County-Wide Active Transportation System (CWATS)
What is CWATS?

**CWATS = County-wide Active Transportation System**

CWATS is a network of on and off-road routes including bike lanes, multi-use trails, cycle paths, paved shoulders and shared roadways.

CWATS is part of a larger strategy that promotes:

- Connected communities
- Health and active living
- Economic development and tourism
2012 CWATS Master Plan

In 2012, the first CWATS Master Plan was developed to guide the County, its local municipalities and partners in implementing a County-wide network of active transportation routes to encourage healthy, active living and to enhance regional recreational opportunities.

Key Components of the 2012 Master Plan include:

**Policies**
Revisions to Official Plan policies, recommendations for an AT Charter and supportive CWATS policies.

**Network**
Working with local municipalities and partners to build routes, facilities and other supportive amenities.

**Programs**
Identifying initiatives and programs to shift travel behaviours and encourage increased AT use.
Why Update CWATS Now?

**Emerging guidelines and best practices since 2012**

Since 2012, there have been many updates to planning and design guidelines and standards related to active transportation facilities.

**Equity as a transportation and social factor**

Emerging consideration to provide equitable levels of access to affordable and reliable transportation options especially for vulnerable and under-served populations.

**New trends and technology in active transportation**

The way in which people travel is changing due to advancements in technology and an increased awareness in multi-modal trip making.

- Micro-mobility
  - Micro-mobility and electric powered vehicles such as e-bikes and kick style e-scooters, are rapidly emerging as potential solutions for mobility needs for people of various ages and abilities.

- First and Last Mile
  - The integration of active transportation infrastructure and transit is a critical component of designing a multi-modal and accessible transportation system.
Overview of the County

2016 CANADIAN CENSUS DATA ON ACTIVE TRANSPORTATION

% of Commuters with a Commute time of 15 minutes or less

- 26% Essex
- 30% Tecumseh
- 28% LaSalle
- 21% Lakeshore
- 24% Amherstburg
- 33% Kingsville
- 55% Leamington

Commute Times

Residents living in Leamington have the shortest commute times compared to the other municipalities. 55% or approximately 6,000 residents in Leamington indicated that their average commute time was 15 minutes or less.

Modal Split

3% of commuters indicated active transportation as their main mode of commuting, which is similar to other municipalities of comparable size and population.
91% of respondents agree that the County and its local municipalities should continue to invest in active transportation improvements.

Walking and cycling frequency has increased since 2013. The findings represent an increase in trips that were made for various purposes including utilitarian, multi-modal, commuter and recreational.
Updating the Master Plan - Overview

The study consists of 6 phases that will be completed over a two-year timeline:

PHASE 1
POLICY REVIEW

PHASE 2
PROGRAM UPDATE

PHASE 3
NETWORK UPDATES

PHASE 4
MAINTENANCE + OPERATIONS

PHASE 5
MONITORING + EVALUATION

PHASE 6: MASTER PLAN UPDATE ASSEMBLY

On-going consultation and engagement opportunities during each study phase:

- Online Surveys
- Open Houses
- Pop Ups
- Bike Rides
- Meetings with CWATS Committee
Draft Chapters on CWATS Policies and Programs have been completed during the Master Plan Update.

- Successes of the 2012 CWATS Policy Recommendations
- Provincial and Municipal Policy Changes since 2012
- Refining CWATS Policy Recommendations
- Next Steps for Policy

- Building upon the recommendations from the 2012 Plan
- Six E’s of Master Planning
- What are the County and others doing?
- Proposed Program Options
- Refining CWATS Program Recommendations
CWATS Master Plan Formal Public Consultation (to date)

May 22: Public Open House and Bike Tour

December 10: Annual Public Open House

Meetings with CWATS Committee

December 11: Public Consultation at CR 42/43 PIC
Success of CWATS

Examples of how CWATS has been embraced, implemented and promoted since 2012 are provided below:

**CWATS Committee**

The CWATS Committee was established after the 2012 plan was completed and includes representatives from the County, each of its local municipalities, Essex Region Conservation Authority and Windsor-Essex County Health Unit as well as MTO, Chatham-Kent and Windsor. The Committee provides input and guidance on the implementation of CWATS as well as other initiatives related to active transportation and regional trail use in the County of Essex.

**CWATS Infrastructure**

415 km

Approximately 415 kilometres of CWATS routes, including on and off-road facilities have been implemented from 2012 to 2019.

**CWATS Programs & Outreach**

Annual CWATS programming and outreach has been hosted in various communities throughout the County. A variety of initiatives & opportunities have been used to promote educational resources and explore new infrastructure that has been developed as part of the CWATS network.

**MPP**

The Municipal Partnership Program provides partnership funding for active transportation supportive amenities and outreach initiatives.
CWATS Infrastructure

Since 2012, the County has constructed 52% of the originally proposed CWATS network, which equates to approximately 415 kilometres:
What does the CWATS network look like?

The CWATS network includes a variety of on and off-road routes including:

1. Multi-use Trail
2. Paved Shoulder
3. One-way Cycle Path
4. Signed Route
5. Bike Lane
6. Two-way Cycle Path

**Photo Locations:**

1. The Chrysler Canada Greenway, Leamington
2. County Rd 20, Amherstburg
3. County Rd 20, Kingsville
4. County Road 8, LaSalle / Amherstburg
5. County Road 6, LaSalle
6. County Road 7, LaSalle
Route Selection Criteria

The CWATS network includes an inventory of existing conditions, route selection principles, selecting candidate routes, and recommending overall AT network and associated facility types. CWATS routes from 2012 were selected based on the following principles:
Network Updates – Proposed Changes to CWATS Facilities

<table>
<thead>
<tr>
<th>#</th>
<th>CWATS ID</th>
<th>Route Name</th>
<th>From</th>
<th>To</th>
<th>Municipal Jurisdiction</th>
<th>Length (km)</th>
<th>2012 Facility Type</th>
<th>Updated Book 18 Step 1</th>
<th>Proposed Facility Type Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Las-1</td>
<td>County Road 3 / Malden Road</td>
<td>County Road 8</td>
<td>Golf View Drive</td>
<td>LaSalle</td>
<td>5.7</td>
<td>Context sensitive solution</td>
<td>Rural</td>
<td>Paved shoulder</td>
</tr>
</tbody>
</table>

Rationale:
- Posted speed is 70 km/h and AADT is 7,965.
- Desired operating space based on updated OTM Book 18 step 1 is a separated facility.
- Based on field work conducted as part of the Town of LaSalle’s TMP, the study team noted that the existing roadway platform along this section of road is narrow and does not have sufficient width to implement a separated facility such as buffered paved shoulders. It is recommended that consideration be given to implement a paved shoulder as part of scheduled/future road capital projects to achieve greater economies of scale.

Desirable Cycling Facility Pre-Selection Nomograph

Rural Context

- Alternate Roadway or Multi-Use Path (typically beyond edge of roadway)
- 2.0–3.0 m Paved Shoulder with Buffer (or adjacent multi-use path)
- 1.2–1.5 m Paved Shoulder (or adjacent multi-use path)
- Shared Roadway

Average Daily Traffic Volume (Thousands)
Implementation of Network

- Priority for partnership projects – 60/40 cost share
- Coordinated through an annual application process
- Local municipalities initiate request with support from local council and secure 60% funding
- CWATS Committee reviews each application prior to finalizing recommended candidate projects
### Proposed 2020 Infrastructure Projects

<table>
<thead>
<tr>
<th>Segment ID</th>
<th>Road Name</th>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Length (km)</th>
<th>Cost ($)</th>
<th>Total County Share ($)</th>
<th>Total Local Share ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amh-6</td>
<td>Alma St</td>
<td>Paved Shoulder</td>
<td>Fryer St</td>
<td>Meloche Rd</td>
<td>1.3</td>
<td>783,250</td>
<td>313,300</td>
<td>469,950</td>
</tr>
<tr>
<td>Kings-8</td>
<td>CR 50</td>
<td>Paved Shoulder</td>
<td>Ford Rd</td>
<td>Arner Townline</td>
<td>1.8</td>
<td>750,000</td>
<td>300,000</td>
<td>450,000</td>
</tr>
<tr>
<td>Lake-11</td>
<td>CR 2</td>
<td>Paved Shoulder / Multi-use Trail</td>
<td>Patillo Rd</td>
<td>East Pike Creek</td>
<td>2</td>
<td>1,750,000</td>
<td>700,000</td>
<td>1,050,000</td>
</tr>
<tr>
<td>Tec-4</td>
<td>Manning Rd</td>
<td>FDS – Bike Lanes</td>
<td>Riverside Dr</td>
<td>St. Gregory Rd</td>
<td>1.0</td>
<td>30,000</td>
<td>12,000</td>
<td>18,000</td>
</tr>
<tr>
<td>Leam-6</td>
<td>CR 34</td>
<td>FDS – Bike Lanes</td>
<td>200m West of CR 33</td>
<td>200m East of CR 33</td>
<td>0.4</td>
<td>50,000</td>
<td>20,000</td>
<td>30,000</td>
</tr>
<tr>
<td>Leam-17a</td>
<td>CR 33</td>
<td>FDS – Multi-use Trail</td>
<td>350m South of Monarch Lane</td>
<td>Mersea Rd 12</td>
<td>1.8</td>
<td>20,000</td>
<td>8,000</td>
<td>12,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>10.9</strong></td>
<td><strong>3,383,250</strong></td>
<td><strong>1,353,300</strong></td>
<td><strong>2,029,950</strong></td>
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</table>
Proposed 2020 Paved Shoulder Projects

<table>
<thead>
<tr>
<th>CWATS ID</th>
<th>Road Name</th>
<th>Limits</th>
<th>Length (km)</th>
<th>County Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kings-3</td>
<td>CR 18</td>
<td>CR 31 to CR 34</td>
<td>2.4</td>
<td>650,000</td>
</tr>
<tr>
<td>Kings-2</td>
<td>CR 34</td>
<td>CR 18 to Mun#851</td>
<td>3.1</td>
<td>800,000</td>
</tr>
<tr>
<td>COE-2A</td>
<td>CR 19</td>
<td>CR 46 to Hwy 401</td>
<td>2.0</td>
<td>550,000</td>
</tr>
<tr>
<td>AMH-4</td>
<td>CR 20</td>
<td>Front Road South to Lowes Side Road</td>
<td>3.1</td>
<td>800,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total (Paved Shoulder Projects)</strong></td>
<td><strong>10.6</strong></td>
</tr>
</tbody>
</table>
## Municipal Partnership Program (MPP)

- To assist local municipalities and key stakeholders to support outreach and local initiatives
- $100,000 per year of 50% matching funds (2018-2022)
  - *Physical Amenities*
  - *Promotional Activities*
  - *Research Activities*

<table>
<thead>
<tr>
<th>Municipality</th>
<th>2019 Project/ Program Descriptions</th>
</tr>
</thead>
</table>
| Essex        | **Education** – Bike rodeos to educate children on cycling safety and Bike-Friendly Community Workshop  
**End-Trip Facilities** – Install bike racks and a bike repair station |
| Lakeshore    | **End-Trip Facilities** – Enhance rest area along trail linking Atlas Tube Centre to CWATS network |
| Tecumseh    | **Education** – Bike-Friendly Community Workshop hosted by Share the Road Cycling Coalition |
| All          | **End-Trip Facilities** – Initiate the Bike Locker Pilot Program within the County |
MPP - Bike Locker Pilot Program

End-of-trip facilities that encourage active transportation activities include:
• Convenient and secure bicycle parking and storage, which are a necessity for most cyclists; and
• Bike Racks can be provided for short term use, while bike lockers are more appropriate for long-term use.

Location of Lockers
• Amherstburg – Libro Centre Arena
• Essex – The Essex Recreation Complex
• Kingsville – Kingsville Arena Complex
• Lakeshore – Atlas Tube Centre
• LaSalle – Vollmer Complex
• Leamington – Leamington Kinsmen Recreation Complex
• Tecumseh – Tecumseh Arena
CWATS Programs & Outreach - 2019

Online Public Surveys

May 10: Public Bike Ride

June 11: Ontario By Bike Workshop

June 14: 6th Annual CWATS Celebration

2019 Print Map

Sept 12: BFC Workshop

May 27: Bike to Work Day

Bike Repair Station – How to Videos

June 22: Kingsville Highland Games

Bike Friendly Workplace Awards

September 28: ERCA Bike Tour
Monitoring and Evaluation

Annual AT Traffic Count Program (All Users)
AT Counts started in 2015 and data is used to:

- Estimate usage of all users
- Monitor trends
- Observe user demographics
- Observe user behaviors
- Influence future plans to the network

General Findings of AT Usage on CWATS Facilities
Total Users (All locations)
2019 = 1499
2018 = 755
2017 = 935

Cyclists vs Non-cyclists Trend

<table>
<thead>
<tr>
<th>Year</th>
<th>Cyclists</th>
<th>Non-cyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>37%</td>
<td>63%</td>
</tr>
<tr>
<td>2016</td>
<td>49%</td>
<td>51%</td>
</tr>
<tr>
<td>2017</td>
<td>54%</td>
<td>46%</td>
</tr>
<tr>
<td>2018</td>
<td>57%</td>
<td>43%</td>
</tr>
<tr>
<td>2019</td>
<td>56%</td>
<td>44%</td>
</tr>
</tbody>
</table>

Adults vs Children Trend

<table>
<thead>
<tr>
<th>Year</th>
<th>Children</th>
<th>Adults</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>71%</td>
<td>29%</td>
</tr>
<tr>
<td>2016</td>
<td>83%</td>
<td>17%</td>
</tr>
<tr>
<td>2017</td>
<td>83%</td>
<td>17%</td>
</tr>
<tr>
<td>2018</td>
<td>85%</td>
<td>15%</td>
</tr>
<tr>
<td>2019</td>
<td>75%</td>
<td>25%</td>
</tr>
</tbody>
</table>
Monitoring and Evaluation

2019 Eco-Counter On-going AT Traffic Data (Cyclist Counts)

- Estimate usage of cycling users
- County Road 20 at County Road 31 from January 1, 2019 – December 31, 2019
- Recorded a total of 4,623 Users in 2019 with a Daily Average of 13 cyclists
- Peak Day was Sunday August 4th with 104 cyclists
Next Steps

- Build the 2020 CWATS Infrastructure
- Develop 2020 CWATS Outreach Program Strategy
  - Continue successful programming
  - Develop new opportunities and partnerships
- Update the CWATS Active Transportation Network

Get Involved

- Stay Connected via:
  - Website: [www.cwats.ca](http://www.cwats.ca)
  - Email: getactive@cwats.ca
  - Social Media: [Twitter](https://twitter.com) [Facebook](https://facebook.com)

- Get Involved via:
  - 7th Annual CWATS Celebration: **Friday June 10th, 2020**
  - Other 2020 Outreach Programs to follow
Questions?