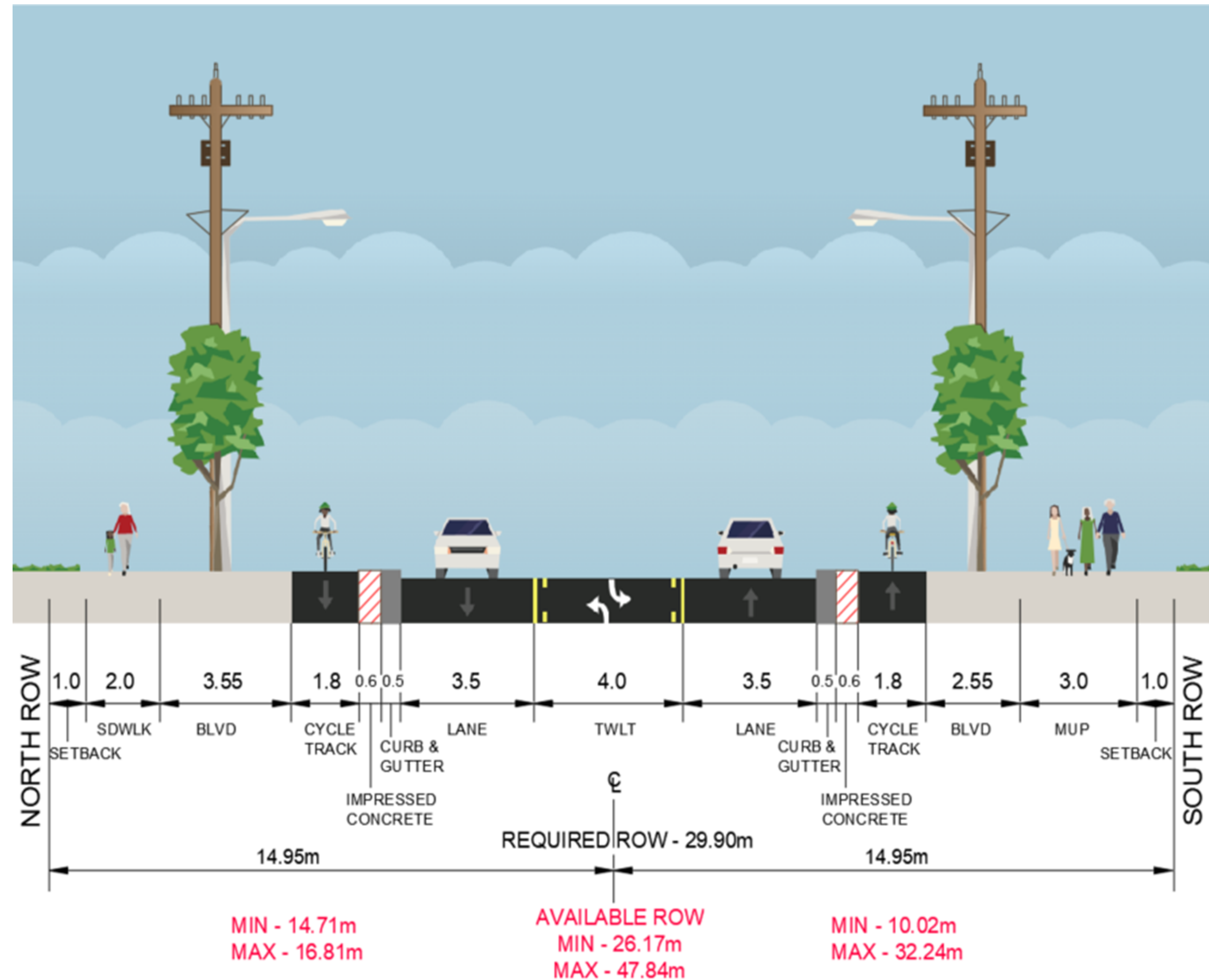
Alternative #2A: Planned Solution **plus** Intersection Improvements and Access Management



- The **preferred design concept** identified in CWATS (2012) upgraded the sidewalk on the south to a Multi Use Trail.
- **PROS** – Maintains an appropriate LOS, accommodates pedestrians, minimal land impact, wide boulevards to accommodate streetscaping.
- **CONS** – does not accommodate cyclists or improve LOS capacity.

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

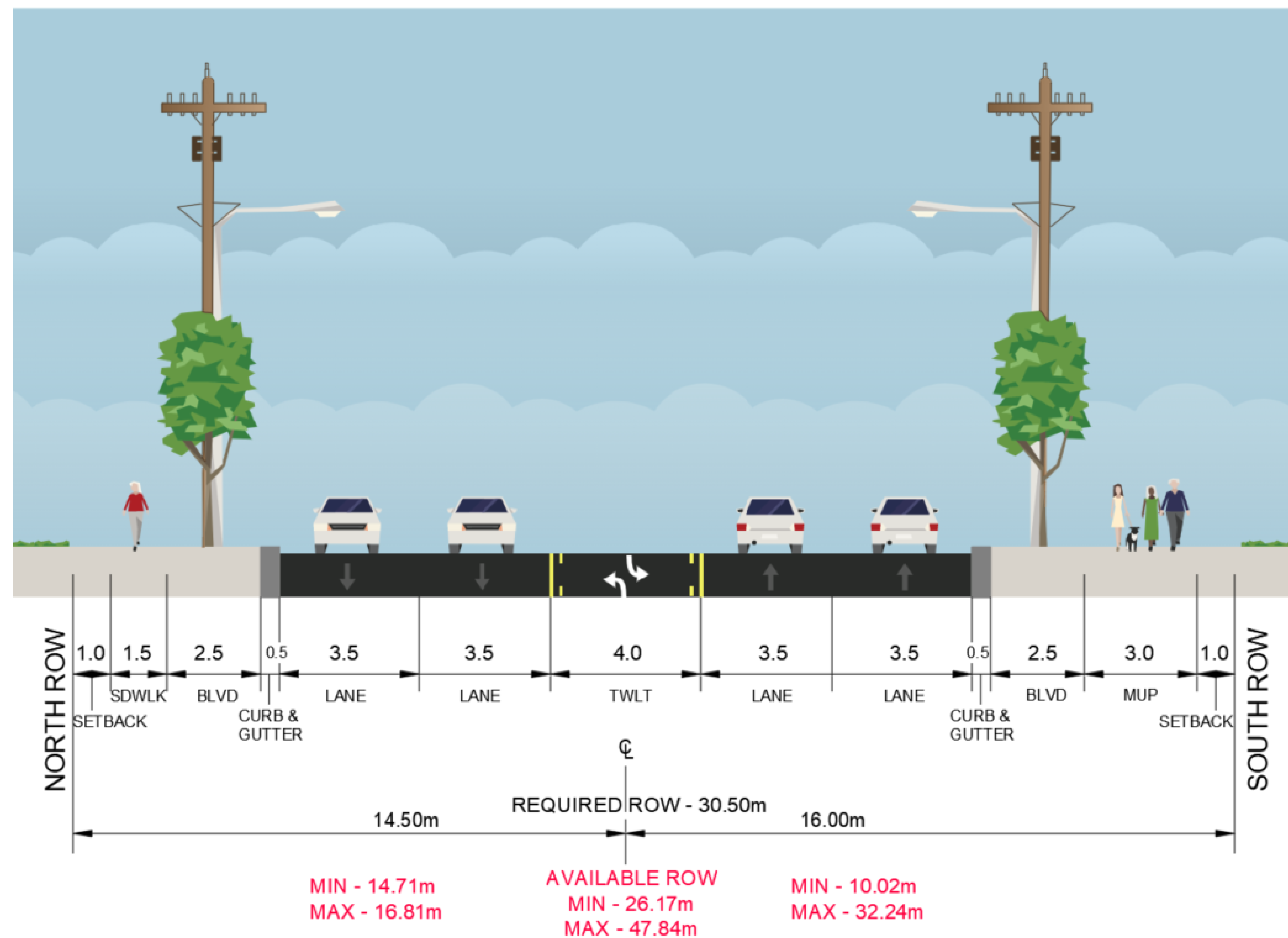
Alternative #2B: ROW Widening Cycling Enhancement Option



- **PROS** – Maintains an appropriate LOS, accommodates pedestrians & cyclists, wide boulevards to accommodate streetscaping.
- **CONS** – does not improve LOS, *some* land impact.

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

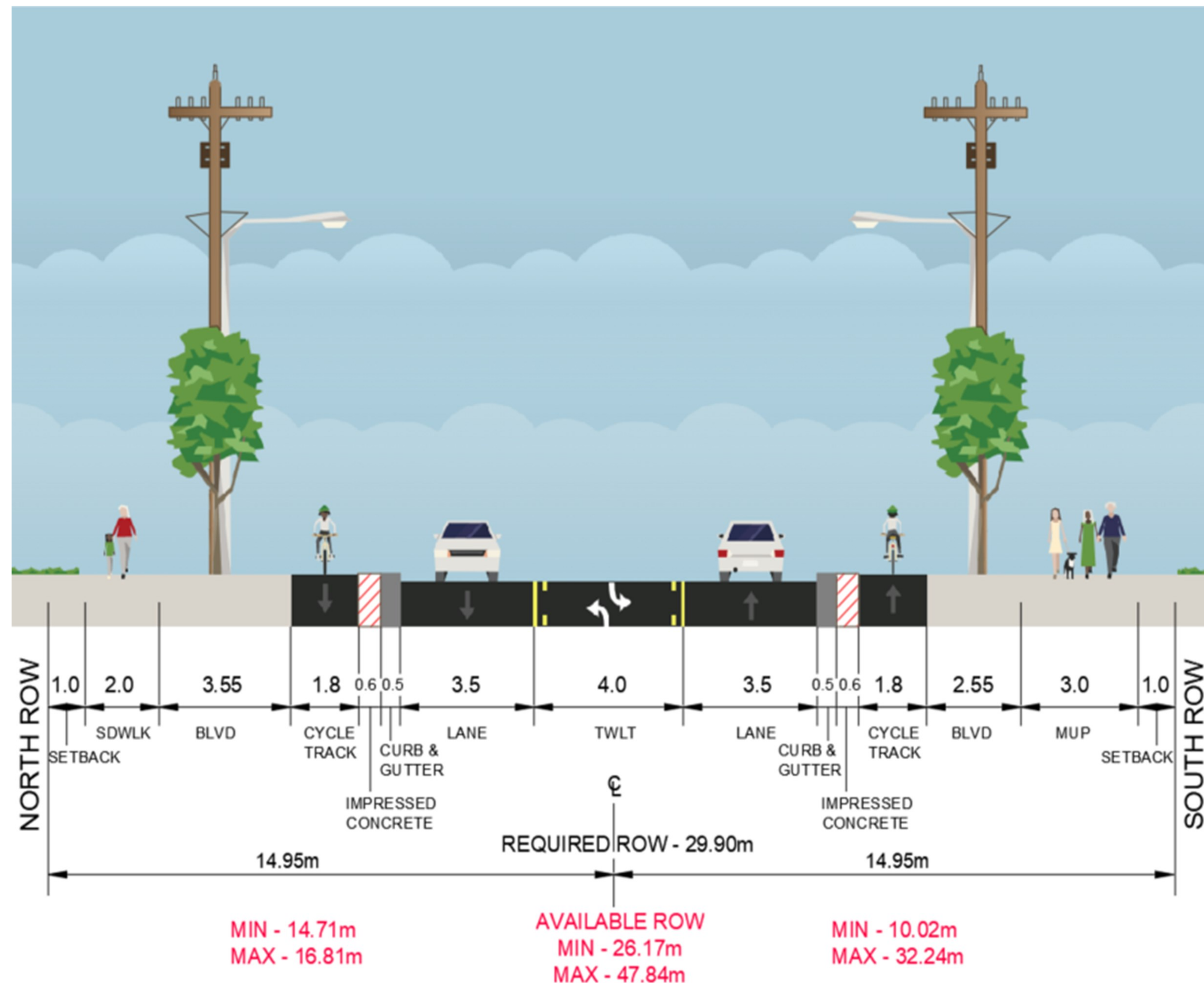
Alternative #3: ROW Widening LOS Enhancement Option



- **PROS** – Improves capacity and LOS, accommodates pedestrians, wide boulevards to accommodate streetscaping.
- **CONS** – does not accommodate cyclists, reduced safety (e.g. higher speeds, potential for side-swipe incidents, additional lanes to cross), **large** land impact.

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

PREFERRED Alternative #2B: ROW Widening Cycling Enhancement Option



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

Next Steps

Please provide your comments to the Study Team using one of the following methods:

- Completing an online comment form:
<https://www.placespeak.com/en/topic/6454-county-road-22-design-alternatives-strategies-study/#/overview>
- Sending your input to a member of the study team (see below)

Comments will be collected during a 30-day period ending July 18, 2021

Following the **30-day period**, we will review the input and refine the preferred design solution.

Jerry Behl

Manager, Transportation Planning &
Development

County of Essex

JBehl@countyofessex.ca

Krystal Kalbol

Director of Engineering and Infrastructure
Services

Municipality of Lakeshore

KKalbol@lakeshore.ca

David Lukezic

Project Manager

WSP

David.Lukezic@wsp.com