Essex County Answers (for Website)

For information about the 2026 municipal election in your municipality, please see the election website pages for each of the municipalities in the region:

Amherstburg

Essex

Kingsville

Lakeshore

LaSalle

Leamington

Tecumseh

Windsor

Amherstburg

Mayor

Bill Fryer
Chris Gibb
Michael Prue

Deputy Mayor

Linden Crain

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook?

I primarily travel by vehicle, which reflects the reality of living in a large, rural municipality. However, residents should have safe options to walk and cycle, particularly for shorter trips and connections within our communities.

2. What is your assessment of the County's cycling infrastructure?

The County has made good progress through CWATS, including paved shoulders and multi-use trails. The biggest weakness is connectivity. We need to focus on closing gaps and creating safe, continuous routes, particularly along higher-speed roads.

3. What would be your top three transportation priorities?

My priorities would be maintaining and improving our roads and bridges, improving regional transportation connections, and expanding safe active transportation infrastructure.

4. What concrete steps would you take to achieve CWATS' goals?

I would continue investing in CWATS, prioritize missing links, coordinate cycling improvements with road reconstruction, and pursue provincial and federal funding.

5. Do you support the Vision Zero principle?

Yes. Preventable deaths and serious injuries on our roads should never be considered acceptable. I support evidence-based measures including safer road design, appropriate speed limits, improved intersections and crossings, separated cycling infrastructure where appropriate, education, and enforcement.

6. What do you think of winter cycling?

People who choose to cycle year-round should be able to do so safely. I support clear and reasonable winter-maintenance standards for bike lanes and active transportation routes, including timely snow clearing.

7. How would you reduce barriers and ensure equitable investment?

Safe active transportation should be accessible to everyone. I would prioritize connections to schools, parks, employment, businesses, and community services while ensuring accessibility and equity are considered when deciding where investments are made.

8. Would you go for a bike ride with the Board and Executive Director?

Absolutely. I would be happy to join you.

William (Bill) Petruniak

Yes, I am painfully aware of cycling hazards. Our cycling lanes and road infrastructure are woefully inadequate, both in towns and cities and our rural roads. Despite efforts to talk about improvements to the infrastructure it just is not happening. There are two main reasons. The first is the lack of funding and the second is the lack of understanding by almost every level of government. The Chrysler Greenway was my favourite path to cycle without fear but I have heard that maintenance has been neglected like all of the rest of county infrastructure. Currently, the big push is to enforce the rules of the road more effectively, in large part because of the proliferation of e-bikes and scooters; but regular cyclists are guilty as well. I had a trike for about a month and a half but sold it because driver's could not see me and I did not feel safe riding it either. Most of my riding is now and in the future on my spin bike. I am for anything that helps the environment and promotes healthy lifestyles.

Councillor

Molly Allaire

- **How do you typically get around your jurisdiction, and how does that shape your policy outlook?**
  Currently I have to drive (had a recent knee surgery) During the warm months I am fortunate to ride with my young boys to their school and continue to my place of work. It's been a good tradition for about 1 year now. It has definitely made me realize that Amherstburg's bike lanes are not consistent and we need to improve the future infrastructure.
- **What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?**
  It is getting better but there are always areas for improvement. I receive complaints every season and we have been able to fix a few but essentially it always comes down to money and space of the road.
- **If elected, what would be your top three transportation priorities?**
  Continue to advocate for transportation for all
  Improve our sidewalks and Bike lanes (as I have the last 4 years)
  Increase the amount of crossing guards for our municipality

- **The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?**
  This is a county decision. I always advocate to our county reps through our council meetings however I do not sit at this table to help make those decisions. Maybe one day.

- **Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?**
  Amherstburg approved about a year back a traffic study that helps us smoothly put policies in place to improve infrastructure safety. When it comes to safety, lately I feel it comes down to residents actually paying attention when driving and enforcement. I have been a huge advocate with working with our police and will continue to maintain this.
- **What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?**
  Amherstburg's system is a policy when it comes to plowing of roads. We have 280km of roads to take care of. We do the primary first then secondary and hopefully the rest shortly after. When every road is touched and "driveable" they do go back to ensure bike lanes are then cleared. We also have a sidewalk cleaner in the core of our town as well. It's not the best solution but I do believe in sharing the road and would hope that residents understand bikers' resilience if they so choose to bike in those conditions.
- **Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?**
  I understand these barriers well. I have 3 GROWING boys. My oldest is on his 4th bike and he is 15! Luckily we can reuse however this year I had to purchase another for my youngest because his broke. That being said, I cannot afford new, I went on facebook and requested if anyone was done please let us know. We got one for free. Our community is so amazing and will step up for their neighbours. I always pay it back, I believe it is so important to protect and help our community. I do not know how I can specifically reduce the barriers from a town perspective but would always be open to ideas.
- **Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?**
  Not anytime soon, but absolutely in the future. I just had ACL reconstruction less than a month ago so give me a couple months. Trust me, my boys are begging for me to be back on a bike soon too.

Armand Anderson
TJ Botsford
Keith Boussey
Frank Cleminson
Peter Courtney
Jen DeLuca

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook? I usually drive, but I also walk when I can. Living in the county and operating a downtown business has shown me how important safe, connected transportation is for residents, businesses and visitors. When I'm downtown and have to go to the grocery store for a banana run, or sneak out to go to the gym I walk. I obviously have to drive to get downtown due to the location of where I live and I'm often dropping off one of my daughters somewhere in between.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses? Amherstburg has made so much progress in my opinion. We have new lanes in place and many new trails as well as designated areas to cycle. However, connectivity and safe infrastructure are still pretty inconsistent. Some of the painted lanes just stop and turn into a road with no sidewalk or lane. We also need routes that safely connect neighbourhoods, schools, businesses and surrounding communities.

3. If elected, what would be your top three transportation priorities?

1. Reduced speed limits.

2. Better traffic planning all around as Amherstburg grows.
3. Safe, connected cycling, pedestrian and accessible infrastructure.

4. The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?

I would work with the County to prioritize missing connections, pursue available funding, reduce speed limits where appropriate, and ensure cycling infrastructure is incorporated into road projects from the beginning—not added as an afterthought. It is my understanding that CWATS is already expanding toward its 1,000-km goal.

5. Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?

Yes. Safety must come first. I would support safer road design, reduced speed limits, improved crossings, enforcement and infrastructure that separates cyclists from vehicles where appropriate.

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?

I think it would be beneficial to make cycling a year-round option for those who choose it. Bike lanes and pathways should receive the same winter maintenance as roads.

7. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?

To reduce barriers, I would plan for accessibility and affordability from the beginning. Infrastructure should serve people of all ages and abilities, including those with disabilities, and investment should extend beyond the downtown core. Reducing speed limits in areas with high pedestrian and cycling activity would also help make active transportation safer and more accessible.

8. Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director? I am a very active person and never miss an opportunity for fitness. I also appreciate learning from those who are affected by decisions I help make. Absolutely. I'd welcome the opportunity to see Amherstburg's cycling infrastructure from a cyclist's perspective and hear your recommendations firsthand.

Lorne Dupuis
Sonya Elliott
Wes Ewer

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook?

I live in rural Amherstburg, so most of my travel is by vehicle. However, my family also uses local bike lanes and trail connections to access parks, schools, and other amenities. Having that access has given me a greater appreciation for active transportation and the role it plays in connecting residents safely to their community. If those facilities were not available, travelling by bike would be much more difficult and less appealing for many families. That perspective has helped shape my support for safe cycling and active transportation infrastructure.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?

We are fortunate to have strong community partners and advocates, particularly WEBC. Beyond promoting cycling, they have taken on a stewardship role for trail networks and have helped develop, maintain, and showcase some incredible community assets. I believe the long-term goal should be a connected active transportation network that links communities across Essex County and provides safe transportation and recreation opportunities for residents and visitors alike. Significant progress has been made in recent years through the Greenway trails and other active transportation initiatives. I support continuing that momentum and looking for opportunities to responsibly expand and connect the network.

3. If elected, what would be your top three transportation priorities?

Continue supporting active transportation initiatives and partnerships with organizations such as WEBC.

Support projects that expand and better connect cycling and trail networks throughout Essex County.

Review public transit service and utilization in Amherstburg to ensure residents have access to transportation options that meet their needs and provide good value for taxpayers.

4. The County Wide Active Transportation System's (CWATS) goals are to connect communities, encourage active living, support eco-tourism, and build up to 1,000 km of cycling infrastructure. What concrete steps would you take to achieve these goals?

Council is a team effort, and no individual member can achieve these goals alone. My role would be to be a vocal supporter of active transportation projects around the council table and to work toward building consensus where possible. I would also advocate for Amherstburg's representatives at County Council to support initiatives that align with CWATS goals.

Beyond funding and policy decisions, I think one of the most effective things municipalities can do is empower community organizations and volunteers. WEBC has demonstrated what is possible when a passionate group takes ownership of a vision, acts as a steward for community assets, and works collaboratively to improve access to cycling and active transportation opportunities. It can be said for most municipal projects that when the community rallies behind an idea, progress becomes much easier to achieve.

5. Cyclist deaths and serious injuries on Essex County roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies would you champion?
No loss of life or serious injury on our roads is acceptable. I think most people would agree with that principle.

I support a review of speed limits in built-up residential areas because, if we are being honest about driving habits, many drivers tend to travel above the posted limit. Reviewing speeds, expanding community safety zones where appropriate, and ensuring meaningful enforcement are all tools that can help improve safety.

I also believe new developments should be designed from the start with active transportation in mind, including safe connections to existing cycling and trail networks. Infrastructure, education, and enforcement all have a role to play in improving safety outcomes.

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round?

I recognize that for some residents, cycling is not just recreation but a primary mode of transportation. Because of that, bike lanes and active transportation infrastructure should be

maintained and cleared as effectively as practical during the winter months. While priorities may vary depending on available resources and weather conditions, cyclists deserve safe and reliable access year-round, just as pedestrians and motorists do.

7. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?

Access should be a consideration in all municipal planning, including active transportation. I have been impressed by programs such as the annual bike safety events offered through our policing partners, which help make cycling more accessible and safer for families.

I also believe groups such as WEBC play an important role in encouraging participation across all ages and backgrounds. From a municipal perspective, the best way to reduce barriers is to ensure infrastructure is connected, safe, and available throughout the community. Strong partnerships with community organizations, schools, businesses, and service groups can also help improve access to cycling opportunities for residents who may otherwise face barriers to participation.

8. Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?

Absolutely. I'd be happy to join members of the Board and Executive Director for a ride. Let's hit the trails around the Libro Centre and continue the conversation on two wheels.

Saurabh Katara
Lena Lazanja
Shawn Leblanc
Stephanie Pouget-Papak
Dhaval Prajapati

Essex

Mayor

Sherry Bondy

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook?Essex has a lot of rural areas, I live in Harrow and drive to the office in Essex daily. I have young girls who are very active and we cycle as a family around the neighbourhood and they ride their bikes to their dad's house and back since he lives close by. When they were little I also took them to school and daycare with a bike trailer.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?The current state leaves room for improvement but each year both the town and County are looking at filling gaps. I am most proud of completing the Essex segment of County road 50 this term of council with a paved shoulder in Essex. There are some more areas in Kingsville and Amherstburg I hope to see completed next term of County Council. I am a strong advocate for the County's paved shoulder program not only for active transportation users, but I believe paid shoulders extend the life expectancy of a road. We do have a built out CWATS program in the works, one of the challenges is funding. this term of County council an agreement was made with the municipalities on cost, sharing for maintenance and future repairs. I think that that is necessary to outline who is responsible for what. One of my pet peeves over my time on council is the lack of maintenance on our paved shoulders when it comes to gravel and debris so now that this is defined, we can dictate who ensures that these trails not only exist, but are

safe to ride on.

3. If elected, what would be your top three transportation priorities? Elected again my top priorities focus around Essex Ward one and that is the Maidstone trail along McDonalds, Tim's Home-hard ware. I would also like to see the finish of the trail on County road 8 and the gaps closed on County road 50.

4. The County Wide Active Transportation System's (CWATS) goals are to connect communities, encourage active living, support eco-tourism, and build up to 1,000 km of cycling infrastructure. What concrete steps would you take to achieve these goals? We have an annual CWATS presentation each year at council under my direction as I want to ensure we are seeing progress and securing funding for any areas that need improvement. We do have some gaps in municipality and are taking steps to address them one budget at a time. We are lucky that we have the Greenway that connects us from one end of the municipality to the other working with our partners to ensure the Greenway as well maintained is another goal as the Essex Region Conservation authority transitions. We also met with Share the Road and worked on a social media page on cycling. I raised a motion about a year ago for cycle tourism, and that we could market that cyclist could park at Town facilities overnight. I also took a bike trip with Tom and Sue on route they selected to show me good cycling roads and areas for improvement. We can always use better signage for safer routes as well.

5. Cyclist deaths and serious injuries on Essex County roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies would you champion? No one wants to see any deaths of road users anywhere- at County we now have reviewed all 1008 intersections and our administration are addressing problems areas in order of risk. Before this term of County council, there was no real data on safety priorities so I'm proud that this term was able to lock that down. I am also out there in the community all the time seeing areas of trials that need maintenance and I report them directly to administration adding new trails is great, but I also believe in taking care of what is here so I am an extra set of eyes and ears out there in the community.

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round? In the Town of Essex, we maintain our trails so that they can be used all year round. If it is a major storm the roads are done first, and then the trails are done next I pride myself with a high level of service that the Town of Essex supports. This again was an agreement that we came up with a county council his term to layout who does what on the shared trails and now that we know the Town of Essex is responsible for maintenance. I will be a strong advocate if elected again.

7. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling? I have worked in the past to reduce barriers by trying to ensure that everybody in my community has access to a bicycle that they can use. I also work to ensure that Essex is a very inclusive and accessible municipality by ensuring that we have adequate spaces for bicycles to be secured as people move about our municipality. We have had a great relationship with the CWATS group and have several bicycle repair stations in our town. I have also done annual yards sales and I've had assistance from a local bike shop to fix up bikes for the yard sale so low income families can have access to bikes.

8. Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director? Yes absolutely - although I am out of shape,

you would have to take it easy on me, but I did do this with the Share the Road group and I really enjoyed it.

Trevor Menard

Deputy Mayor

Rob Shepley (acclaimed)

Ward 1

Joe Garon

Andrew George

1. **How do you typically get around your jurisdiction, and how does that shape your policy outlook?**

Drive or bike. I never walk. Why walk when we have wheels ;)

2. **What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?**

Multi-use trails are a very important feature that so many in our community use. There are still many gaps in the greenway/former railway line regional trail network, and ERCA doesn't necessarily have the budget to finish it anytime soon, but it's an admirable project to aim for.

3. **If elected, what would be your top three transportation priorities?**

With the increased price of gas/diesel/probably not ever coming back down, I aim to stimulate transportation efficiencies.
Check this video out, I'd like to democratize the delivery system of Essex County Library: https://youtu.be/Jw3EM2wVmUo
I also think ride shares and efficiency trips should be more of a thing between neighbours and community members.
Encourage biking around town.

4. **The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?**

ERCA (and the new amalgamated Conservation Authority) needs to prioritize the completion of it's trail network. Check this video of a simple 1 block section that they still have to complete: https://youtube.com/shorts/rkPXo6rzMTo?feature=share

5. **Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?**

Dedicated bike lanes on major roads is important. I think most major cycling injuries are occurring on the higher speed roads.

6. **What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?**

I tried it a few times in Calgary - brrr. Town of Essex doesn't have very many bike lanes at all unfortunately.

7. **Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?**

Just as trike motorcycles improved safety and accessibility for motorcyclists, I like the idea of trike bikes for older people or those with disabilities.

8. **Would you be interested in going for a bike ride with members of our Board of**

Directors and our Executive Director?

Monthly critical mass bike rides baby!

Fred Groves
Katie McGuire-Blais
Randy Voakes

Ward 2

Ben Orlando

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook?

Living and working in the community, I primarily get around by vehicle. In a rural area like Ward 2, that is often a necessity, particularly for families, agricultural properties and residents who need to travel longer distances.

That said, I recognize that not every resident has the same transportation options. I believe our transportation planning should provide safe choices for motorists, cyclists and pedestrians while recognizing the unique needs of both our urban and rural communities.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?

Essex County has made progress in developing cycling infrastructure, and the CWATS network has created important connections between communities.

However, there are still gaps, particularly in rural areas and between communities. Connectivity and safety are key. A bike route is much more useful when it provides a continuous, safe connection rather than ending unexpectedly or forcing cyclists onto roads where conditions may be less suitable.

I would support continued investment where it is practical, safe and provides meaningful connections.

3. If elected, what would be your top three transportation priorities?

My top three priorities would be:

1. Road safety and maintenance. maintaining roads and addressing areas where safety improvements are needed.
2. Better connectivity. Improving connections between communities for motorists, cyclists and pedestrians
3. Responsible investment. making sure transportation projects are properly planned, prioritized and financially sustainable.

4. The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?

I would support a practical, phased approach to expanding the network, with priority given to routes that connect communities, schools, parks, recreational areas and other important destinations.

I would also look at opportunities to work with municipalities, the County, senior levels of government and community organizations to secure funding and avoid putting unnecessary pressure on local taxpayers.

For me, the focus should be on building infrastructure that is safe, connected, maintained and actually used.

5. Cyclist deaths and serious injuries on Essex County roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies will you champion at council?

Yes. I believe every reasonable effort should be made to reduce serious injuries and fatalities on our roads.

I would support a data-driven approach to identifying high-risk areas and considering appropriate solutions, including improved road design, signage, lighting, traffic-calming measures, appropriate speed limits and enforcement.

Safety needs to be considered when roads are designed and reconstructed, rather than being treated as an afterthought.

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round?

I believe residents who choose to cycle in the winter should have safe infrastructure available to them.

At the same time, Essex County has a large rural road network and significant winter maintenance responsibilities. I would support establishing clear maintenance priorities and standards for important cycling routes and pathways, while making sure those expectations are balanced with the realities and costs of winter operations.

7. Many barriers can make access to safe cycling difficult. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?

The first step is listening to the people who face those barriers.

When planning transportation investments, we should consider age, mobility, income, accessibility and the needs of residents who may not have access to a vehicle.

I would support prioritizing projects that improve access to important destinations and provide safe transportation options for the greatest number of residents, while ensuring accessibility is considered from the beginning of the design process.

8. Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?

Absolutely. I think one of the best ways to understand transportation and cycling issues is to experience the infrastructure firsthand.

I would be happy to join members of the Board and Executive Director for a ride and hear directly about the opportunities and challenges they see throughout Essex County.

Justin Power-Colenutt
Kim Verbeek

Ward 3

Bill Baker
Kyle Lefaive
Jason Matyi

Ron Rogers
Corey St-Onge
Chris Vander Doelen

Ward 4

Rodney Hammond
Rachael Mills

Grateful that you and team are providing access to bikes, repair, education, and opportunities to better connect with residents of all ages on active transportation in our communities and across Windsor Essex County.

1. **How do you typically get around your jurisdiction, and how does that shape your policy outlook?**One of my favourite parts of buying our first home in Harrow is how close we are to the core and the things we want to do and support. We can and most often do walk and bike and have less dependence on our vehicles with these choices. Being immersed in the community this way inspires me to want to represent us in this ward and push for a path forward that is connected, accessible and safe, with infrastructure that helps people explore and get around.
2. **What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?**There's certainly room for improvements as more folks look to navigate and explore outside of their vehicles. The Greenway is a fantastic amenity and a great connector to neighbouring municipalities as well. The bike route to Colchester also brings people into the area to explore. Where we can grow is safe, connected routes, with e-bike and tourism in mind too. Routes that connect to experiences and places to explore.
3. **If elected, what would be your top three transportation priorities?**I would like to explore this relationship and conversation further! I'd like to be an advocate for building active transportation into developments or road plans and projects, creating and connecting safe routes, and seeking funding to enhance how people navigate and invest in our community while lessening financial burden on residents.
4. **The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?**I would be a good municipal partner by staying engaged with the County and Bike Windsor Essex. Looking to identify gaps and concerns in our ward, then building a plan for investment and funding advocacy so we keep making progress toward connecting communities and supporting local tourism and opportunity .
5. **Cyclist deaths and serious injuries on Essex County roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies will you champion at council?**No loss of life or serious injury on our road ways is acceptable. I'd champion roads and routes that are safe, realistic to fit into daily life, and connect the places we want and need to go, for several ways of travelling. I'd also support designs that naturally slow traffic and I'd listen to neighbours about where they see concerns.
6. **What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round?**Advocate to look for ways to keep infrastructure safe through the winter and use our platforms to remind folks to be mindful of all season biking and sidewalk maintenance. Asking staff what is currently done or what it would take to plow key bike routes and pathways to the same standard as roads.
7. **Many barriers can make access to safe cycling difficult. How would you reduce those barriers and make sure those communities get equitable investment in safe**

cycling?Advocate for connectivity within our municipality and with our neighbours (there's so much opportunity). Advocate for funding and investment that improves the accessibility, connectivity and safety of our roads and trails, and keep the conversation going on public transportation opportunities and partnerships across Essex County based on needs and data. Ensure numerous user perspectives and abilities are engaged and considered.

Deb Peters

Kingsville

Mayor

Dennis Rogers
Thomas Neufeld
Mary Ellen Havlick

How do you typically get around your jurisdiction, and how does that shape your policy outlook?

I get around Kingsville primarily by car, but I also walk regularly and spend a lot of time travelling throughout the municipality. That gives me a firsthand perspective on the different needs of Kingsville, Cottam, Ruthven and our rural areas.

I want to ensure that transportation planning reflects our community needs. This includes safe roads and sidewalks, accessibility, active transportation and practical options for residents who may not drive.

I believe that we need to listen to residents about what is working, what isn't, and where improvements would make the greatest difference.

What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?

I see our Kingsville cycling infrastructure as an important part of the wider transportation network, but one that still has gaps. We have some good connections and trails, but they are not yet a continuous, practical network that works equally well for residents across Kingsville, Cottam, Ruthven and our rural areas.

I would like to see greater attention paid to safe connections between communities, key destinations and existing trails, rather than simply adding isolated sections.

If elected, what would be your top three transportation priorities?

1. Maintaining what we have.

2. Improving safety and connectivity.

3. Planning for our whole community.

The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?

I would focus on building a connected, practical network, prioritizing gaps between Kingsville, Cottam, Ruthven, rural areas, schools, parks, businesses and existing trails.

I would support safe, accessible and well-maintained routes, while strengthening eco-tourism by connecting cycling routes with our waterfront, farms, wineries, restaurants and other

attractions. Ultimately, success should be measured by whether our cycling routes provide safe, meaningful connections for residents and visitors.

Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?

I would support safer road design and cycling connections, reduced speed limits based on evidence and road conditions, improved crossings and signage, and targeted enforcement where it is most effective. I would also support using collision and traffic data to identify high-risk locations and prioritize improvements.
I would also make sure safety is considered whenever roads are reconstructed or new development is planned.
What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?
I would support clear maintenance standards for snow removal, salting and clearing of routes, with priority routes identified and maintained. I would also want to review the costs and current service levels to ensure we are providing a practical, consistent standard across the municipality.
Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?

I would support planning that considers accessibility,and safe connections to schools, services and employment. I would also want to understand the needs of residents who may not have access to a vehicle. To this end, I would ensure that residents are involved early in identifying barriers and also priorities so investments are based on actual community needs.

Roshan Nallaratnam

Deputy Mayor

Kimberly DeYong

How do you typically get around your jurisdiction, and how does that shape your policy outlook?
I typically get around via a car because I live in a rurally and attend various locations around the community most days. When it comes to policy, I support good roads and safe active transportation.

What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?
The CWATS program has made great strides in providing active transportation options around the county. Kingsville has a few gaps but is supportive of working with the county to continue building out this cycling infrastructure.

If elected, what would be your top three transportation priorities?
1) Address traffic calming as an ongoing priority, particularly in areas where pedestrian and cycling safety is a concern.

2) Build safer infrastructure by requiring wider multi-use paths in new developments and roadways, such as the path on Road 2 and the planned west-side collector road. We also need safe routes for students walking to and from school, including sidewalks and safe crossings.

3) Promote cycling and "Share the Road" through more community bike-riding events and work with organizers to identify gaps in our cycling infrastructure.

The County Wide Active Transportation System's (CWAT) goals are to connect

communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?
Continue partnering with the county to support this work.

Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?
More needs to be done for traffic calming to make the roads safer for everyone.

What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?
Kingsville ploughs roads, multi use trails and sidewalks.

Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?
Participate in hosting more bicycle pay-what-you-can events with Bike Windsor Essex!

Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?
Yes!

Robert Brando

Councillor

Tony Gaffan
Debby Jarvis-Chausse
Sheri Lowrie
Janice Durocher
Adam Edwards
Stephen Higgins
Sam Hrutka

1 How do you typically get around your jurisdiction, and how does that shape your policy outlook? typically I drive I am in agriculture so it is essential for me to have a vehicle for work purposes. I walk at leisure being a dog owner I used to ride a bike with the kids when they were younger but our family all have a bike and on occasion we go for a ride.
2 . **What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?**At the county level in kingsville I would say heritage rd (cty rd 50) needs a lot of Improvement for bike and pedestrian safety some parts have bike lanes but it is a narrow road but it is a nice scenic route.
3.If elected, what would be your top three transportation priorities? I would like to see multi use paths increased gradually as sidewalks need to be replaced. More education for cyclists and motorists , possibly advocate the province for a cycling path along highway 3
4 .The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals? Communication between user groups neighboring communities and the county and set goals over a set time period
5 **Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?**Actually for everyone's safety in kingsville I would like to make all residential areas in kingsville 40/kph .
6 . **What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?**Kingsville does clean its paths I m not sure if

ERCA does the greenway but if budget allows after the road crew is caught up to go back and push the snow to the curbs edge

7 Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling? kingsville has a very high population of migrant workers who rely on bicycles everyday I would support a translation app for cycling safety for them I would encourage children to still use a sidewalk in high traffic areas

8 Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?I'm not available at this time to do a ride with campaigning and I'm in agriculture it's hard to schedule a time

John Musselman

Rina Testa-Plancke

1. **How do you typically get around your jurisdiction, and how does that shape your policy outlook?**My husband and I walk quite a lot for exercise and local shopping / recreation access within Kingsville proper where we live. That being said, I do work in Tecumseh and drive to and from my workplace daily. My husband and grown sons cycle to their respective workplaces occasionally, and ride many kilometers during the non winter months. They have expressed on multiple occasions that the cycling network within Kingsville seems disconnected and somewhat arbitrary. If elected, I am hoping to champion a comprehensive cycling, trail, multi-use pathway master plan. This would include policy update / creation as well as Development Standard upgrades, in conjunction with the CWATS program to enhance and or compliment existing infrastructure, and to include provision for connectivity in new development plans.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?As stated in bullet 1, the existing cycling infrastructure network (both Town, and County) does seem to be disconnected. I realize it takes many years/budgets to realize the completion of projects that align with CWATS, and long term municipal plans and in time, many of the gaps will be closed. There are sections of the CWATS network that work very well for all users, while some truly only benefit cyclists, yet others favour non cyclist uses. I believe more coordination between municipal and County decision makers, including stakeholder groups is required. Projects being completed by each jurisdiction sometimes do not align, or are not properly designed or constructed appropriately to address the needs of all users and safety considerations.

3. .If elected, what would be your top three transportation priorities?Unfortunately it is hard to pick just three and equally difficult to qualify any one priority over another however; if forced to rank my top three, they would be: Regional transit implementation, Active transportation facility enhancement/connectivity, and Policy creation / update to require active transportation considerations in all new development plans.

4. The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?As stated previously; coordination of effort between the municipalities, and County with inclusion of stakeholder / advisory groups is imperative to the success of the CWATS program. For Kingsville, contribution to a CWATS / Active transportation budget reserve to adequately fund the Town's share of CWATS as well as other active transportation projects is essential to ensure that when plans to construct / enhance existing facilities are brought forward; sufficient funds are in place to ensure the project(s) move to the next stage, and not waiting until the next budget cycle(s) for funding approval.

5. Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?I wholeheartedly believe in the Vision Zero mantra, and have noted many instances of negative bicycle/ vehicle interaction within Kingsville and area. We have many migrant workers /others that utilize bicycles as their primary means of transportation. There are far too many "ghost bicycles" placed along our

local roadways as reminders of those that have been killed or seriously injured through collision. New road design can include provision for safe cycling facilities in conjunction with or independently of other active transportation uses. Speed reduction within specific high cycle traffic volume areas should be analyzed on a frequent basis (minimum yearly) to ensure vehicle volume and speed aren't compounding safety concerns for all users. Education, and enforcement of existing legislation, policy, and practice needs to be enhanced.

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?Winter cycling is inherently more dangerous, but can be managed properly if it is the will of jurisdictions in authority of the road infrastructure. Obviously there is an additional cost to practicing curb to curb clearing and road maintenance to address winter cycling practice. Council will need to decide if that level of service is warranted (based on expense only) for the relatively low number of four season "die hard" cyclists. Many of the municipal paths and multi-use trails are specifically not maintained in the winter and advertised as such due to liability concerns surrounding adequate maintenance. On road cycling facilities may end up being far too expensive to properly maintain to fully address liability concerns. Worth a discussion and likely creation of, or revision to a level of service policy to address this specific concern.

7. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?Cycling can be a relatively inexpensive essential transportation, recreation, activity, but does require foresight to properly design, and maintain facilities to ensure all users have safe infrastructure. Coordination between municipal, county, and stakeholder groups is essential to ensure the needs of each community within Essex County is met. Different design criteria inclusive of the groups mentioned should be factored into all designs. In some cases different or multiple facilities may need to be constructed to properly address the challenges of specific users. There is never just a "one size fits all" facility. What may work for one user ends up as a barrier to others.

8. Would you be interested in going for a bike ride with members of our Board of Directors and our Executive DirectorI would be more than happy to take a ride with your Board of Directors / Executive Director. That being said, I am not an accomplished cyclist and wouldn't be able to commit to a long ride. I am more of a leisure cyclist. I would be very happy to meet with your group in the future to discuss your concern in more detail if that works for you.

Lakeshore

Mayor

Tracey Bailey

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook?

Most often, I travel Lakeshore by vehicle. That is partly the reality of representing a municipality as geographically large and dispersed as ours, where I can be travelling between Belle River, Comber, Stoney Point, Woodslee, Lighthouse Cove and our rural areas in the same day.
But that actually reinforces for me why transportation planning cannot be about the automobile alone. We need to design communities where people have choices, driving, walking, cycling and other forms of active transportation. I also cycle and enjoy being connected from my home in St. Joachim to the new bridge.

One of the things I particularly support is connectivity. A trail is much more useful when it actually takes someone somewhere — connecting neighbourhoods to schools, parks, recreation, businesses and other communities. That is exactly the direction identified in

Lakeshore's own trail planning. I will admit that there has been many attempts to pull out funding and commitment from budgets, to date I have wpushed back hard.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?

We have made significant progress, but the network is not finished.
One of Lakeshore's greatest strengths is that we already have more than 60 km of connected, safe, off-road greenway trails, including the Comber Trail, Earthwalk Trail and CWATS and share the road connections. Our flat geography also gives us enormous potential for both recreational cycling and cycling tourism.

We also worked hard to complete missing links identified by share the road advocacy.

The weakness is still the gaps. We need to continue closing missing links, improving crossings and providing appropriate separation from traffic where circumstances warrant it.

I also want us to keep incorporating active transportation when major roads are reconstructed rather than trying to retrofit it afterward. County Road 22 is an example: the current reconstruction design includes a multi-use path on the south side and a sidewalk on the north side.

I am.not a fan of the bollards in my community and would love more consultation on appropriate seperation.

3. If elected, what would be your top three transportation priorities?

My three priorities would be:
Deliver the major road and infrastructure projects already planned including County Road 22 and our long-term road rehabilitation program. This project will be giant next term.

I would like to finish the County 31 loop and continue building a connected active transportation network by closing gaps between trails, neighbourhoods, parks, schools and community destinations and continuing our partnership through CWATS.

4. The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?

Keep building it! and keep funding it!

I would continue supporting CWATS applications and municipal matching investments, look for provincial and federal infrastructure funding, build active transportation into road reconstruction projects, close network gaps and strengthen connections between our communities and the larger regional network.

5. Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?

Yes. The principle that we should design our transportation system to prevent deaths and serious injuries is one I support.
There isn't one single solution. I support using the right combination of road design, separated infrastructure where appropriate, paved shoulders, safe crossings, appropriate speed limits, traffic calming where evidence supports it, good signage and pavement markings, education and enforcement.

I also believe we need to design for human behaviour. Simply posting a sign does not necessarily make a road safe.

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?

If we're serious about active transportation as transportation rather than only recreation then year-round use has to be part of the conversation.
I support establishing clear maintenance standards for priority active transportation routes and examining how those routes can be incorporated into winter maintenance planning.

I would be cautious about promising that every trail can immediately receive exactly the same service standard as every road because different facilities have different designs, equipment requirements and operational constraints. But our busiest transportation connections should not simply become unusable for months of the year. I think we can expect to see some of this on County Rd 22

7. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?

For me, this comes back to designing infrastructure for all ages and abilities.
In my day job I operate a food bank. I would love to see development that connects people safely. I worry everytime someone leaves the trail.

Lakeshore's planning does already recognizes that trails can connect neighbourhoods with parks, schools and other community assets. I want to continue building on that approach.

Transportation choice is also an affordability issue. Safe walking and cycling infrastructure gives residents another way to get around without always having to rely on a vehicle.

8. Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?

Absolutely! But note I am an amature here!

And I think there's value beyond simply going for a ride. I'd like you to show me the network through the eyes of people who use it regularly, what works, where you feel unsafe, where the missing connections are and where relatively small improvements could make a significant difference. I would be happy to lend a bus for a tour of missing links too!

I would be very happy to join you.

Argo Pace
Sam Sinjari

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook?

I do most of my travel around Lakeshore by vehicle. Lakeshore is large and spread out, and for many residents a vehicle is a necessity.

That does not mean it should be the only safe choice.

Good transportation policy gives people options. Driving, walking, cycling and accessible mobility should work together. My approach is practical: build a transportation system that is safe, connected and usable for everyone.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction?

There has been progress, but the network is not complete.

Lakeshore has more than 60 kilometres of connected off-road greenway trails, and the County continues to expand CWATS. The County is also adding active transportation infrastructure through projects such as County Road 42.

The weakness is connectivity. A trail, bike lane or paved shoulder is only as useful as the connections around it. We need to keep closing gaps between neighbourhoods, schools, parks, businesses and community destinations. Lakeshore's own Official Plan calls for those continuous connections.

3. If elected, what would be your top three transportation priorities?

First, safety. Roads, intersections, crossings and neighbourhood streets should be designed around preventing serious injuries.

Second, maintaining and improving the infrastructure we already have. Roads, bridges, sidewalks, trails and drainage all require disciplined long-term capital planning.

Third, connectivity. I support building a transportation network where walking and cycling are safe, realistic choices alongside driving, particularly around schools, parks and community centres.

4. What concrete steps would you take to advance CWATS?

Put active transportation into capital planning instead of treating it as an afterthought.

When roads are reconstructed, we should examine whether sidewalks, multi-use paths, paved shoulders, safe crossings or separated cycling infrastructure can reasonably be incorporated at the same time.

I would work with Essex County, neighbouring municipalities, ERCA and community organizations to identify missing links, pursue available funding and prioritize projects that actually connect people to destinations. The County's long-term CWATS objective remains a connected 1,000-kilometre network.

Good planning means building connections once and building them properly.

5. Do you support Vision Zero?

Yes.

The principle is simple. Death or life-changing injury should not be accepted as the inevitable cost of getting from one place to another.

That means safer road design, better crossings, traffic calming where appropriate, evidence-based speed management, safer school zones, improved visibility and lighting, separated facilities where warranted, and using collision data to identify dangerous locations before another serious incident occurs.

I would also support reviewing lower-speed environments around schools, parks and

neighbourhood streets where the evidence and engineering support it.

6. What about winter cycling?

If we call something transportation infrastructure, it should not effectively disappear for several months of the year.

I support establishing clear winter-maintenance standards for priority cycling and multi-use routes so residents know which routes will be maintained and when.

That has to be operationally and financially responsible, but year-round infrastructure should mean exactly that: year-round.

7. How would you address barriers involving income, age, gender, race and disability?

Safe transportation should not be a luxury.

Investment should consider who can actually use the infrastructure. That means universal and accessible design, safe connections to schools and public facilities, secure bicycle parking, affordable cycling programs, education and repair initiatives, and listening directly to residents who face barriers before decisions are made.

I would also welcome partnerships with organizations such as Bike Windsor Essex that already provide cycling education and help improve access to affordable bicycles.

Equity, to me, is practical. Public infrastructure should work for as many people as possible.

8. Would you go for a bike ride with our Board and Executive Director?

Yes.

I would be happy to join you. Infrastructure looks different from a bicycle seat, and elected officials should be willing to experience the systems they are making decisions about.

Deputy Mayor

Kirk Walstedt
Renay Grant
Dave Monk

Ward 1

Ryan McNamara
Ryan Lahoud

Ward 2

Michael Hoffman
Owen Crampsie

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook? **My family and I live on West Puce Rd in Lakeshore, we are a bit secluded**

from the main part of Belle River, and our road is not safe for walkers, joggers or cyclists. We have no bike/walk lanes and the way drivers speed these days it's common for us to feel unsafe. I speed-walk 4 kms every day from one end of West Puce to the other and I have experienced the danger firsthand every day. The same is true for most of both sides of County Rd 22 from East Puce Rd to Belle River. Old Tecumseh Rd has bike/walk lanes while much of the stretch of County Rd 22 I mentioned has gravel shoulders, which are obviously uneven and dangerous for walkers and cyclists.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses? **In Lakeshore I see far too many county roads without bike/walk lanes but with unnecessary ditches and many county roads are refinished with tar and chip materials that are pool quality, incredibly dusty and their loose stone instability make walking/cycling very dangerous. In 2026 this should not be the case in my opinion.**
3. If elected, what would be your top three transportation priorities? **I'd like to see far more bike/walk lanes, a transit system connecting Lakeshore to Tecumseh Town like the Tecumseh Town to Windsor system, and far better policing and punishment of speeding drivers, as well as more speed bumps to slow drivers down.**
4. The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals? **Big changes in infrastructure require funding and budgeting to find money for those changes, but that's what progress is about. We used to have horse and carriage on dirt roads in Lakeshore, progress changed that. We need to work on the transit system in Lakeshore I mentioned before, and make necessary budget adjustments to account for needed upgrades to our transportation systems connecting more people and businesses long term.**
5. Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council? **Of course I support reducing/eliminating loss of life and injuries to cyclists, as well as walkers and joggers, the incidents are almost always the fault of drivers, so naturally I would push for safer roads, including more bike/walk lanes, better enforcement of speed limits, speed bumps and stronger enforcement against speeding/drunk/high drivers. I am a cyclist and also a motorcyclist, drivers are getting worse at seeing and respecting 2 wheel travellers.**
6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads? **I feel cyclists should feel sate riding year-round if they can handle the colder temps, also true of walkers and joggers and motorcyclists. I know I am repeating this but bike/walk lanes are a must to improve safety and there is no reason they cannot be cleared of snow and ice just like roads need to be.**
7. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling? **I have a lot of experience in non-profit and support of disabled and special needs groups, including being on the John McGivney Children's Centre Board of Directors, founding and running The Giving Eight and most recently founding The Giving Hope Connection (please see on Facebook and support our efforts), and I would like to see a non-profit established to support those communities to have access to cycling as well as transportation needs.**
8. Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director? **Absolutely, I have 2 mountain bikes and would definitely enjoy a group ride**

Ken Poisson

I am a daily /regular user of my bicycle and I live along the CWAT trail here on Old Tecumseh Road in Lakeshore.
I spoke at our last council meeting to understand why they were removing the CWAT

designation from some of our municipal roads and I was told this was backed by the cycling community.

I challenged our council (with the map up on screen) to make it easy for our cycling community to go from GHB to Lakeshore.

I can tell you I have brought many Essex county HWY and Lakeshore staff to show them the challenges on our part of the CWATS and still not one has addressed one issue on this stretch.

And Yes, I would love to ride with your group to get a better understanding of your priorities.

Joseph Qi

Ward 3

Mike Gruszka
Rafat Jafri
Mohamed Seddik
Kelly Wasylyk

Ward 4

Kelsey Santarossa

How do you typically get around your jurisdiction, and how does that shape your policy outlook?

My main form of transportation is driving, particularly as I work outside of the municipality. We try to drive our EV as much as possible, but we do have two vehicles. When I am just getting around the neighbourhood or into town to get groceries, enjoy parks or the beach, or attend a council meeting, I typically walk and may also be pushing a stroller. That has significantly shaped my perspective in town as I notice all the pedestrian infrastructure: aging narrow sidewalks, trails that end abruptly, lack of crosswalks or paths over rail lines, and more. I also find that kids are often on their bikes or scooters on the sidewalks.

What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?

I would argue that the County has done a better job in recent years in constructing more paved shoulders. In Lakeshore, we have also focused more heavily on multi-use trails in our parks and as we look to the County Rd 22 expansion. I think we have one of the better County examples of cycling and pedestrian infrastructure along Old Tecumseh Rd. This said, the County-owned infrastructure typically hosts higher speed limits and means that most cycling infrastructure is best suited for experienced sport riders, and not necessarily the daily commuter or recreational rider. We also have many routes that pass through or have to skirt around privately owned roadways in Lakeshore that mean that conditions vary widely from road to road.

If elected, what would be your top three transportation priorities?

My answers below focus on active transportation:
Immediate: Enhance the sidewalk missing link and replacement programs.
Mid-term: Work on assuming private roadways to bring those roads into our life-cycling program in an effort to create consistent conditions.
Long-term: Building housing with density targets that will support future public transportation. A key opportunity in the next term will be as we look to Wallace Woods and the County Rd 22 Corridor.

The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living

(as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?

My priorities are in getting cyclists safer access to networks along the waterfront, particularly as we look at assuming private roadways during road life-cycling. We also have several projects that have been directed that need to be seen to completion including the loop around the Ruscom River and the pathway out of the Seasons Creek subdivision. I would certainly be an advocate for our Mayor and Deputy Mayor at County Council to continue pursuing investment regionally to support key connections.

Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?

Absolutely! I have been a champion of traffic calming measures since I was first elected and was hoping we would see our new traffic calming policy come forward before the end of this current term. I support soft traffic calming measures, and building new communities and roads with traffic calming in mind. I am eager to look for opportunities to reduce speed limits in residential areas over the next term. In reviewing the OPP's 2025 report, their speeding infractions have increased 53% over two years (2023-2025) and I will work to ensure the resources exist to continue enforcement for speeding as well as distracted and impaired driving.

What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?

This is a challenging one for me in Lakeshore as I don't know what the demand would be for cycling infrastructure in the municipality over the winter. We do clear several of our park trails, but I would want to learn more about demand before committing to winter standards. If I were running in Leamington or Kingsville where migrant workers were reliant on infrastructure to support local industry, or in Windsor, with the density, demand, and bike lane infrastructure growing, I would be an advocate for higher standards.

Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?

One of the things that we can do is to start as young as possible. We can work with community partners to host bike clinics in accessible places in town, work to install bike repair stations in public parks, and ensure that we have safe bike storage in publicly owned spaces.

Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?

That sounds lovely! Absolutely!

Dave Gabriele
Travis Jacques

Ward 5

Ian Ruston
Tim McDermott

Ward 6

Larissa Vogler
Louis Tremblay

LaSalle

Mayor

Shaun Dass
Michael Macri
Crystal Meloche

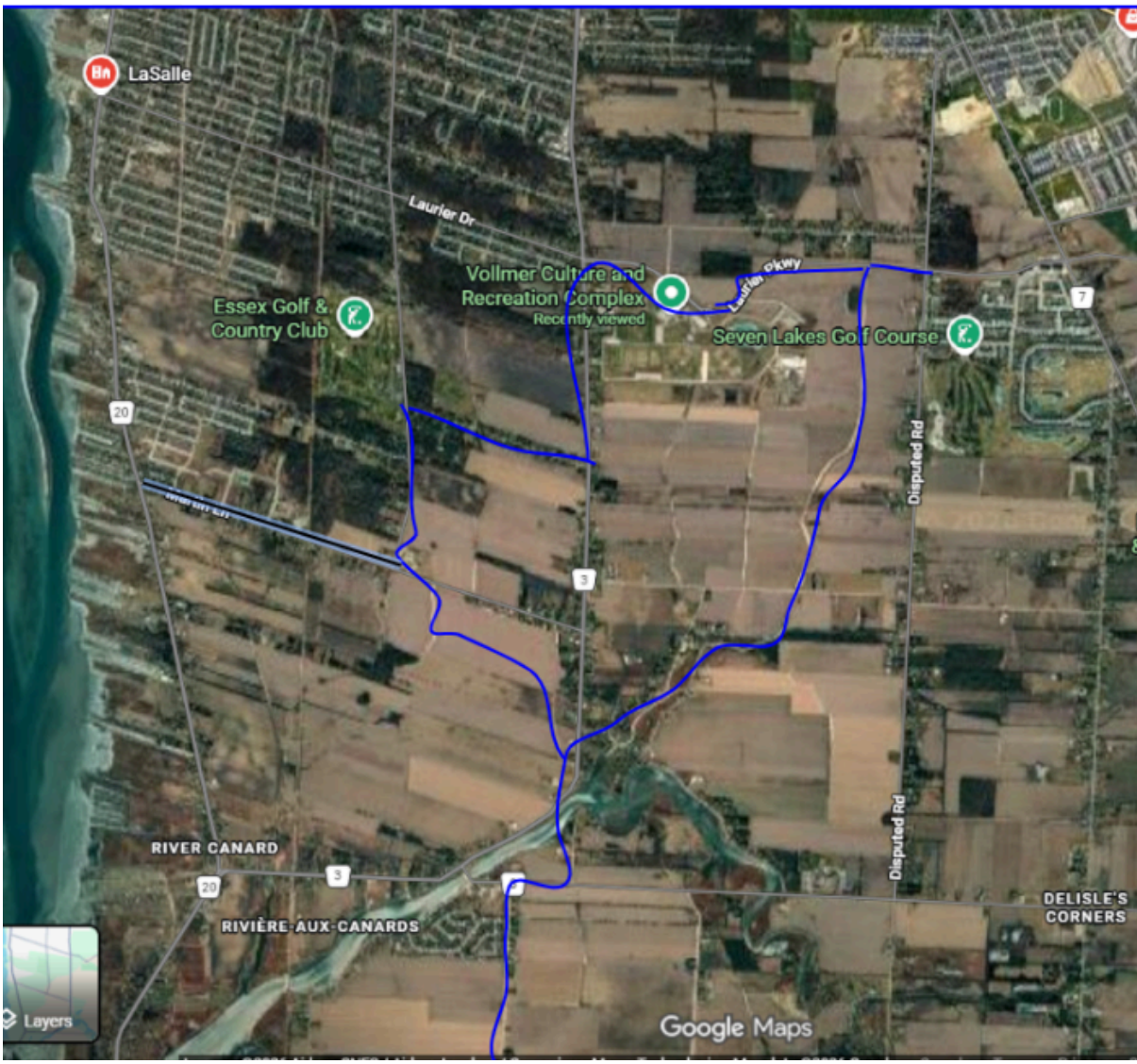
Deputy Mayor

Michael Akpata
Simon Jacques

1. **What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?**

Well it is dangerous to bike in country roads as you know we have some bike paths but they are not interlinked.

I can see a project with ERCA funding and lease-land deals with farmer along a canal that would run from Laurier to Ahmersburg and would give a unique biking experience. I did the map of what it could look like.



1. **Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?**

People with limited vision are one example, the committee of accessibility can provide recommendations to improve the accessibility to our trails.

1. **What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads**

If the person uses the bike as way of transportation to work we can make reasonable arrangement to plow the bike lanes.

Tory McKay

Councillor

Jason Belanger
Terry Burns
Mark Carrick
Brad Krewench
David Lucier
Collin Mason
Chris Matis
Robert Moore
Kate Paddon

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook?

I primarily get around LaSalle by car, although I also enjoy our trails and walking network recreationally. I think being honest about that is important, because my experience isn't necessarily the same as someone who relies on a bicycle, transit or walking for their everyday transportation.

What it does reinforce for me is that our transportation system needs to work for more than just drivers. Not everyone has access to a vehicle or is able to drive, and residents should have safe, practical choices for getting around LaSalle, regardless of their age or ability.

For me, good transportation planning is ultimately about making it easier and safer for people to get where they need to go, however they choose or need to get there.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?

I think LaSalle has some real strengths, particularly our extensive trail system and connections to the broader CWATS network. That network continues to grow, including the current County Road 3/Malden Road project between County Road 8 and Canard Drive, which includes new paved shoulders as part of the 2026 CWATS program.

Where I see room for improvement is connectivity. A great trail or cycling facility is much less useful as transportation if you can't safely get to it, or if it ends before you reach where you're going. We still have gaps between neighbourhoods, trails, commercial areas and other destinations.

As LaSalle grows and renews existing infrastructure, I'd like us to look at those connections

as a whole. I also think it's important that we listen to the people who regularly cycle those routes, because they can identify gaps and safety concerns that may not be obvious to someone looking at a map or driving the same road.

3. If elected, what would be your top three transportation priorities?

My top three would be **safer streets, better traffic flow and better connections between different ways of getting around LaSalle.**

Safer streets start with being proactive about speeding and dangerous locations, particularly around schools, parks, trails and residential neighbourhoods. Improving traffic flow and addressing congestion are also important, but I don't believe every solution should simply be about moving more cars.

Residents should have safe, practical choices for getting around LaSalle. That means creating a better-connected network where walking, cycling and transit are realistic options and closing the gaps between neighbourhoods and the places people need to go.

With LaSalle currently developing its five-year Transit Master Plan, I see a real opportunity to look at transportation more holistically and consider how transit and active transportation can better complement one another.

4. What concrete steps would you take to achieve the goals of CWATS?

One of the most practical things we can do is consider active transportation when we're already rebuilding roads or planning new development, rather than trying to add it afterward.

We're seeing an example of that with the Malden Road reconstruction, which includes bike lanes, sidewalks and trails on both sides of the road, additional pedestrian crossovers and a new signal at Malden and Reaume (long overdue!).

As a councillor, I would support continuing to work with Essex County on CWATS, identifying gaps in LaSalle's network and looking for opportunities to better connect our neighbourhoods with trails, parks, commercial areas, the waterfront and neighbouring municipalities.

I also think we need to listen to cyclists about which connections would make the biggest difference. Municipalities have limited infrastructure dollars, so I'd rather see investments based on safety, connectivity and actual need than simply adding kilometres for the sake of reaching a target.

And as we build more infrastructure, we also need to plan and budget for maintaining it. I was encouraged to see Essex County establish a CWATS reserve in 2026 for renewal, rehabilitation and expansion of the network.

5. Do you believe in the Vision Zero principle that no loss of life or serious injury on our roads is acceptable? Which policies would you champion?

Yes. I don't think death or serious injury should simply be accepted as an inevitable consequence of getting around our community.

I also don't think enforcement alone can solve the problem. We need to look at why speeding or dangerous interactions are occurring in particular locations and consider the appropriate response. Depending on the situation, that could include traffic calming, safer crossings, changes to speed limits, better visibility or cycling infrastructure that provides greater separation from vehicle traffic.

I've already spoken during this campaign about wanting LaSalle to take a more proactive approach to traffic calming, particularly around schools, parks and residential neighbourhoods. The same principle applies here: I'd rather identify a safety problem and address its cause than wait until someone is seriously hurt.

Where specific cycling infrastructure is concerned, I would want decisions informed by current design standards, data and the experience of people who actually use those routes. Essex County's recent move away from some “Share the Road” signed routes toward higher-quality infrastructure is a good example of how our approach can evolve as we learn what works better.

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round?

If we're serious about cycling being a form of transportation and not just recreation, I think we have to recognize that some residents will want or need to use it year-round.

Where I'd be cautious is promising that every trail and bike lane can immediately be maintained to exactly the same standard as every road without first understanding what that would require in terms of equipment, staffing and cost.

I'd like to see us identify the active-transportation routes that are most important for year-round travel and establish clear, reliable winter-maintenance standards for them. Connections to transit, employment, schools and essential services would be important considerations.

I'd also want winter maintenance considered when we design new cycling infrastructure. There's little value in building something intended as transportation if its design makes it impractical to maintain for several months of the year.

7. How would you reduce barriers to cycling and ensure equitable investment?

I think the starting point is recognizing that access to transportation itself can be an equity issue. Not everyone can afford a car, not everyone can drive, and people of different ages and abilities experience our streets very differently.

When we're deciding where to invest, I'd like safety, accessibility, connectivity and demonstrated need to be part of that decision. We also need to make sure we're hearing from people who may not traditionally participate in municipal consultations.

Infrastructure isn't the entire answer either. Access to affordable bicycles, cycling education and programs that help people feel comfortable and confident riding are important too. That's an area where I see real value in partnerships with organizations like the Bike Kitchen, schools, Essex County and other community groups.

I don't pretend that Council will always know what every barrier is. Part of doing this well is asking the people experiencing those barriers and making sure their voices are part of the conversation before decisions are made.

8. Would you be interested in going for a bike ride with members of our Board of Directors and Executive Director?

Absolutely, although I should admit that I’m a bit of a nervous cyclist! That may actually make the experience even more valuable for me.

I don’t have the same knowledge of cycling infrastructure as people who use and advocate for it regularly, and I think experiencing the network firsthand would help me better understand what makes a route feel safe and comfortable, particularly for people who may be interested in cycling but aren’t confident riders.

Jeff Renaud
Anita Riccio-Spagnuolo
Mike Seguin
Ivana White

Leamington

Mayor

Cris Biron
Hilda MacDonald

Deputy Mayor

Paul Tiessen
Dean Wilkinson

Councillor

Anthony Abraham
Carol Bell
John Biekx
Bill Dunn
Renée Knight
Heather Latam
Bruce Medcalf
Rielly O'Shaughnessy
Mandi Quiring
Oscar Ramirez
Corey Robertson
Chad Robinson
Tim Wilkinson
Nigel Williams

Tecumseh

Mayor

Joe Bachetti

How do you typically get around your jurisdiction, and how does that shape your policy outlook?
I own a vehicle and use that as my primary mode of transportation. I do cycle on occasion to keep active on our trails.

What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?
In Tecumseh, we have come a long way in building multiuse trails by trying to connect the gaps or missing links. Each year we put away funds for new trails as does the County of Essex through its CWATS program but there is always competition for those projects and limited funds.

If elected, what would be your top three transportation priorities?
Educating residents and the public on what types of active transportation exists, lobby provincial government to regulate e-bikes and champion a regional Windsor Essex transit system.

The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?
I would continue to advocate for sustainable funding at the County of Essex so there can be

long term planning and a vision when it all comes together.

Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?
I would set up a transportation task force with leading experts, stakeholders and those who have the skill set to make recommendations to council on what we can explore to make our roads safer.

What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?
We have a winter control bylaw policy on the upkeep of our roads and trails. Depending on amount of snow or ice resources would be applied accordingly to keep them open and accessible.

Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?
There are many community partnerships either through Jump Start or utilities program where they provide funds to municipalities for those who cannot afford so they have opportunity as well.

Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?
I always am open to bike ride in 2015 I started a slow ride with approx 25 cyclists called Tecumseh Joe Slow Ride to promote bike lanes etc and now the group has grown to close to 100 riders weekly meeting Thursdays at Tecumseh arena.

Gary McNamara

1. **How do you typically get around your jurisdiction, and how does that shape your policy outlook?**I typically get around my jurisdiction by walking or by vehicle.
2. **What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?**We have completed 450 km of trails and still have 400 km to complete to connect all of Essex County Communities. The strengths are it is in our official plan and we continue to add kilometers yearly.
3. **If elected, what would be your top three transportation priorities?**Continue to connect lower tier to upper tier municipalities by connecting all of our trails and continue to include funding in our budgets to do this.
4. **The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?**see above number 3 response.
5. **Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?**Upon road reconstruction make sure shoulders are paved, extensive signage Share the Road and enforcement.
6. **What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?**Weather conditions should dictate cycling but our trails and pathways are plowed in Tecunseh.
7. **Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?**Maintain an active transportation budget.
8.**Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?** I respect cyclers but I personally am not a cycler. I am a walker.

Deputy Mayor

Tania Jobin
Larry Morand

Ward 1

Darrin Drouillard
Doug Hilton

Ward 2

James Dorner
Mike Lamoureux
Antoni Tambunan

Ward 3

Leo Demarce
Chris Elliott
Alex Ilijoski

Ward 4

Cheryl Hardcastle
Brian Houston

Ward 5

Marisa Nabbout

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook?
I usually drive in my jurisdiction. I live in a rural area and there are no public transit systems out here. As I work 25 minutes away from home, I drive. Unfortunately rural area living limits the types of transportation available for the residents.

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?
The only time I see cyclists in my area is when they are heading to the Ciociaro Club bike track. I do believe our roads are not safe for cyclists. So my assessment is that roads do not have a bike lane and are not safe for cyclists. I do not see any strengths at this time.

3. If elected, what would be your top three transportation priorities?
My top priority would be to expand public transport for the town of Tecumseh. I would like to research the possibility of having a service from the rural area of Tecumseh to the downtown core so that our residents in the rural part can enjoy the services offered, like seniors workshops and events.

4. The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?
I would first like to speak to experts to learn about their views and expertise in this field. I will not pretend that I know many details about CWAT, so I would like to study their findings. A concrete step I would take is to learn more about CWAT and support

their findings and ideas.

5. Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?
Absolutely! The Vision Zero tenet is acceptable. I will support reducing residential speed limits, including more stops, enforcement of laws, and educating the public, especially the youth. This is a very serious and avoidable situation. Many areas can be researched, changed and enforced to get to Vision Zero.

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?
I have never thought about winter cycling in detail but can see that it is possible with proper cleaning, plowing of bike lanes. I would support cleaning of bike lanes to the same standards of roads.

7. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?
I would invest in educating the public and perhaps a program that allows residents to exchange, use, purchase at discounted prices, safety gear to cycle safely. Education on safe cycling should be a priority.

8. Would you be interested in going for a bike ride with members of our Board of Directors and our Executive Director?
OH, I have not ridden a bike since I was 18 years old. I would be a safety hazard on the streets if riding with members of the Board of Directors. I would not be confident to cycle on streets right now, but I think that is a wonderful idea to spend the time cycling with Board members.

Michael Strong