



Administrative Report

Office of the Manager, Transportation Planning and Development

To: Warden MacDonald and Members of Essex County Council

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

Date: Wednesday, March 01, 2023

Subject: 2023 CWATS Annual Report

Report #: 2023-0301-IPS-R05-JB

Purpose

The purpose of this report is to provide County Council with an overview of the County Wide Active Transportation System (CWATS) and an update on projects completed in 2022 and those proposed in 2023.

Background

CWATS is a network of on and off-road cycling and multi-use trail routes. Once completed as currently proposed, the CWATS network is expected to include over 1,000 kilometers of active transportation routes linking the County's seven local municipalities and connecting to existing and planned infrastructure in the County's neighbouring municipalities including the City of Windsor and the Municipality of Chatham-Kent.

In 2012, the County adopted its first County Wide Active Transportation System Master Plan. The master plan was developed to guide the County and local municipalities to develop an active transportation network and supportive active transportation policies and initiatives. The master plan included planning, design, and operation guidelines to enhance the culture of healthy active living and improve conditions for walking, cycling and active transportation.

The Master Plan identified key roles to ensure the success of implementing an active transportation network. This included hiring an Active

Transportation Coordinator and assembling a CWATS Committee. Partnerships with agencies and stakeholders were also considered as critical components of the plan.

The CWATS Committee is chaired by the Active Transportation Coordinator.

The following are voting members of the Committee.

- County of Essex
- Town of Amherstburg
- Town of Essex
- Town of Kingsville
- Municipality of Lakeshore
- Town of LaSalle
- Municipality of Leamington
- Town of Tecumseh
- Ministry of Transportation of Ontario
- Essex Region Conservation Authority
- Go for Health Windsor-Essex / Windsor Essex County District Health Unit

External non-voting members that are invited to meetings include:

- City of Windsor
- Municipality of Chatham-Kent
- Other stakeholders (as deemed appropriate by the Committee Chair)

External Partnerships include:

- Waterfront Regeneration Trust
 - Bike Windsor Essex
 - Trans Canada Trail
 - Tourism Windsor Essex Pelee Island
 - Ontario Active School Travel
 - Share the Road Cycling Coalition
 - Share the Road Essex County
 - Windsor Essex County Health Unit
 - Ontario by Bike
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Discussion

Core infrastructure Program

The core infrastructure program exists to complete the design and construction of sections of bike lanes, trails or other infrastructure identified in the Master Plan. The process for the program is:

1. Municipalities submit applications to the County for the design or construction of segments identified in Master Plan.
2. The CWATS Committee deliberates and votes on the projects in the September committee meeting. Late applications are considered if there is available funding.
3. Design work or construction of an approved project occurs in the following year.

The cost sharing formula is based on the facility type and whether it is located in a rural or urban area. An urban area is defined as an area shown on the County Official Plan as a settlement area. The annual budget is \$1,500,000.

Table 1 – CWATS Cost-Sharing Formula outlined in the 2012 CWATS Master Plan

Facility Type	County of Essex Share	Local Municipality Share	ERCA Share
On Street Bike Lanes / Paved Shoulder / Context Sensitive Solution - on a County Road in a Rural Area	100%	0%	0%
On Street Bike Lanes / Paved Shoulder / Multi-use Trail with or without separation/ Context Sensitive Solution - on a County Road in an Urban Area	40%	60%	0%
On Street Bike Lanes / Paved Shoulder / Multi-use Trail with or without separation/ Context Sensitive Solution - on a Local Road anywhere.	0%	100%	0%
Signed Routes - anywhere on the AT Network	100%	0%	0%

Facility Type	County of Essex Share	Local Municipality Share	ERCA Share
Sidewalks - anywhere on the AT Network	0%	100%	0%
Multi-Use Trails - outside of County and/or Local Right-of-way	0%	0%	100%
Multi-Use Trails - outside of County and/or Local Right-of-way and owned by Municipality	0%	100%	0%

Table 2 - 2022 Applications

Municipality	Location	Details	Status
Leamington	CR 20 (Seacliff Dr E) between Cherry Lane to Regatta Dr	Construct a 0.2km section of MUT	Complete
Leamington	CR 18 from CR 31 to Greenway	County exploring engineering considerations due to municipal drain and ditches	Investigation Complete
Lakeshore	CR 2 (Tecumseh Rd.) between Moisson Creek Bridge to Stuart Lane	Construction of paved shoulder	Complete
Kingsville	CR 34 from CR 18 to Hwy 3	Feasibility study for continuing the paved shoulders south on CR 34 from the existing paved shoulders northward and on CR 18	Complete

Table 3 - 2023 Applications

Municipality	Location	Details
Lakeshore	CR 31 Loop	Application for detailed design for CR 31 loop, which includes CR 31, CR 2, CR 42, and East Ruscom River). To take advantage of the County plan to construct paved shoulders on CR 31 Lakeshore requested this application be changed to construct an asphalt path on the southern part of CR 31 where there are curbs.
Essex	CR 8 (Maidstone Ave) from Hwy 3 to Talbot Rd North	Functional design study for a multi-use trail
Amherstburg	CR 10 from CR 11 to Cypher Systems Group Greenway	Functional design study for a multi-use trail

Paved Shoulder Program

The County aligns the annual road rehabilitation program with paved shoulder facilities, where possible, as identified in Master Plan to produce a list of candidate projects. Discussions between the County and Municipalities on priority and available budgets take place in the fall. The annual budget for the paved shoulder program is \$2,800,000. The costs of paved shoulders is shared between the County and the Municipality based on the CWATS Cost-Sharing Formula, shown in Table 1.

Table 4 - Constructed in 2022

Municipality	Location
Amherstburg	County Road 50 (Concession 7 to Collision Sideroad)
Amherstburg	County Road 18 (County Road 11 to County Road 9)
Essex	County Road 18 (Coulter Road to County Road 11)
Essex	County Road 50 (Dunn Road to Dahinda Drive)
Essex	County Road 50 (County Road 41 to Concession 7) - Utility Relocation Only

Table 5 - Projects for 2023

Municipality	Location
Lasalle/Amherstburg	County Road 3 (County Road 20 to County Road 8)
Kingsville/Lakeshore	County Road 8 (County Road 27 to 450m west of Graham Sideroad)
Lakeshore	County Road 25 (County Road 42 to Highway 401)
Lakeshore	County Road 31 (County Road 2 to 450m north of County Road 42)
Kingsville	County Road 34 (County Road 45 to Road 3)
Essex	County Road 50 (Wright Road to Dahinda Drive)

Municipal Partnership Program (MPP)

This program is for active transportation supportive programs and non-infrastructure facilities such as bike repair stations, bike racks, wayfinding signage, social media campaigns, positive cycling reinforcement initiatives, cycling education and celebrations. Applications for projects are received by the County early in the year and the Committee deliberates and votes on the projects. The cost share between the County and the Municipalities is 50:50. The annual budget for the MPP is \$100,000.

Table 6 - 2022 Projects

Municipality	Details
Amherstburg	<ul style="list-style-type: none"> • Continue development of Amherstburg's Comprehensive Trail System highlighting The Libro Centre as an end-of-trip facility including the addition of 19 benches along the multi-use nature trail at The Libro Centre. • Education programs include Cycle Smart Kids Learn to Ride week long half-day camp and Canada Day "Car Free Event" - Bike Rodeo and Valet
Essex	<ul style="list-style-type: none"> • Completion of portion of 2021 MPP project by installing pedestrian/cycle crossing signals and bench/bike rack/trash receptacles at Harrow Greenway & Queen St intersection • 1 bike locker/concrete pad at Colchester Park

Municipality	Details
	<ul style="list-style-type: none"> • 1 concrete pad/bench/fix-it station. Location: municipal pollution control plant at Greenway link (S Malden Rd at Hwy 3) • Update 2 route signs to AODA standards • 1 Summer Bike Camp (Cycle Smart Kids) • 2 Ride with Confidence Clinics • 2 Pop ups (Wrench up/Get lit)
Lakeshore	<ul style="list-style-type: none"> • Seven bike shelters to be installed at various locations. Atlas Tube Recreation Centre (2), Lakeview Park Marina/Belle River West Beach (2), Town Hall (1), Libro Community Centre (1), and River Ridge Park (1). Locations may be subject to change. • To support usage and CWATS in general - a communications and marketing campaign is also proposed (video, graphic design packages, website additions etc.)
Tecumseh	<ul style="list-style-type: none"> • One-week Bike camp for kids • Bike Rodeo, Bike Fun (Glow) Ride and Bike Valet associated with the Tecumseh 100th Anniversary Celebrations • Bike Valet associated with the Tecumseh Labour Day Weekend Fireworks

Applications for 2023 not yet finalised.

CWATS Monitoring and Evaluation Program

Annual Count Program

The County of Essex initiated a manual Count Program in 2015 which runs from May to August on an annual basis and is typically conducted by the summer student and the County's Active Transportation Coordinator. The count program surveys active transportation users and looks at various factors including facility type, facility usage, meteorological conditions, and behavioural and demographic information (i.e. age, gender, helmet usage,

etc.). The data collected provides insight into users of CWATS facilities and is essential to continue to build support for walking and cycling, improve conditions for pedestrians and cyclists and contribute to programs, planning and design studies. Performance measures can help to prioritize projects, track progress and produce a better built environment.

During the 2022 Count Program, a total of 92 locations were surveyed. Some key findings included:

- A total of 1643 AT users were observed
- 54% were cyclists vs. 46% were non-cyclists
- AT users generally took advantage of built facilities
- Newly built facilities typically experienced a spike in usage when compared to previous years
- Multi-use trails had the highest number of AT users

Automated Counts

Automated counting equipment initiatives were introduced by the County of Essex to address monitoring and evaluation components of CWATS.

Automated counters allow AT facilities to be monitored at all hours of the day throughout the year. The County has four automated counters which have been installed at varying CWATS locations around the region. These counters allow the County to obtain cyclist trends over time, allowing for the comparison of bike trips over consecutive months, seasons and years. The County is evaluating current automated count locations and determining candidate locations for additional automatic counters in 2023.

CASO Corridor Acquisition

The former CASO Rail Line in Essex County ceased operations by CN Rail and CP Rail approximately 15 years ago. The opportunity to convert the abandoned CASO rail line into an off-road multi-use path (or greenway) was first identified in the 2012 CWATS Master Plan. This line begins outside the Windsor boundary at 8th Concession Rd, passes through the municipalities of Tecumseh, Essex and Lakeshore and connects with an existing greenway in Chatham-Kent. Converting the CASO line into an active transportation corridor would provide an extensive multi-use trail loop throughout the County by connecting the existing Chrysler Canada greenway, the Cypher Systems greenway, the Leamington-Comber greenway and the Trans Canada Trail in Chatham-Kent.

Since 2012, the Essex Region Conservation Authority (ERCA) has been in discussion with CN and CP Rail regarding the purchase of this rail corridor for use as an active transportation corridor.

ERCA approached the County of Essex, the Municipality of Lakeshore, the Town of Essex and the Town of Tecumseh to partner with them to purchase the corridor. During the County Council meeting held on January 19th, 2022 Council approved a funding agreement, satisfactory to the County Solicitor and Clerk, with a commitment up to \$500,000, to ERCA, for the purpose of the land purchase of the CASO Corridor. Recently, ERCA successfully purchased the corridor and the County has paid \$274,896 as a contribution towards the purchase.

CWATS Master Plan Update

About ten years has passed since the CWATS Master Plan was adopted, and there have been a number of changes which provide additional direction on the planning and design of active transportation infrastructure, including guidelines and best practices covering:

- Facility selection and design
- Increased separation for active transportation facilities
- Designing for users of all ages and abilities
- Guidance for urban and rural roads
- Integration between different modes of travel
- Pedestrian crossings
- Intersection treatments
- Maintenance and operations

The update process has provided an opportunity to review and revise the policies, recommendations, network and implementation strategy to ensure that what is being recommended achieves the desired outcomes of the County, its local municipalities and partners over the next 20+ years.

Information on the proposed network, cost and implementation timing was provided to County and Local Councils between November 2021 and January 2022

Next steps for the Master Plan Update

The County has received the draft Master Plan document, which includes the proposed network with implementation strategy. The report is currently being reviewed by the CWATS Committee. Following review of the

Committee, it will be presented to County Council, local Councils and the public for information and comment.

Financial Implications

2023 Budget

Table 7 – 2023 CWATS Proposed Program Costs

Description	County Cost (\$)
Core Infrastructure Projects	\$1,500,000
Municipal Partnership Program	\$100,000
CWATS Consulting Services	\$100,000
CWATS Supportive Partnership Programs	\$100,000
CWATS Education & Encouragement	\$100,000
CWATS Monitoring & Evaluation	\$100,000
2023 CWATS Lifecycle Management Programs	\$100,000
Total-rounded Cost	\$2,100,000

The paved shoulder program has an annual budget of \$2,800,000

The actual costs of each project and program will be reviewed periodically in order to provide information on how the implementation is progressing and to identify issues that may require direction and/or decisions from County Council.

Consultations

Allan Botham, Director Infrastructure and Planning Services

Recommendation

That Essex County Council receive report 2023-0301-IPS-R05-JB for information.

Approvals

Respectfully Submitted,

Jerry Behl

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

Concurred With,

Allan Botham

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

Concurred With,

Mary Birch

Mary Birch, Interim Chief Administrative Officer

Appendix Number	Title
Appendix I	CWATS Council Presentation, March 1, 2023