



# 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

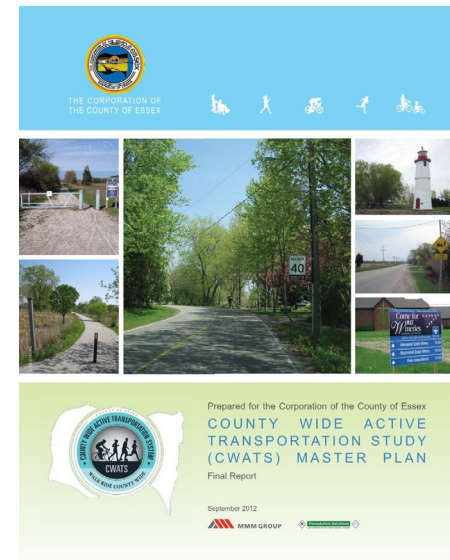


Working with local municipalities and partners to build routes, facilities and other supportive amenities.

### Programs



Identifying initiatives and programs to shift travel behaviours and encourage increased AT use.





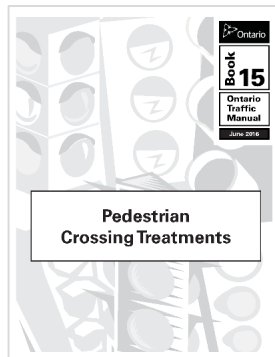
# Why Update CWATS Now?

## 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.



OTM Book 18:  
Cycling Facilities



OTM Book 15:  
Pedestrian Crossing  
Treatments

## 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.

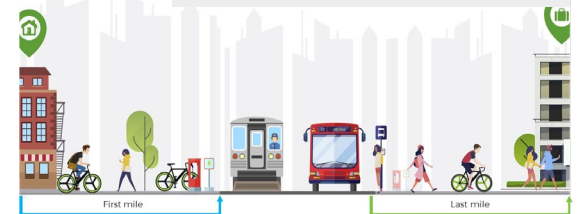


## New trends and technology in active transportation

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



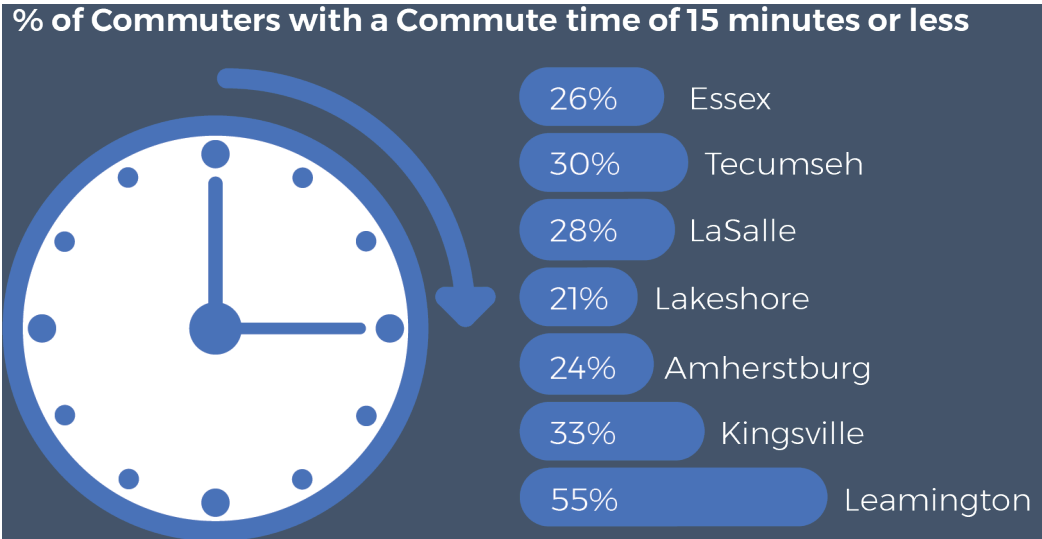
**Micro-mobility**  
Micro-mobility and electric powered vehicles such as e-bikes and kick style e-scooters, are rapidly emerging as potential solutions for mobility needs for people of various ages and abilities.



**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.

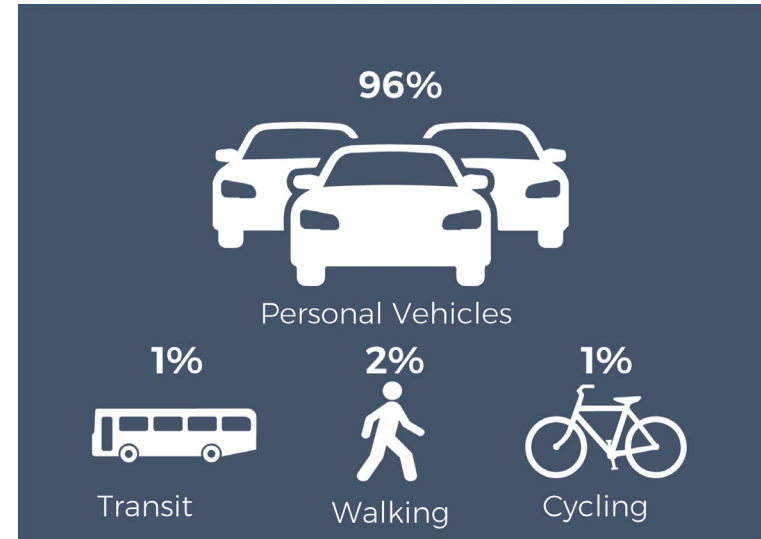
# Overview of the County

## 2016 CANADIAN CENSUS DATA ON ACTIVE TRANSPORTATION



### 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**.



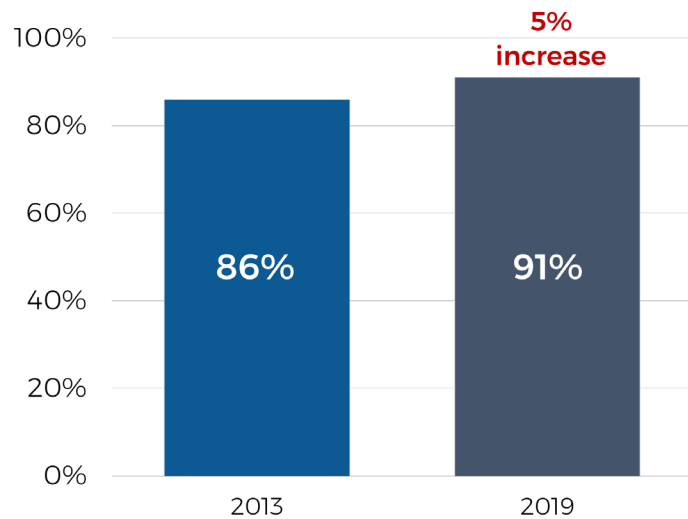
### Modal Split

**3%** of commuters indicated active transportation as their main mode of commuting, which is similar to other municipalities of comparable size and population.

# Overview of the County

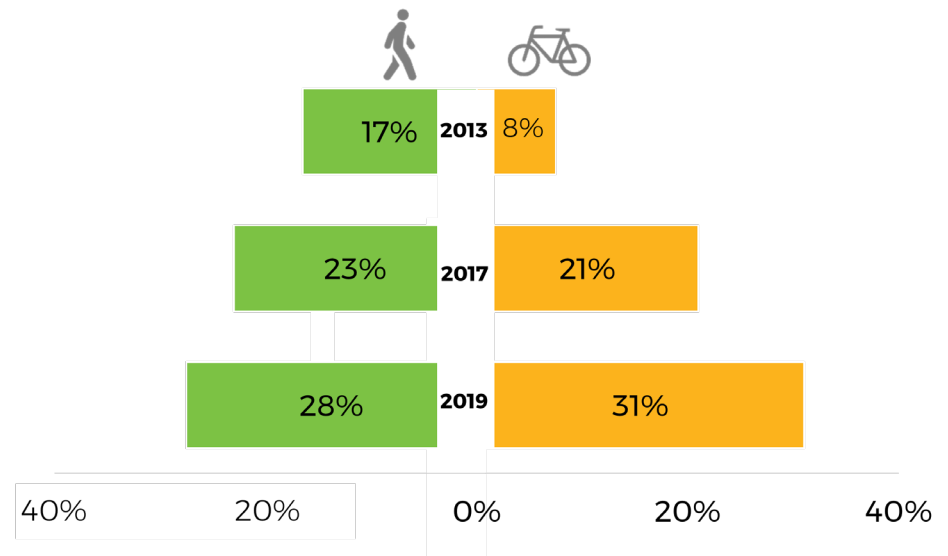
## PUBLIC OPINION ON CWATS AND ACTIVE TRANSPORTATION FROM 2019 POLL CONDUCTED BY THE COUNTY

Investing in AT



91% of respondents agree that the County and its local municipalities should continue to invest in active transportation improvements.

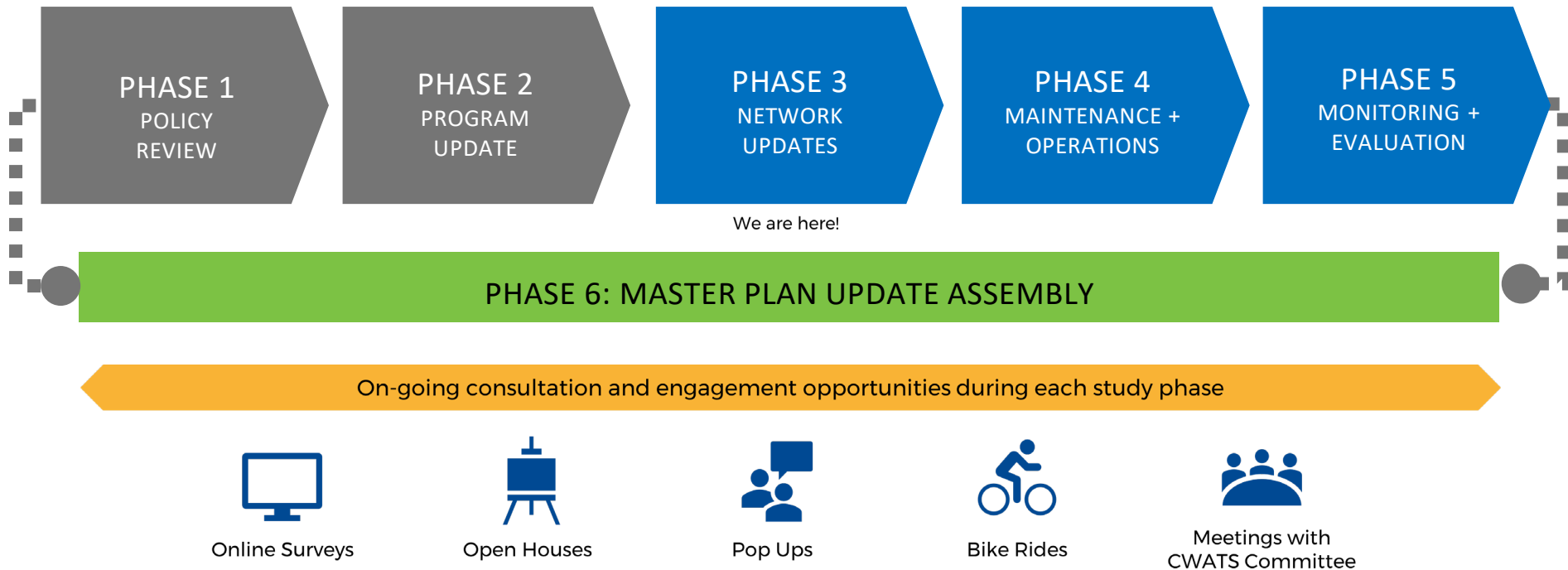
Walking and Cycling Frequency



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:



# Updating the Master Plan – Phase 1 & Phase 2

Draft Chapters on CWATS Policies and Programs have been completed during the Master Plan Update.

## PHASE 1 POLICY REVIEW

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

## PHASE 2 PROGRAM UPDATE

- 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**



**Meetings with CWATS Committee**



**December 10: Annual Public Open House**



**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.

# MPP

MUNICIPAL  
PARTNERSHIP  
PROGRAM

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

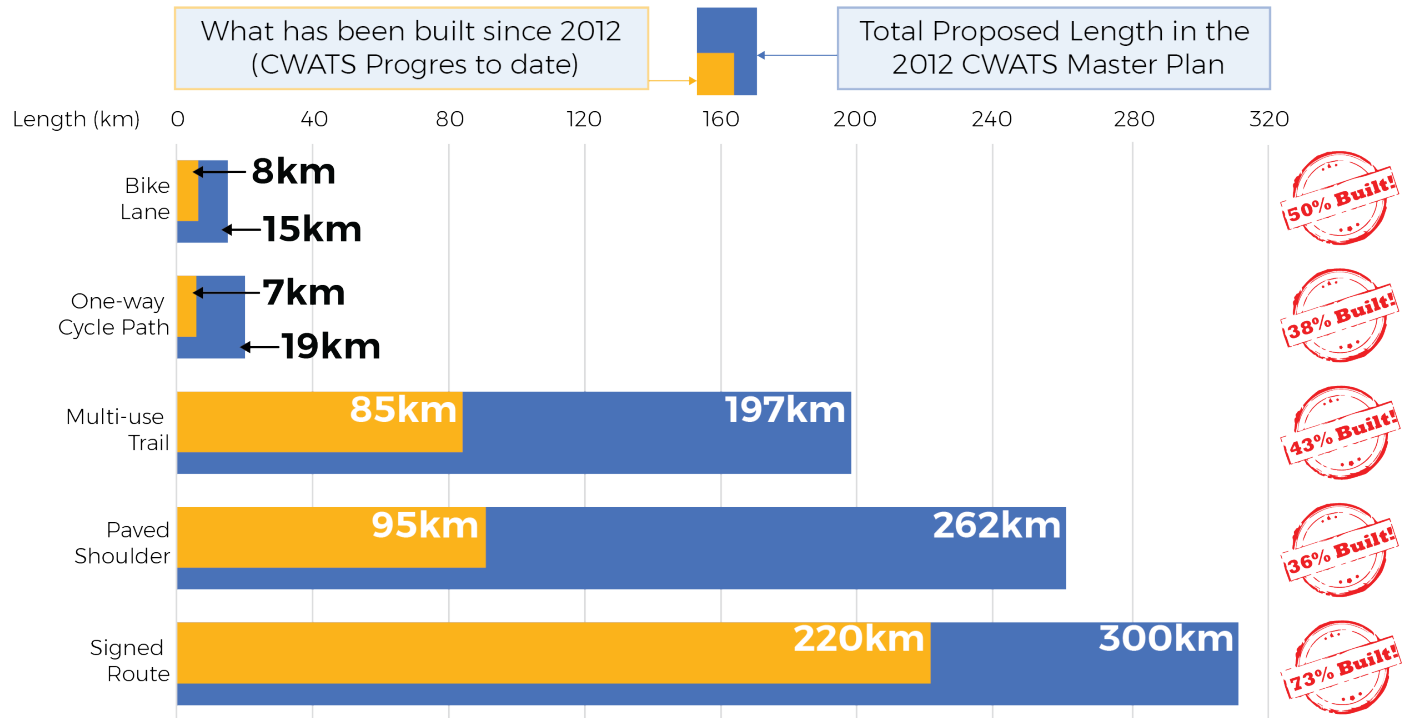
## CWATS Programs & Outreach



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.

# 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:

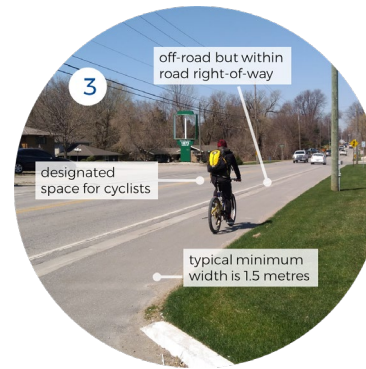
Multi-use Trail



Paved Shoulder



One-way Cycle Path



Signed Route



Bike Lane



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 principle :





# Network Updates – Proposed Changes to CWATS Facilities

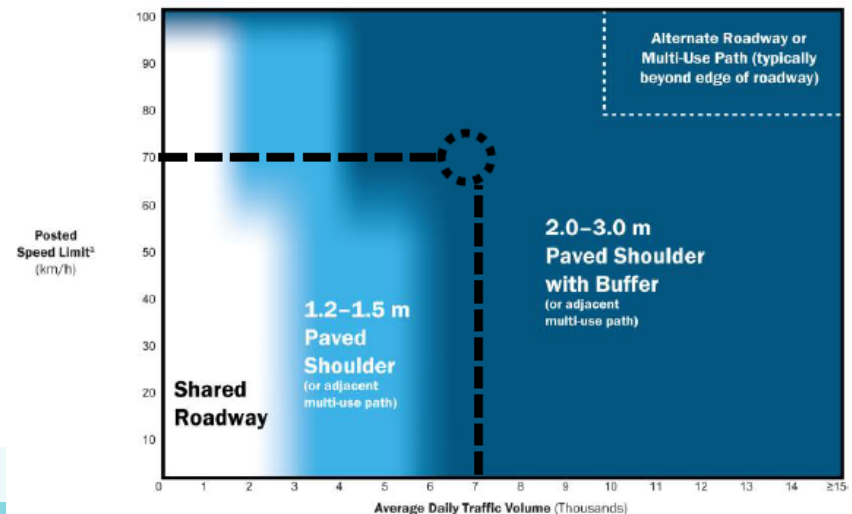
Current Approved CWATS Route and Facility Type								Proposed Change	
#	CWATS ID	Route Name	From	To	Municipal Jurisdiction	Length (km)	2012 Facility Type	Updated Book 18 Step 1	Proposed Facility Type Change
3.	Las-1 Las-3	County Road 3 / Malden Road	County Road 8	Golf View Drive	LaSalle	5.7	Context sensitive solution	Rural	Paved shoulder

## 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.

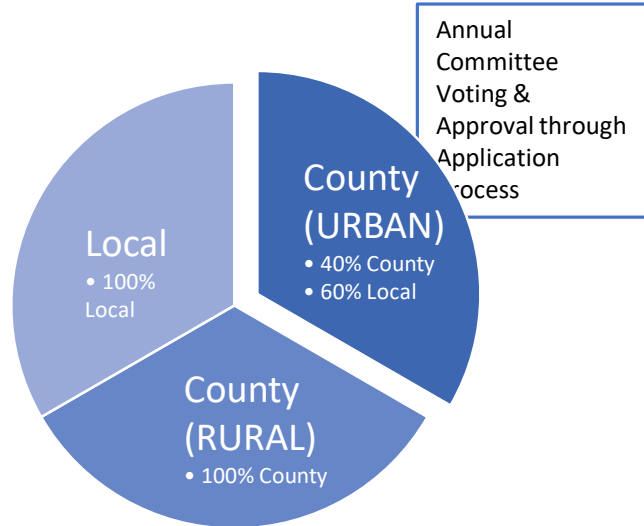


**Desirable Cycling Facility Pre-Selection Nomograph**  
Rural Context



# 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 100% funding
- CWATS Committee reviews each application prior to finalizing recommended candidate projects



**COUNTY WIDE ACTIVE TRANSPORTATION SYSTEM (CWATS)**  
FORM A – CWATS SEGMENT REQUEST

**CWATS APPLICATION REFERENCE NO.**  
CWATS - 18 -

The County Wide Active Transportation System (CWATS) Partnership Program is intended to assist local municipalities, ERCA and the Go for Health Windsor-Essex / Windsor-Essex County Health Unit in advancing the implementation of active transportation facilities identified in CWATS that are under their jurisdiction as well as outreach initiatives during the first phase (Year 1-5) of the CWATS Master Plan.

Form 'A' should be used by an Applicant requesting ANY CWATS segment be constructed as identified in the CWATS Network.

Other requests are to be submitted with the following forms:  
Form 'B' - Requests for interim facilities or facility enhancements;  
Form 'C' - Requests for a new CWATS segment; and  
Form 'D' - Requests for 50% matching funds from the Municipal Partnership Program (MPP)

CONTACT INFORMATION	
Municipality	
Contact Person	
Department	
Title	
Email	
Phone	

Signature by Designated CWATS Committee Member \_\_\_\_\_ Date \_\_\_\_\_

**MANDATORY CRITERIA FOR ALL SUBMISSIONS:**

- ☐ **DECLARATION** – Each submission must be accompanied by a declaration for the project and funding commitment that can be made by a resolution or a letter from Municipal Council. Organizations and/or Agencies will require a letter of support.
- ☐ **FUNCTIONAL DESIGN STUDY (FDS)** or Project Rational that identifies and supports the total Project and associated costs. If a consultant's services are required to complete the FDS, include the consultant's proposal with this application.

*If applicable:*

- ☐ Detailed Project schedule to support full completion of the CWATS Segment for Partial Segment submissions.
- ☐ Map identifying segment and location of project
- ☐ Copies of all applicable permits and approvals

Submission Deadline – September 8  
Receipt of Qualified Proposals and Various Application Forms proposed to be undertaken in the following year.

FORM A – Page 1 of 4 v3

Segment  
ment  
Co

Local council  
resolution

Support for project  
costs

Functional  
Design  
Study

Support for facility  
type, design and  
costs

Completed by road  
authority or external  
consultant

required)



# Proposed 2020 Infrastructure Projects

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



## 2020 Paved Shoulder Candidate Project Map





# Proposed 2020 Paved Shoulder Projects

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

# 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*

Municipality	2019 Project/ Program Descriptions
Essex	<b>Education</b> – Bike rodeos to educate children on cycling safety and Bike-Friendly Community Workshop <b>End-Trip Facilities</b> – Install bike racks and a bike repair station
Lakeshore	<b>End-Trip Facilities</b> – Enhance rest area along trail linking Atlas Tube Centre to CWATS network
Tecumseh	<b>Education</b> – Bike-Friendly Community Workshop hosted by Share the Road Cycling Coalition
All	<b>End-Trip Facilities</b> – 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.

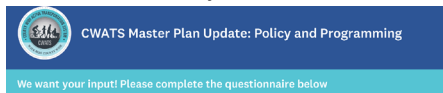
## Location of Lockers

- 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



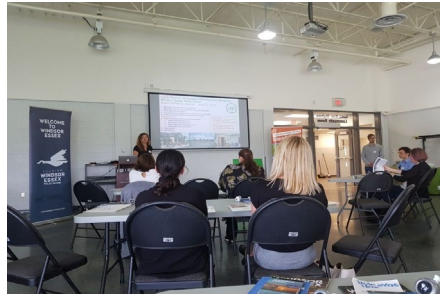
The County of Essex is undertaking a comprehensive phased update to the 2012 County-Wide Active Transportation Study (CWATS) Master Plan. Active transportation refers to any form of human-powered transportation such as cycling, walking, running, in-line skating or skateboarding, skiing or snowshoeing. The study area includes the entire County of Essex and its local municipalities:

- Town of Essex
- Town of Kingsville
- Town of Lakeshore
- Town of LaSalle
- Town of Leamington
- Town of Tecumseh

## May 10 : Public Bike Ride



## June 11: Ontario By Bike Workshop



## June 14: 6th Annual CWATS Celebration



## 2019 Print Map



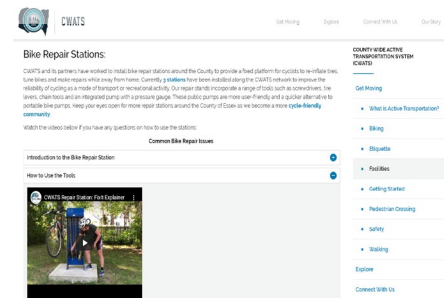
## Sept 12: BFC Workshop



## 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

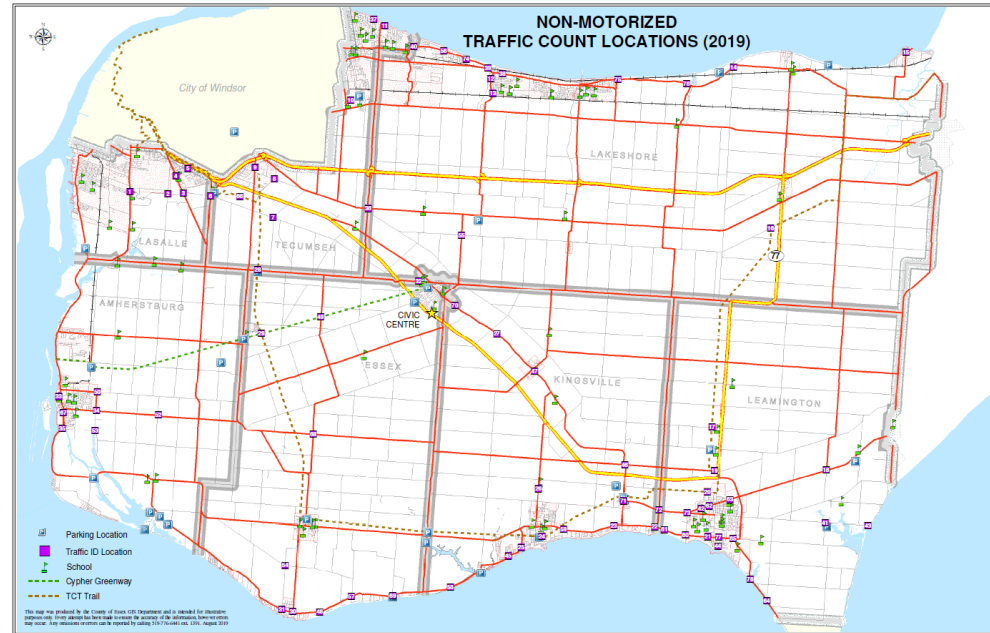
## General Findings of AT Usage on CWATS Facilities

### Total Users (All locations)

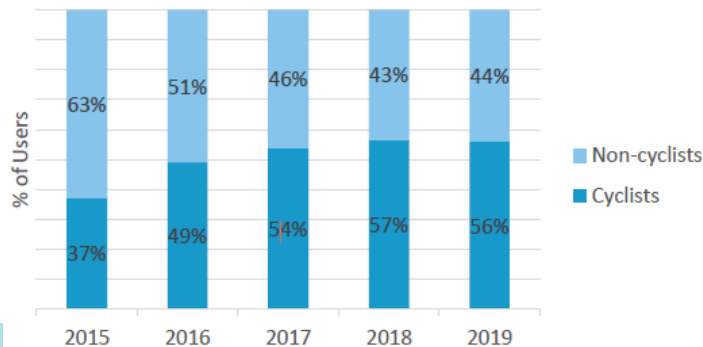
2019 = 1499

2018 = 755

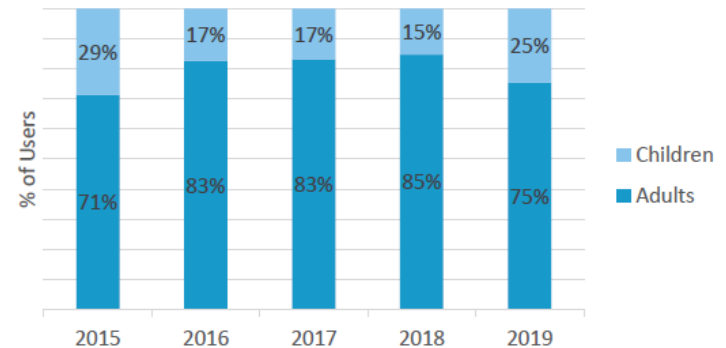
2017 = 935



Cyclists vs Non-cyclists Trend



Adults vs Children Trend

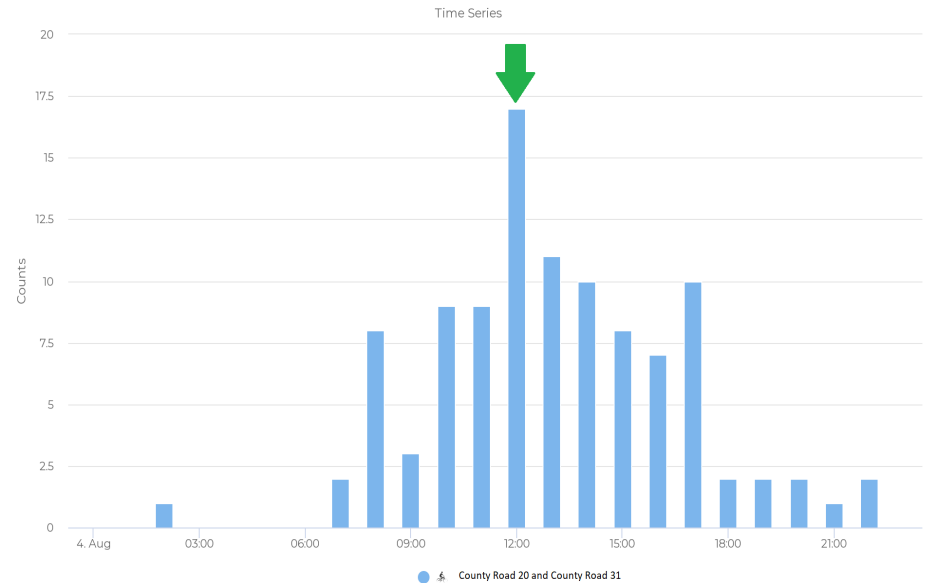




# Monitoring and Evaluation

## 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 4<sup>th</sup> 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](mailto:getactive@cwats.ca)
  - Social Media:    @getactiveCWATS  
@cwatsgetactive
- Get Involved via:
  - 7<sup>th</sup> Annual CWATS Celebration: **Friday June 10th, 2020**
  - Other 2020 Outreach Programs to follow

# Questions?

