

COUNTY OF ESSEX

County Wide Active Transportation System (CWATS) Master Plan Update

EXECUTIVE SUMMARY

APRIL 2023





EXECUTIVE SUMMARY

An overview of the Updated CWATS Master Plan.

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EXECUTIVE SUMMARY

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

The 2012 CWATS Master Plan is updated to reflect the growth, planning and design changes since the release of the 2012 report. In addition, the updated master plan incorporates lessons learned, best practices, new legislation, and current design guidelines. It is meant to provide the County and its partners with guiding policies and recommendations to build on the successes to date and move CWATS forward over the next 10 to 20 years.

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 kilometres 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.



CHAPTER 1: UPDATING CWATS

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. Since the adoption of the 2012 CWATS Master Plan, significant changes and progresses have been made within the County. New policies, programs and active transportation infrastructure have been implemented since the last ten years.

The CWATS Master Plan Update will build upon the pre-existing 2012 master plan. The update to the CWATS Master Plan is not intended to “reinvent the wheel” – it is intended to build upon the successes achieved and lessons learned since 2012. It is meant 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.



Building upon the 2012 CWATS Master Plan...

2012 CWATS Vision

The County of Essex and its seven local area municipalities support active transportation and in association with the Essex Region Conservation Authority, City of Windsor and Municipality of Chatham-Kent, Windsor-Essex County Health Unit and other partners, are working together to foster a safe, comfortable, bicycle and pedestrian friendly environment by encouraging people of all ages and abilities to engage in non-motorized activities for everyday transportation and recreation. Residents and visitors are able to travel and experience the urban and rural areas of the County by way of a connected network of on and off-road pedestrian and cycling facilities.

County of Essex Official Plan 2014

Official Plan Goals related to Active Transportation

Encourage reduced greenhouse gas emissions and energy consumption in the County by promoting built forms and transportation systems that create more sustainable, efficient, healthy, and liveable communities.

Promote and invest in a county-wide transportation system that connects urban areas with each other and with communities outside this area by providing a highly interconnected road network and an accessible transportation system that is designed and built for pedestrians, cyclists, transit, and automobiles.

Create more mixed-use, compact, pedestrian-oriented development within designated and fully serviced urban settlement areas.

CWATS INFRASTRUCTURE

556 km

Approximately 556 kilometres of CWATS routes, including on and off-road facilities have been implemented as of 2022. This includes routes implemented through the Paved Shoulder Program.

CWATS LOGO & SLOGAN

All facets of the CWATS network are signified under a slogan of: "Walk, Ride County Wide"

The phrase is simple and conveys the underlying goal of improving connectivity among the county's communities through AT linkages. This slogan is the defining feature of the CWATS network's emblematic logo.

CHAPTER 2: THE NEED FOR AN UPDATED PLAN

About ten years has passed since the CWATS Master Plan was adopted, and there have been a number of changes which provide additional guidance on the planning and design of active transportation infrastructure. **Chapter 2** explores the factors that have changed and understand the importance of updating the 2012 CWATS Master Plan.

Emerging Guidelines and Best Practices

Numerous guidelines and standards have been updated since 2012, including the Ontario Traffic Manual Book 18: Cycling Facilities (2021), Ontario Traffic Manual Book 15: Pedestrian Crossing Treatments (2016), Ministry of Transportation Ontario Bikeways Design Manual (2014), Transportation Association of Canada Geometric Design Guide for Canadian Roads (2017), and National Association of City Transportation Officials Urban Bikeway Design Guide (2012). These documents address key planning, design, implementation and operational considerations that influence the active transportation network. These key considerations cover the following:

- Facility selection and design
- Increased separation for AT facilities
- All ages and abilities
- Guidance for urban and rural roads
- Integration with other modes
- Pedestrian crossings
- Intersection treatments
- Maintenance and operations

Planning and Design Changes since the 2012 Plan

There is an increasing awareness for active transportation design standards to provide integrated, multi-modal networks that are designed with safety, comfort, and equity. Since 2012, many municipalities across Ontario are applying the approaches of “complete streets” and “all ages and abilities”. Complete Streets is an approach that accommodates all ages, abilities, and users of the road when designing roadways.

All ages and abilities refer to designing a multi-modal transportation system that considers vulnerable users of the road, such as children, seniors, women, cyclists, people of color, people with disabilities, low-income riders, and people moving goods or cargo.

New Trends in Active Transportation

Two main active transportation trends are emerging that influence the how people travel. Micro-mobility is defined as personal human and electric-powered vehicles, such as new e-bikes and kick style e-scooter. Micro-mobility is becoming more popular as a way of travelling. Concerns with e-bikes and e-scooters must be addressed for the County and local municipalities to safely integrate forms of micro-mobility into their transportation systems. The second trend is to design a multi-modal and accessible transportation system that supports and encourages people to walk, cycle and use public transit. It is important to help people complete their first and last mile of using active transportation by providing accessible connections to transit stops and cycling infrastructure and amenities at main designations.

Equity as the Sixth “E” of Master Planning

Master Plans typically address the five “E’s” of Master Planning with Engineering, Encouragement, Education, Evaluation, and Enforcement. In this updated Master Plan, Equity is the new addition to the approach with the goal to remove barriers for vulnerable and marginalized groups to access, utilize, and enjoy active transportation. The intent of including equity as a sixth E is to identify, connect with and tailor programs and network options to all potential audiences and users to help ensure that the active transportation facilities and initiatives are available to people of all ages and abilities.

Roles, Responsibilities, and Partnerships

The Active Transportation Coordinator and CWATS Committee were identified as key roles to ensure the success of implementing an active transportation network in the 2012 Master Plan. In the Updated Master Plan, partnerships with agencies and stakeholders are considered as key contributors as well. Guidance on roles and responsibilities are provided for new members and partnerships.

CHAPTER 3: UNDERSTANDING ESSEX COUNTY TODAY

Aside from the updates in policies and guidelines related to active transportation, the County of Essex has experienced demographic and infrastructure growth since 2012. The community profile for the County of Essex is based on various datasets using Statistics Canada Census Data from 2006 to 2016.



Constructed **52%** of the proposed CWATS network
415 km of AT facilities
 Source: County of Essex, 2023

2016 population:

181,500

Projected 2031 population:

212,500

Source: County of Essex Official Plan, 2014



2016 Household Income:
\$85,824

About **40%** of households have incomes above \$100,000

Source: Statistics Canada, 2016

About **51%** of the County's population have a post-secondary education

Source: Statistics Canada, 2016



Essex County has an unemployment rate of **5.3%**

Source: Statistics Canada, 2016

Modal Split

96%



Personal vehicle

1%



Transit

1%



Bike

2%



Walk

Source: Statistics Canada, 2016

CHAPTER 4: ENGAGING THE PUBLIC & STAKEHOLDERS

Throughout the process of updating the CWATS Master Plan, the CWATS Committee, County staff, County and Municipal Council, local stakeholders, and public members were consulted and meaningfully engaged.

INPUT SHARED THROUGH:



146 participants

Online Survey
November 2018 – February 2019



20-30 participants

Bike Tour & Open House
May 22, 2019 & June 14, 2019



300 participants

Kingsville Kilt Run
June 22, 2019



260 participants

Essex Region Conservation
Bike Tour
September 28, 2019



30 participants

Public Open House
December 10, 2019



55 participants

Virtual Public Open House
December 15, 2020

WHAT WE HEARD...

Online Survey



91% of respondents **strongly agree** that the County should keep investing in AT enhancements.



IMPROVEMENT IDEAS

- ▶ **75%** of respondents noted that **integrating multiple modes of transportation** is important
- ▶ **71%** of respondents think that **connecting rural areas to urban centres and new development areas** is also very important
- ▶ **79%** of respondents desire multi-use trails that are **separated from motor vehicle traffic**

WHAT WE HEARD...

6th Annual CWATS Celebration



70% of respondents indicated that the County of Essex should provide more information on the types of trails



PRIORITY INVESTMENTS

- ▶ 42% of respondents wanted to increase connections to key destinations and major trail systems in the County
- ▶ 41% of respondents wanted to implement active transportation routes within urban areas of the local municipalities

Key themes about major barriers to improving AT in the County:

- Connectivity & accessibility
- Signage & wayfinding
- Attitudes/ education
- End-of-trip facilities
- Funding/cost
- Design of AT and trail infrastructure
- Lack of AT and trail infrastructure
- Distance
- Safety

Bike Tours & Open Houses



IMPROVEMENT IDEAS

Connectivity



- Create stronger pedestrian and cycling connections between municipalities
- Connect to trails and developments

Amenities



- Provide end-of-trip facilities, such as benches, rest stations, washrooms, repair stations
- Create supportive amenities along trails

Safety



- Enhance safety crossings
- Design intersections to accommodate all road users

Facilities



- Strong support for paved shoulders
- Encourage separated facilities from motor vehicles

CHAPTER 5: STRATEGY #1 – POLICY

Policies are adopted by the governing body to guide actions and future decision-making. Since the introduction of the 2012 Master Plan, there have been numerous Provincial, County, and municipal policy revisions and changes. The following illustration provides an overview of policies that have been updated since 2012.

Provincial Policies

- Planning Act (2014)
- Provincial Policy Statement (2020)
- Municipal Act (2001), Ontario's Cycling Tourism Plan (2012)
- Accessibility for Ontarian with Disabilities Act (2005)

Local Policies

- Town of Lasalle: Official Plan (2018), Transportation Master Plan (2020)
- Town of Tecumseh: Official Plan (2015), Transportation Master Plan (2017)
- Municipality of Lakeshore: Draft Official Plan (2021), Transportation Master Plan (2008)
- Town of Amherstburg: Official Plan (2009)
- Town of Essex: Official Plan (amended 2017)
- Town of Kingsville: Official Plan (2012), Active Transportation Plan (2012), Transportation Master Plan (2022)
- Municipality of Leamington: Draft Official Plan (2021), Active Transportation Plan & Implementation Strategy (2016)

County Policies

- County of Essex Official Plan (2014)
- Essex-Windsor Regional Transportation Master Plan (2005)
- Regional Transit Study (2011)
- Regional Community Energy Plan (2021)

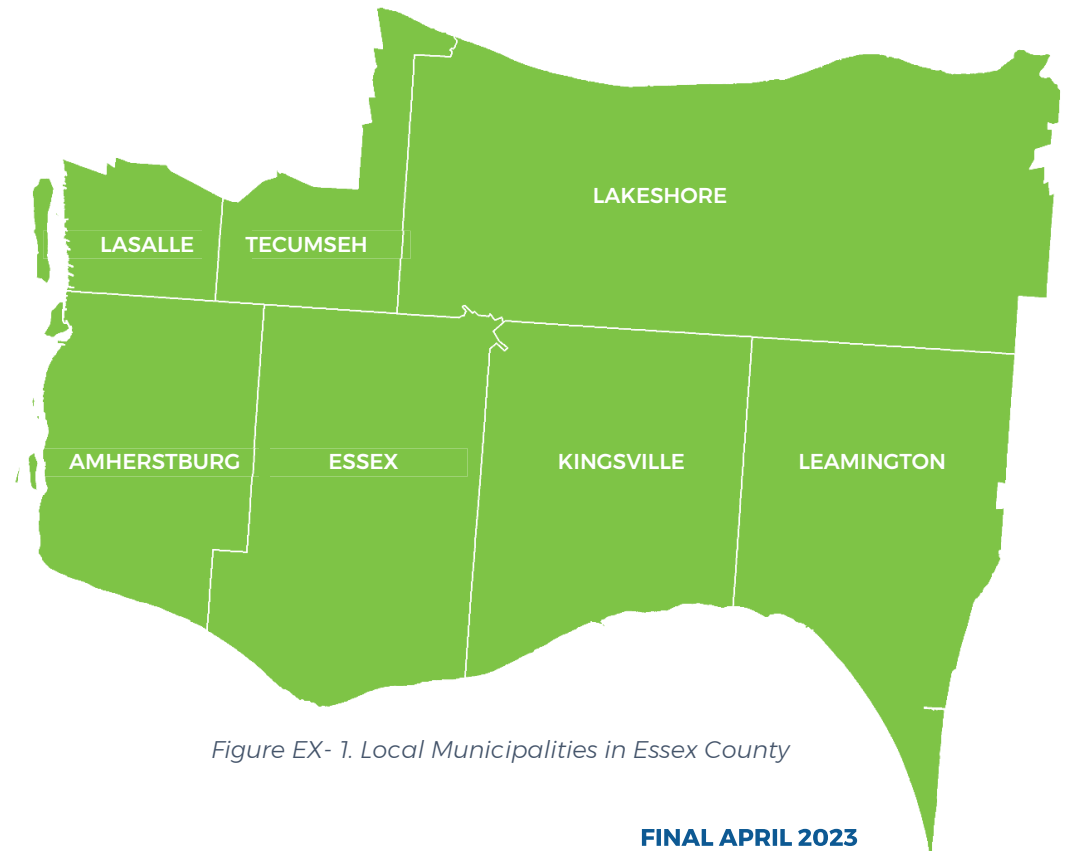


Figure EX- 1. Local Municipalities in Essex County

Nine topics emerged from the review of existing local policies, which were used to inform new and potential modifications for the recommendation, as shown below.



Sustainability & Health

Address environmental, economic, and social needs that support active lifestyle options



All Ages & Abilities

Providing a range of transportations for people of all ages and abilities by improving access, safety, comfortability, and equity.



Trip Purpose

Planning, designing, and implementing an active transportation network that supports varying trip purposes.



Supportive Infrastructure

Identifying supportive infrastructure through policies to encourage more people to engage in active forms of travel and enhance the overall experience.



Multi-Modal Transportation

Supporting sustainable modes of transportation and better integrate varying travel modes to get people to / from their origin and destination.



Complete Communities

Enabling people to live, work, and play in the same area. It enhances overall experience for pedestrians, cyclists, and other AT users.



Connections to Urban Areas

Creating active transportation routes that link urban areas and provide opportunities to connect to County-wide network.



Partnerships & Coordination

Developing partnerships with other municipalities, agencies, and stakeholders to implement and fund future initiatives.



County-Wide Connectivity






Achieving County-wide connectivity that will support active transportation policy objectives and help to develop AT as a more viable option to motor vehicles.

CHAPTER 6: STRATEGY #2 - NETWORK

The strategic goal of updating the CWATS network is to enhance the active transportation experience in the County by aligning the network with the current best practices and applying lessons learned since 2012.

Network Development Process

The CWATS network was reviewed and updated using an iterative process that was informed by the input gathered by County staff, local municipal staff, the CWATS Committee and members of the public over the course of the study. This process is similar to the steps used to develop the 2012 network with slight modifications to reflect the CWATS infrastructure built to date, current best practices and lessons learned since the original plan. The network development process included five steps, which are shown below with a brief overview of each step.

-  1 Identify existing features of the AT network including facilities that have been recently constructed.
-  2 Apply the existing route selection criteria from the 2012 plan to help assess and refine routes.
-  3 Identify potential new routes to be investigated and that could form part of the CWATS network.
-  4 Undertake field work to investigate existing routes and locations for potential new routes.
-  5 Confirm the preferred CWATS network including the proposed facility types.

ULTIMATE CWATS NETWORK

1066.3 km

The updated CWATS network is proposed to include 1,066.3 kilometres of active transportation routes. Of the total, 556.1 kilometres are existing routes and 510.2 kilometres are proposed routes.

Figure EX-2 shows the distribution of the CWATS network (existing and proposed) within the County. The ultimate CWATS Network is shown in Figure EX-3A and Figure EX-3B. Detailed maps of each local municipality is found in Appendix 1.

Figure EX-2. Distribution of the CWATS Network by Local Municipality





FIGURE EX-3A



CWATS Network

- Existing**
- Proposed**
- Off-road Multi-use Trail
- Two-way Multi-use Pathway
- One-way Cycle Track¹
- Separated Bike Lane
- N/A
- Buffered Paved Shoulders
- Bike Lane
- Paved Shoulder
- Signed Route

- Other Connections**
- AT route in Windsor
- Regional Trail Systems²

- Transportation Features**
- Provincial Highway
- County Road
- Municipal Road
- Active Railroad

- Other Features**
- School
- Winery
- Conservation Area Trailhead
- Recreation and Parkland
- National Park
- Settlement Area
- Watercourse

Note:
 1. This is similar to a one-way cycle track. However, in rural or semi-rural areas where there are no sidewalks, pedestrians may also be permitted to use the one-way cycle path e.g. County Road 20 in Kingsville.
 2. Includes the Waterfront Trail, the Province-wide Cycling Network, the Cypher Systems Group Greenway, and the Great Trail.

0 2.75 5.5
 Kilometres

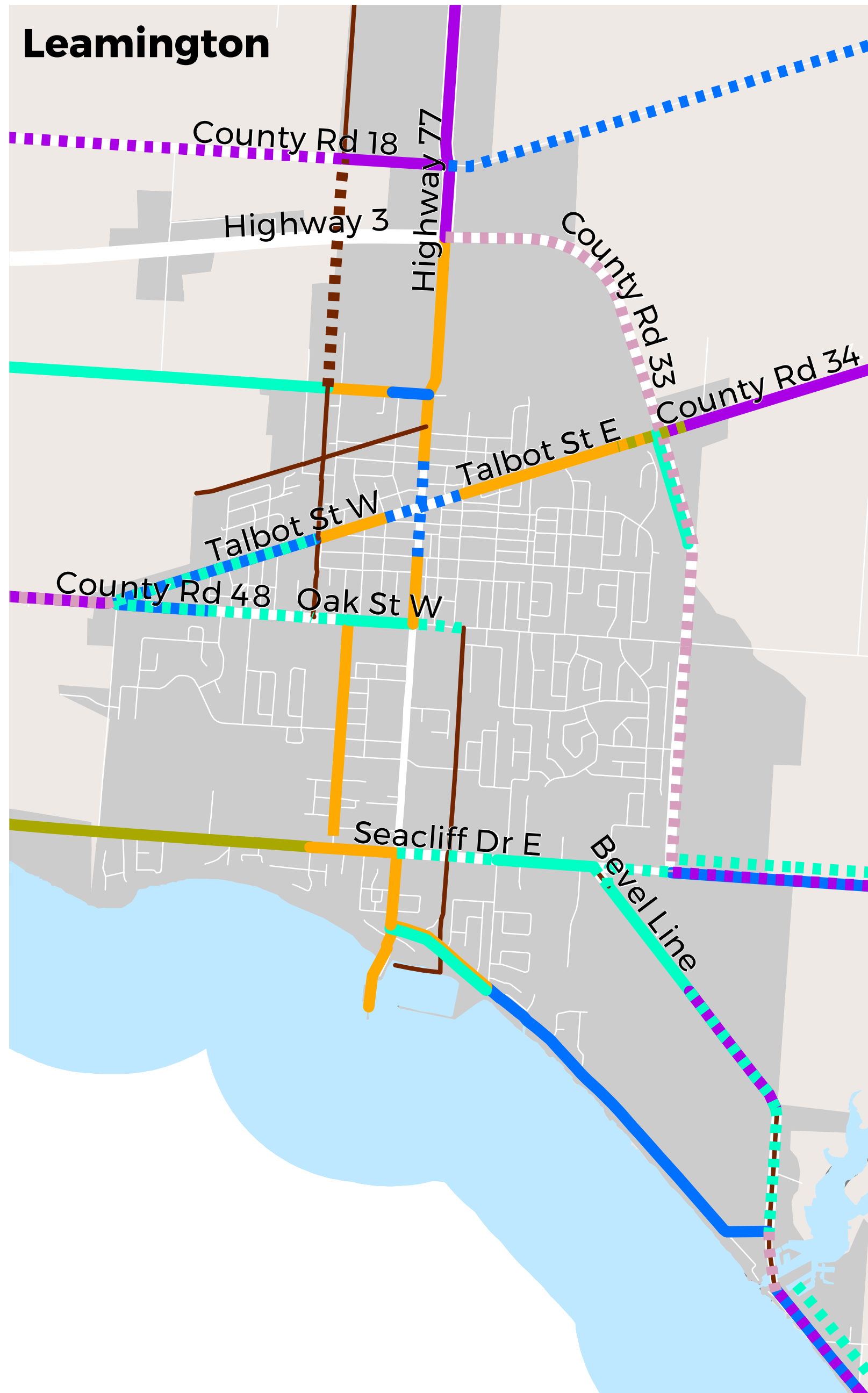
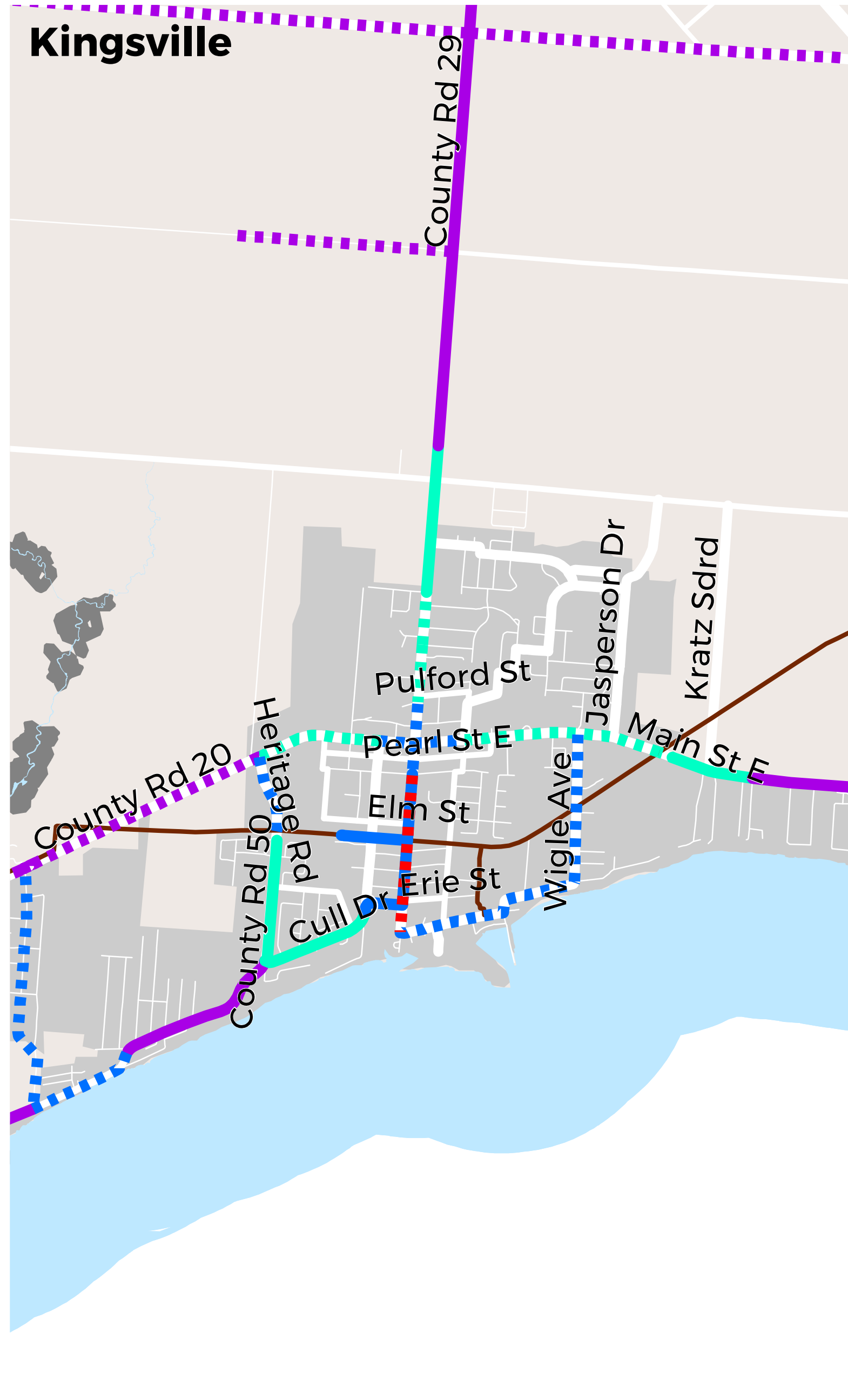
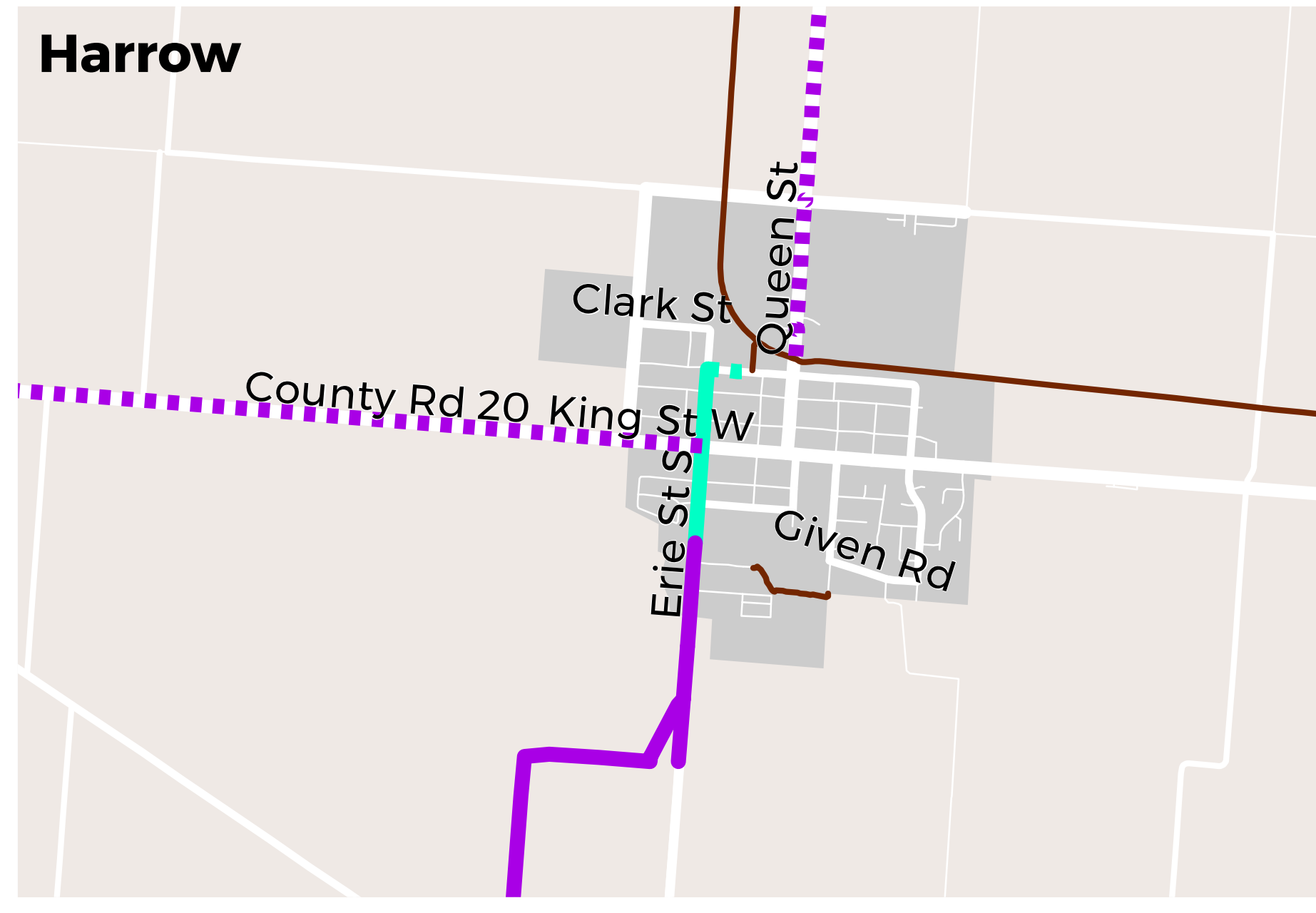
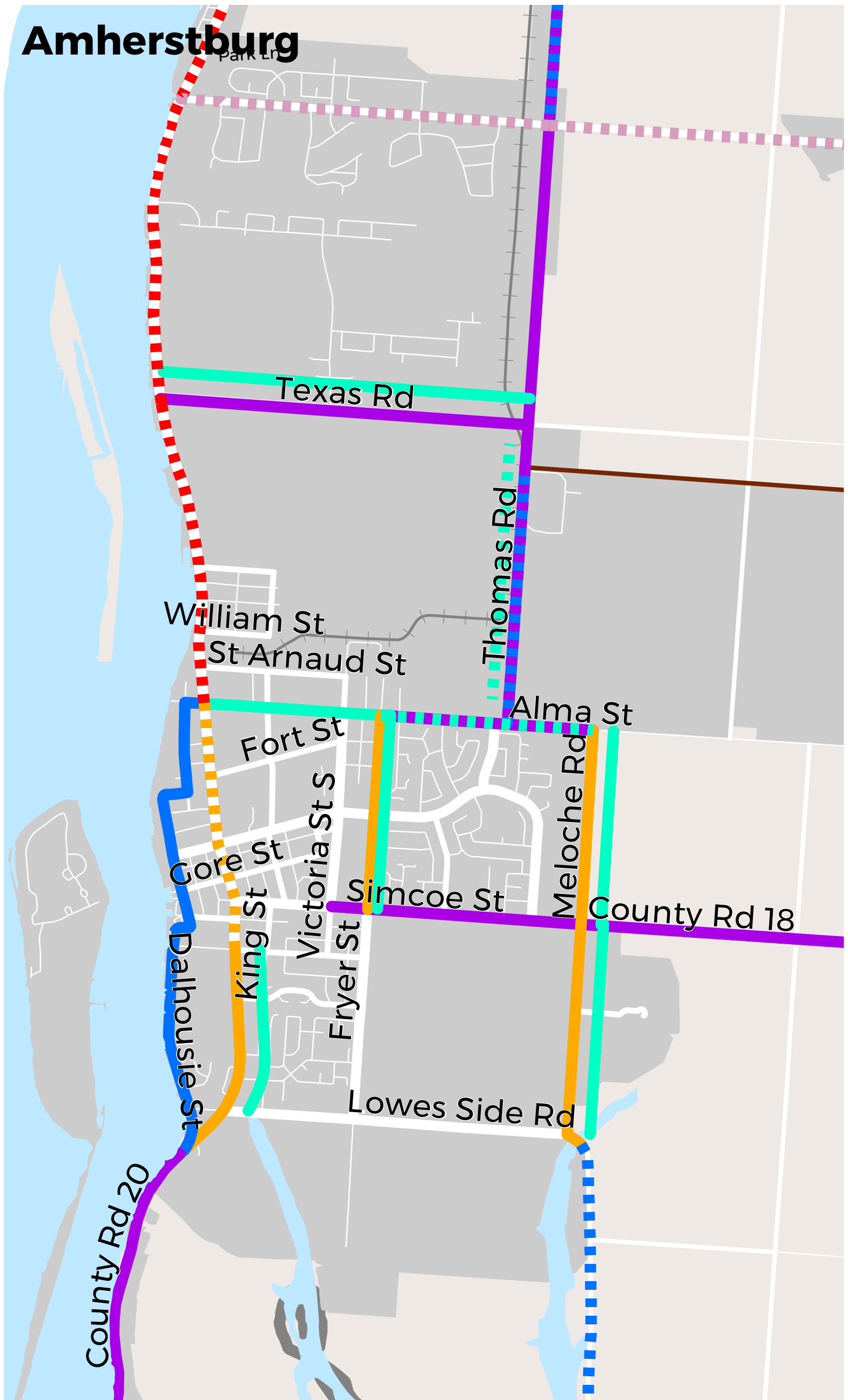
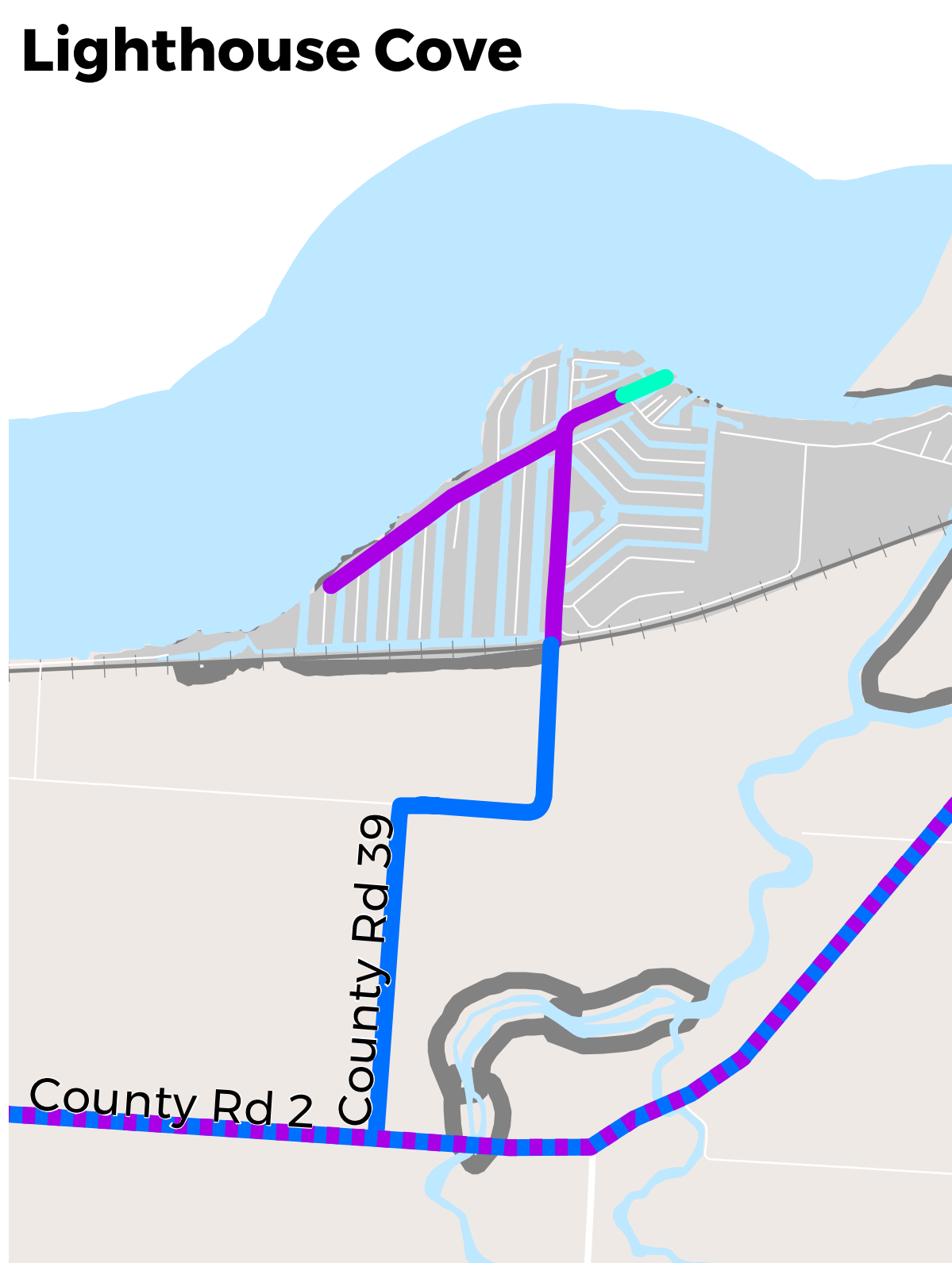
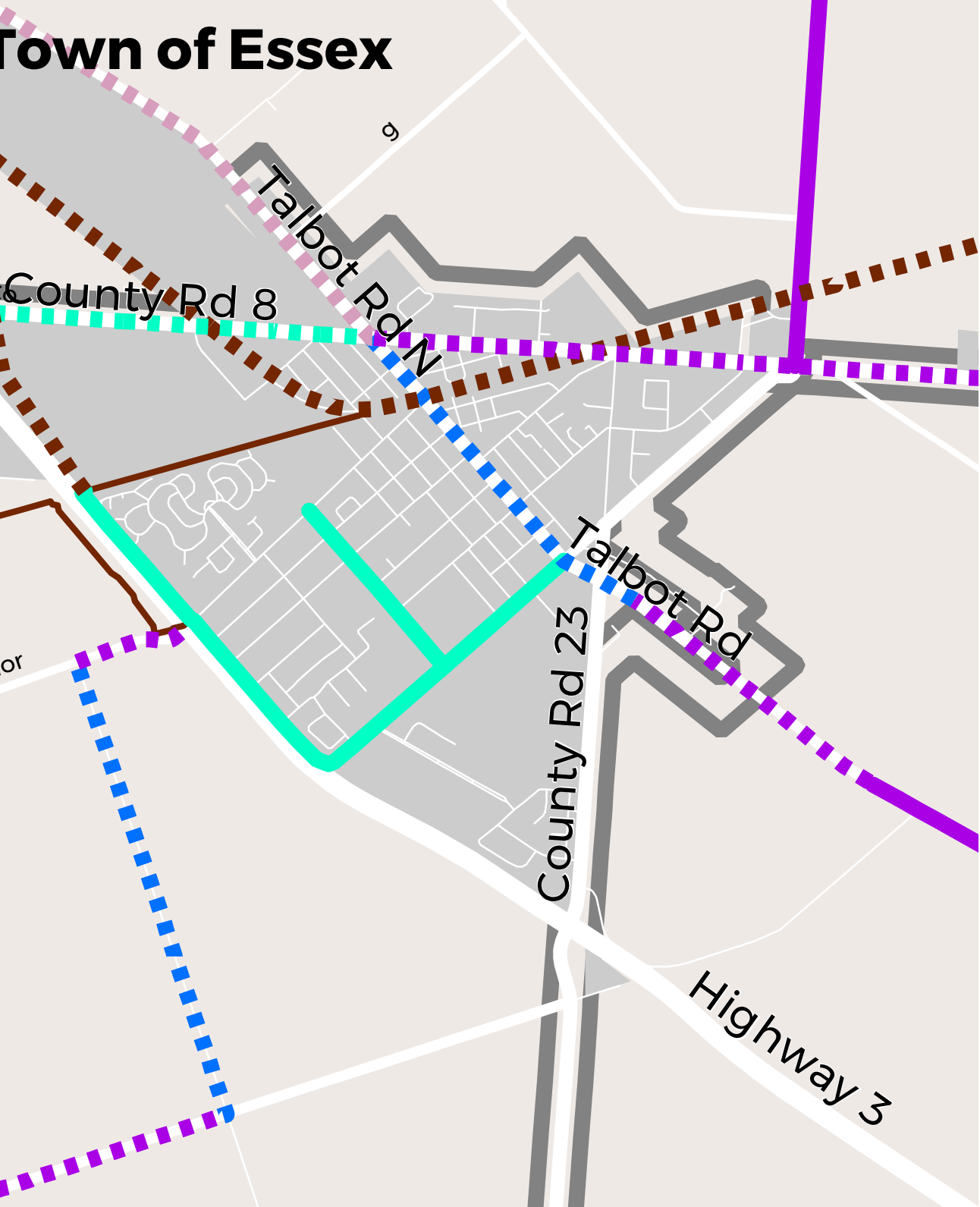
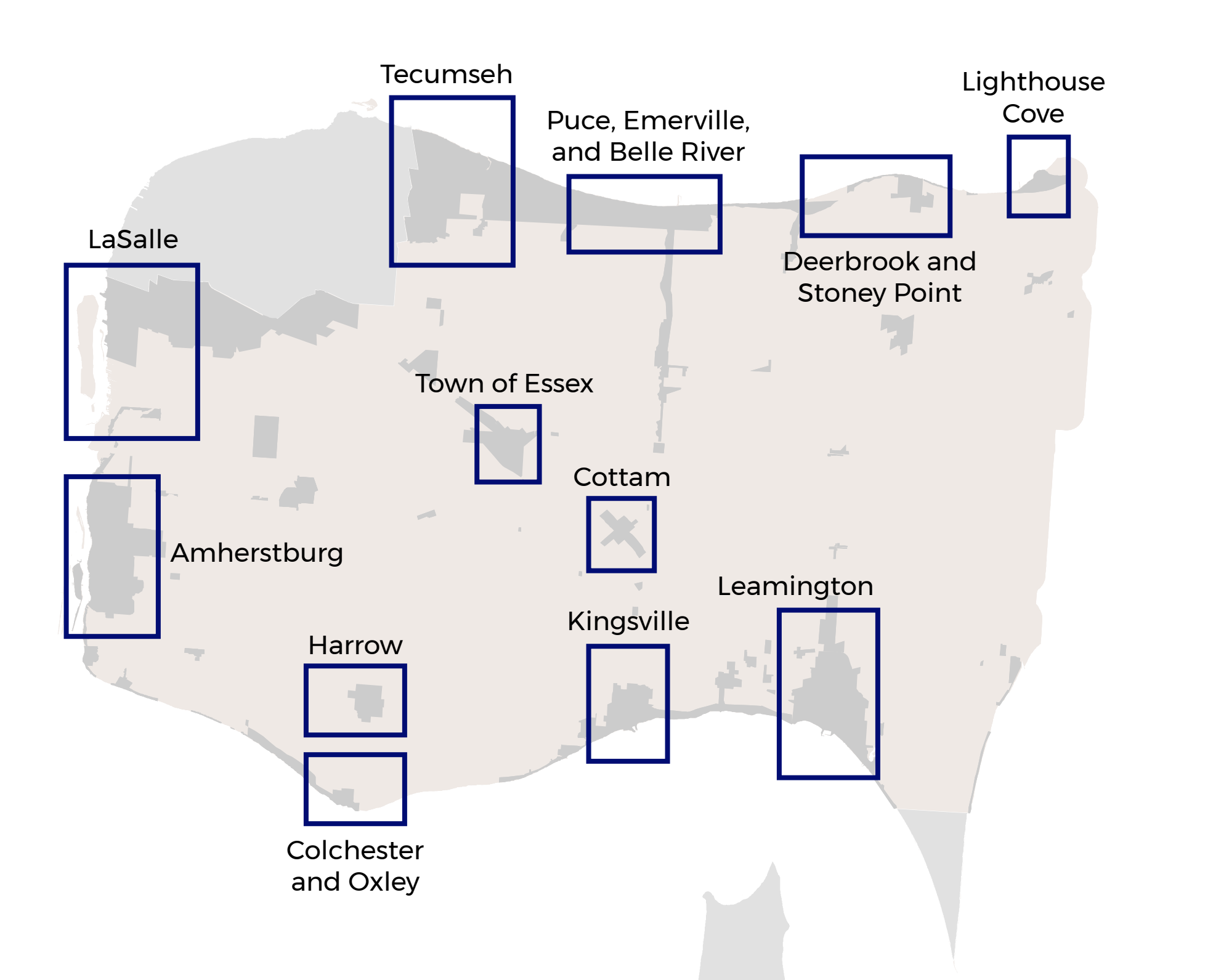
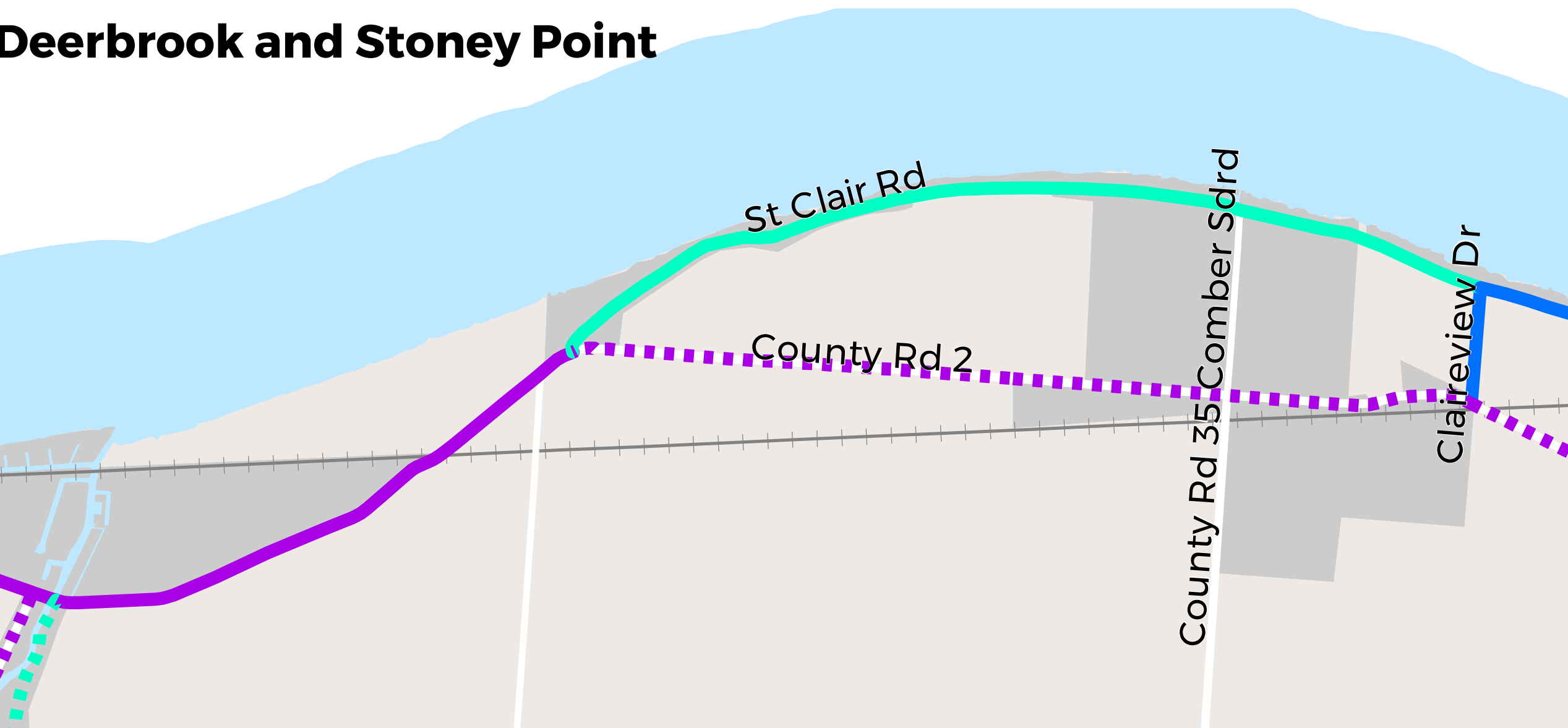
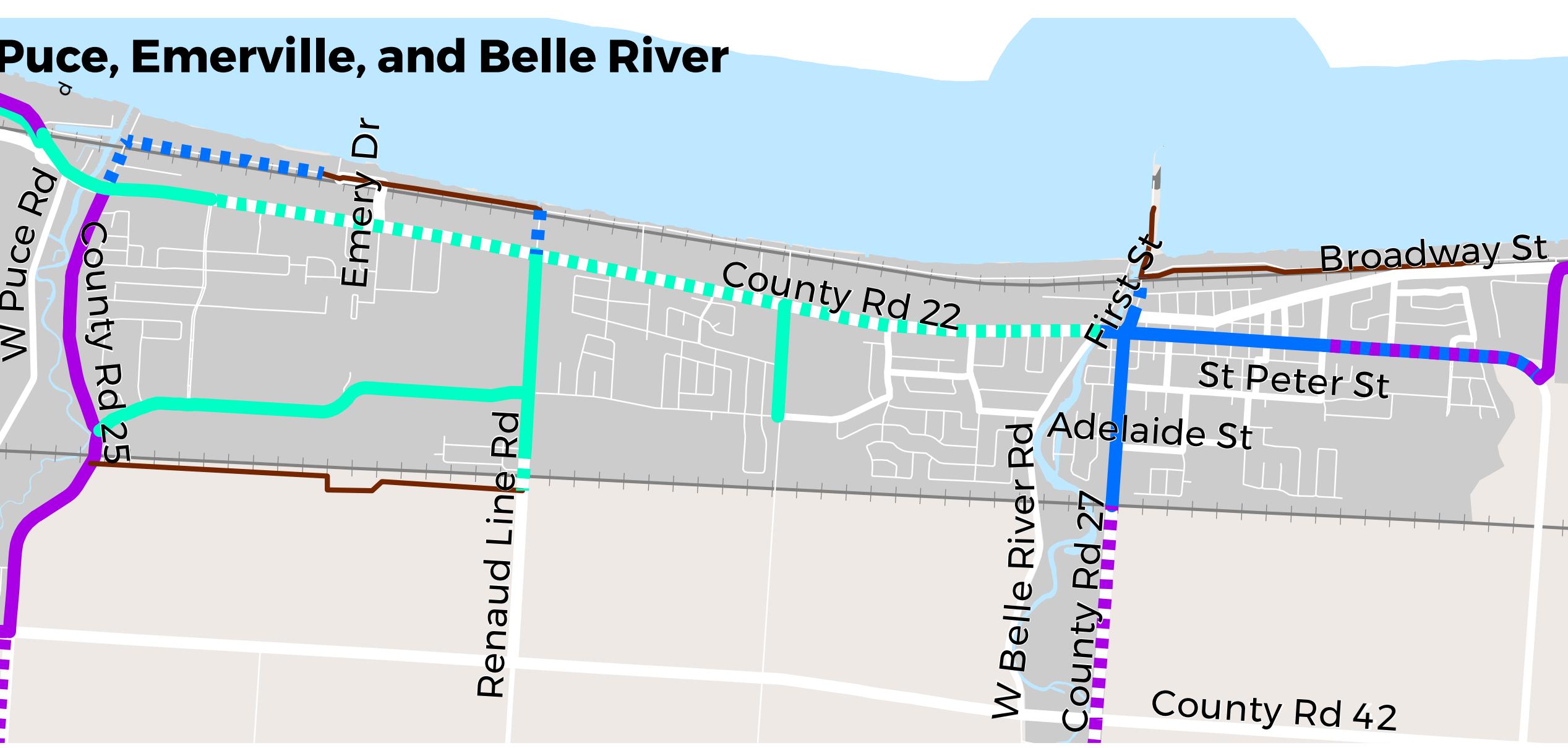
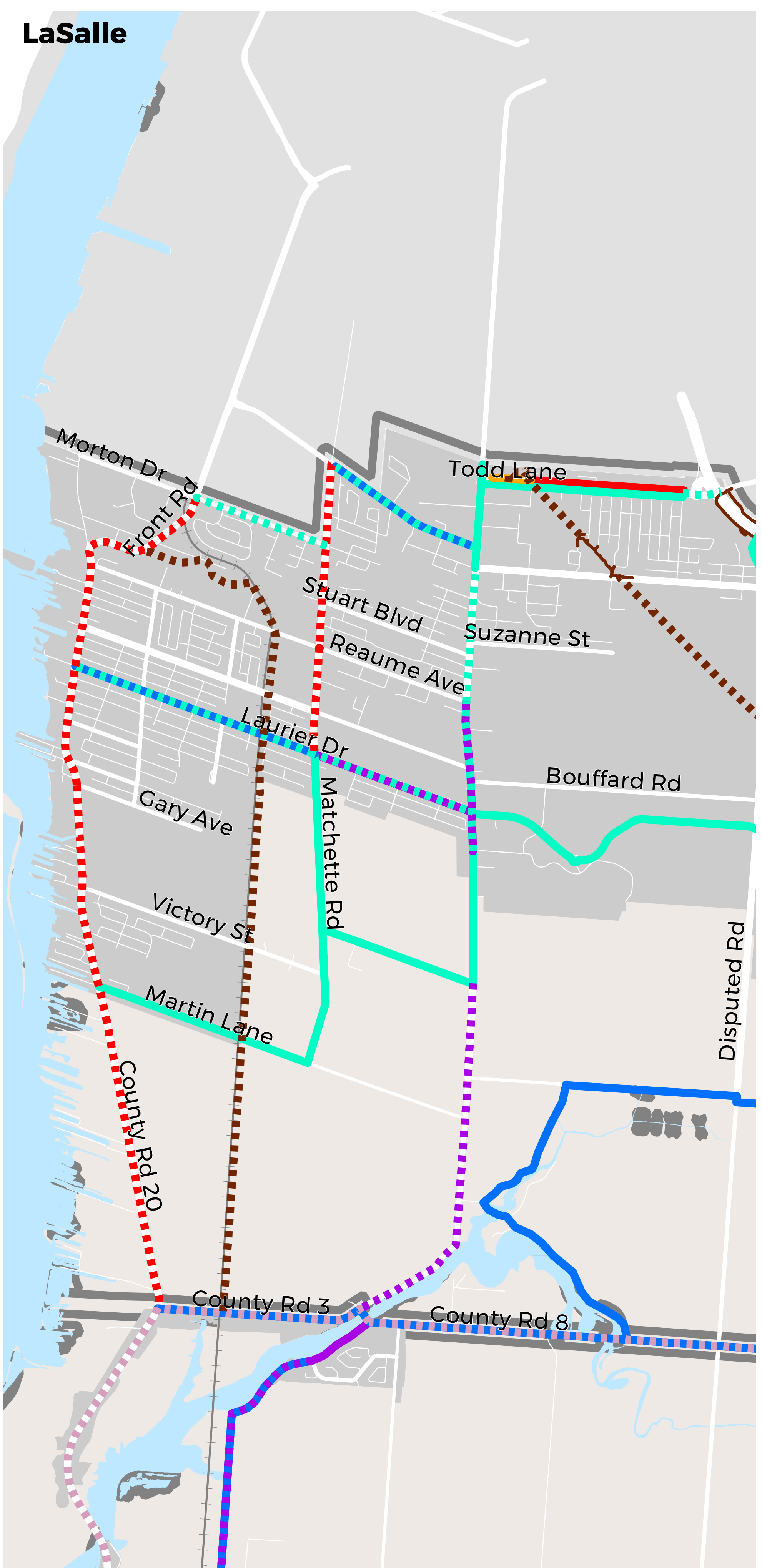
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FIGURE EX-3B

Existing and Proposed CWATS Networks by Facility Type

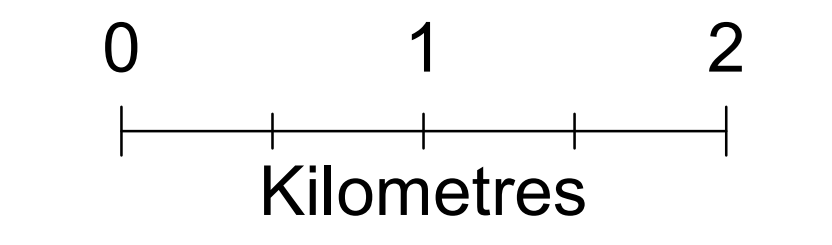
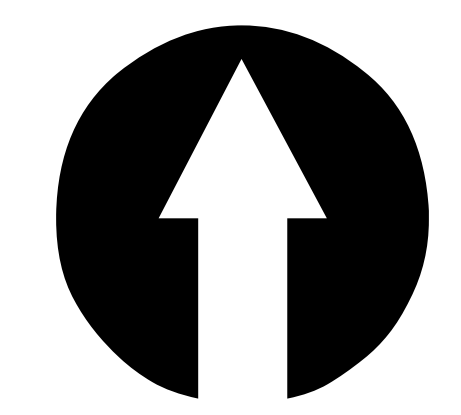
County Wide Active Transportation System (CWATS) Master Plan Update



- CWATS Network**
- | Existing | Proposed |
|----------|----------|
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| | |
| | |
| | |

- Transportation Features**
- Provincial Highway
 - County Road
 - Municipal Road
 - Active Railroad

- Other Features**
- School
 - Winery
 - Conservation Area Trailhead
 - Recreation and Parkland
 - National Park
 - Settlement Area
 - Watercourse



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CHAPTER 7: STRATEGY #3 - PROGRAMS

Programs and initiatives are part of the on-going efforts to encourage behavior change, create community awareness and foster pedestrian and bicycle friendly neighbourhoods. The suggested programs and initiatives are not prescriptive but create a robust strategy to enhance the culture of active transportation using the [Six E's of Master Planning Approach](#).

SIX E'S APPROACH:



Engineering

Design and construct safe and convenient infrastructure for pedestrians and cyclists



Educating

Teach people of all ages and abilities the skills to use AT infrastructure, the benefits and the CWATS Network



Encouraging

Generate support for AT as a viable mode for daily travel and for recreation



Enforcing

Apply roadway laws and regulation to ensure safety for all users



Evaluating

Monitor the success and progress of infrastructure, programs, and planning



Equity

AT programs and infrastructure should provide mobility choices for vulnerable populations



Proposed Program Options

Network Route Planning and Development: Ensure that all relevant GIS data for MyCWATS Mapping tool is up to date and available in an open-source format that can be easily updated as new infrastructure is built.

Municipal Partnership Program (MPP): Modify the existing MPP Fund to support a variety of local groups to deliver education, promotion, encouragement and engineering initiatives throughout the County and to track funding and local initiatives related to AT.

Events Initiatives: Host community events in each of the municipalities throughout the County to promote active transportation.

Agricultural Worker Safety: Expand the existing migrant worker safety program to establish a County-wide program to improve agricultural worker cycling safety.

Active and Safe Routes to School: Work with local schools throughout the County to establish active and safe routes to school plans.

Community Events and Online Information Page: Developing materials that promote CWATS and active transportation that can be distributed and used at community events and made available online for reference.

Safety Campaigns: Work with local law enforcement to develop and run new educational and promotional initiatives that encourage safe and proper traffic behaviour among all road users.

CHAPTER 8: MAINTENANCE AND OPERATIONS

Maintenance is imperative to supporting high-quality routes and facilities, and encouraging and promoting comfortable, safe and convenient use of an active transportation network all year-round. The maintenance of active transportation facilities can help leverage capital investments, mitigate a user's exposure to risk, minimize potential conflict between users, mitigate liability exposure for the County, local municipalities and ERCA, and maximize the lifespan of the facility.

Who Does What?

Maintenance and operations of the CWATS network requires on-going coordination between County staff and local municipalities. Guidelines outlining who is responsible is important to support efforts to ensure all active transportation facilities are maintained to a state of repair that is appropriate and consistent throughout the network. There is no universal precedent within Ontario on who does what. Upper and lower tiers municipalities in Ontario typically establish protocols and/or agreements for AT infrastructure maintenance. Most municipalities assign responsibility for on-road and off-road AT facility maintenance based on the jurisdiction that "owns" the roadway or corridor. The underlying principle being that primary liability is linked to the owner. This is mostly the case across the County of Essex today, where the maintenance of paved shoulders, bike lanes and other on-road cycling infrastructure is the County's responsibility on County roads, and the local municipality's on local roads. For off-road facilities, AT / Trail facilities are typically the responsibility of the local municipality or a conservation authority (e.g. ERCA). Although the Ontario Municipal Act requires local municipalities to maintain all sidewalks under their jurisdiction, it is not entirely clear whether this legally applies to multi-use pathways however most municipalities typically assume that if a multi-use pathway is implemented in place of a sidewalk, that the local municipality is typically responsible for its construction and maintenance.

Provincial Minimum Maintenance Standards (MMS)

The Province of Ontario established MMS for Municipal Highways to set minimum standards for repairs of roadways under municipal jurisdiction. In 2018, the MMS was amended and introduced provisions for the maintenance of walking and cycling facilities. This includes some of the following:

- Winter maintenance standards for bicycle lanes
- Winter maintenance for patrol obligations for sidewalks
- The ability for municipalities to declare a significant weather event
- Inspection standards for areas adjacent to sidewalks

Non-winter Maintenance:



Sweeping: Sweep debris like gravel, garbage, glass, sand, and wet leaves.



Surface Discontinuities: Bumps or depressions with the surface are a hazard.



Signage & Pavement Markings: Discolored markings, and lost or damaged signs need to be replaced.



Cracking: Repair cracks to eliminate intrusion of water, prevent the loss of aggregate, and reduce deterioration rate.



Potholes: Inspect roadways, patch potholes, check integrity of repairs.

Surface Drop-off at Shoulders



Inspect roadways and all paved shoulders during road reconstruction, and ensure the gravel adjacent to the paved shoulder is compacted and flush.



Vegetation Management: Remove shrubbery, grass, bush or vegetation encroaching on road and signage.



Drainage Improvements: Clean drainage facilities and adjust maintenance frequency.

Winter Maintenance:



Plowing: Separated bike lanes are sometimes covered in windrows from passing road or sidewalk plows. Separated bike lanes typically utilize smaller plows to remove snow from one-way facilities; two-way facilities are often maintained with a combination of plows and small trucks with salting machines.



De-icing: Dry salt and pre-wetted salt are often used on bike lanes, but bicycles with exposed gears are susceptible to corrosion caused by roadway salt.



Snow and Ice Control: On-street cycling facilities that are often used for commuting purposes in urban areas are typically cleared more often than other routes during significant weather events. A proactive anti-icing approach should be applied before a storm event.



Winter Maintenance on Off-Road Trails: Maintenance for trails during winter can include clearing pathways and paved trails when the snow accumulates past a certain amount and / or after a particular amount of time has passed following a snow event.

CHAPTER 9: IMPLEMENTING CWATS

The proposed infrastructure improvements identified in this updated plan builds upon the 2012 Plan to identify an implementation strategy that prioritizes routes for both new construction and rehabilitation. The recommended implementation strategy builds off the twenty (20+) year implementation strategy and consists of three phases. The proposed implementation phases for this CWATS Master Plan update are:

- Phase 1: 0-5 years
- Phase 2: 6-10 years
- Phase 3: 10+ years

Numerous strategies were considered to identify the proposed phasing for CWATS routes.

- Identify quick wins (such as signed bike routes) to implement in Phase 1
- Close short gaps in existing network
- Conventional bike lanes can be implemented through lane reallocations and repainting pavement markings
- Align with ERCA and local municipal capital projects to maximize cost savings
- Focus on areas where active transportation volumes and anticipated demands are highest
- Consider prioritizing routes based on input from CWATS committee and the public
- Focus on creating spine connections between urban centres and creating east-west and north-south spines
- Create connections to regional and national trails
- Encourage the implementation of new routes as part of new land development

The proposed implementation plan for the CWATS network is illustrated in **Figure EX-4A** and **Figure EX-4B**, with detailed local municipality maps in **Appendix 1**.

U.S.A.



FIGURE EX-4A



CWATS Network

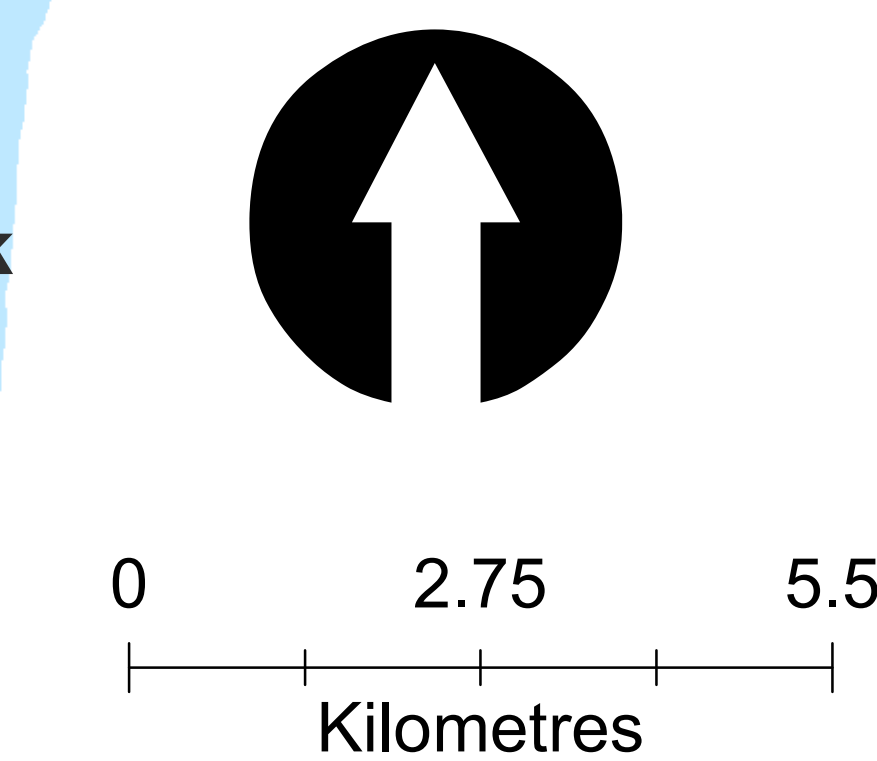
- Draft Phasing**
- Existing
 - Short-Term (0 to 5 Years)
 - Mid-Term (6 to 10 Years)
 - Long-Term (10+ Years)

- Other Connections**
- AT route in Windsor
 - Regional Trail Systems¹

- Transportation Features**
- Provincial Highway
 - County Road
 - Municipal Road
 - Active Railroad

- Other Features**
- School
 - Winery
 - Conservation Area Trailhead
 - Recreation and Parkland
 - National Park
 - Settlement Area
 - Watercourse

Note:
1. Includes the Waterfront Trail, the Province-wide Cycling Network, the Cypher Systems Group Greenway, and the Great Trail.



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Proposed Phasing for the CWATS Network
County Wide Active Transportation System (CWATS) Master Plan Update



FIGURE EX-4B

Proposed Phasing for the CWATS Network (Urban Areas) County Wide Active Transportation System (CWATS) Master Plan Update

CWATS Network

Draft Phasing

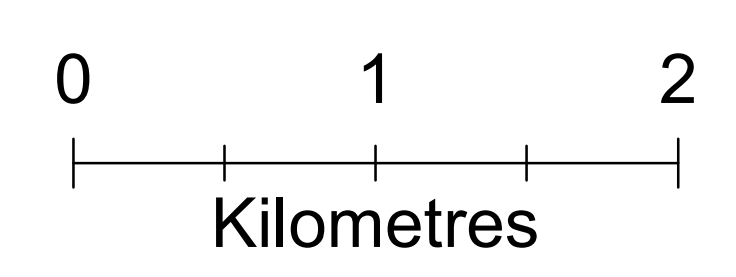
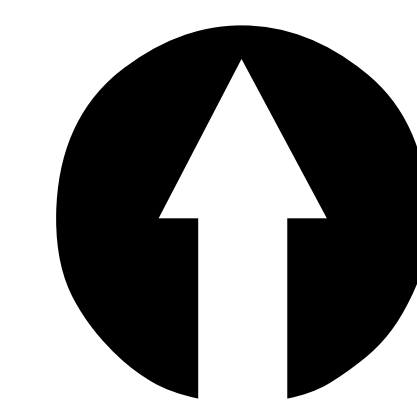
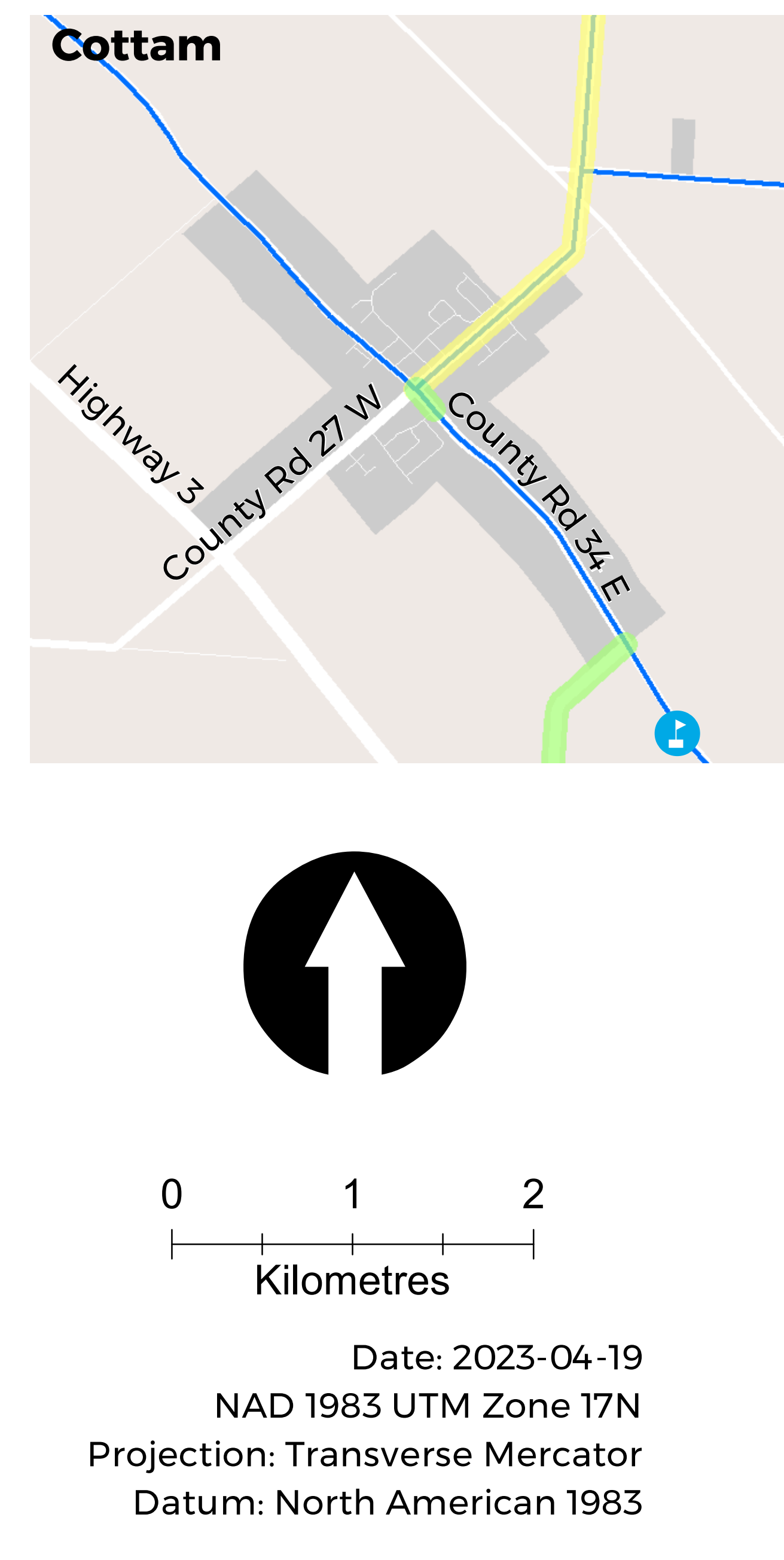
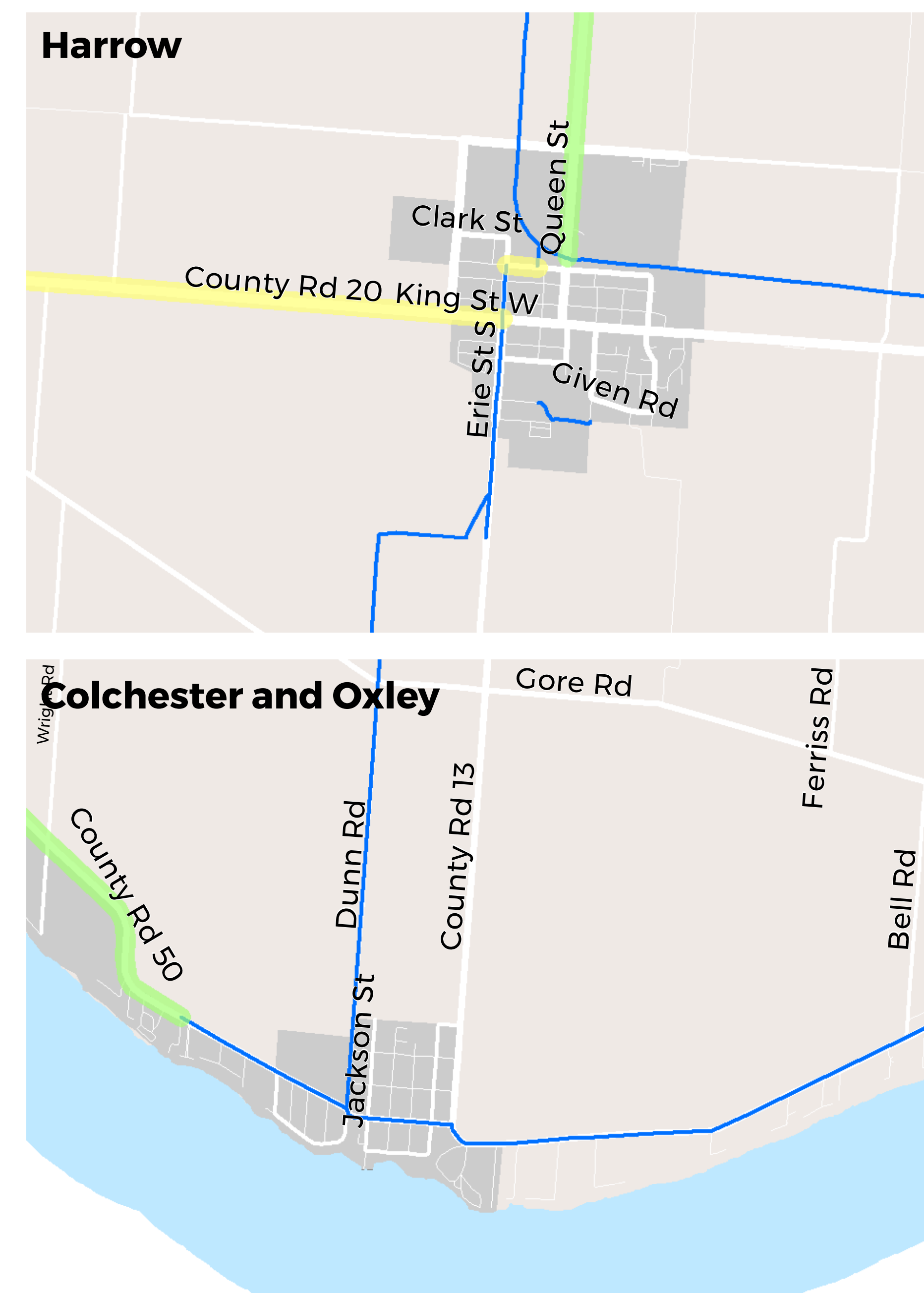
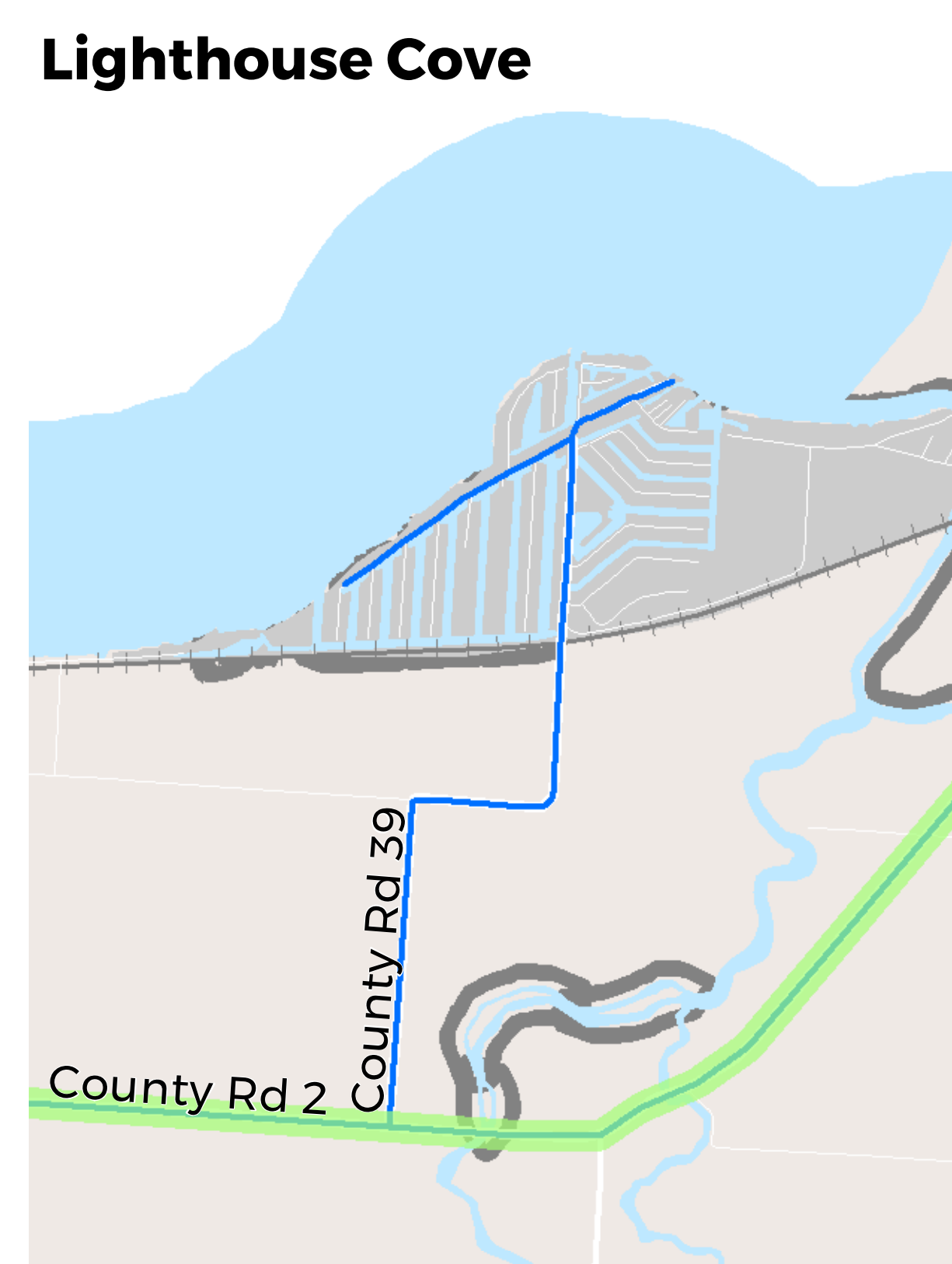
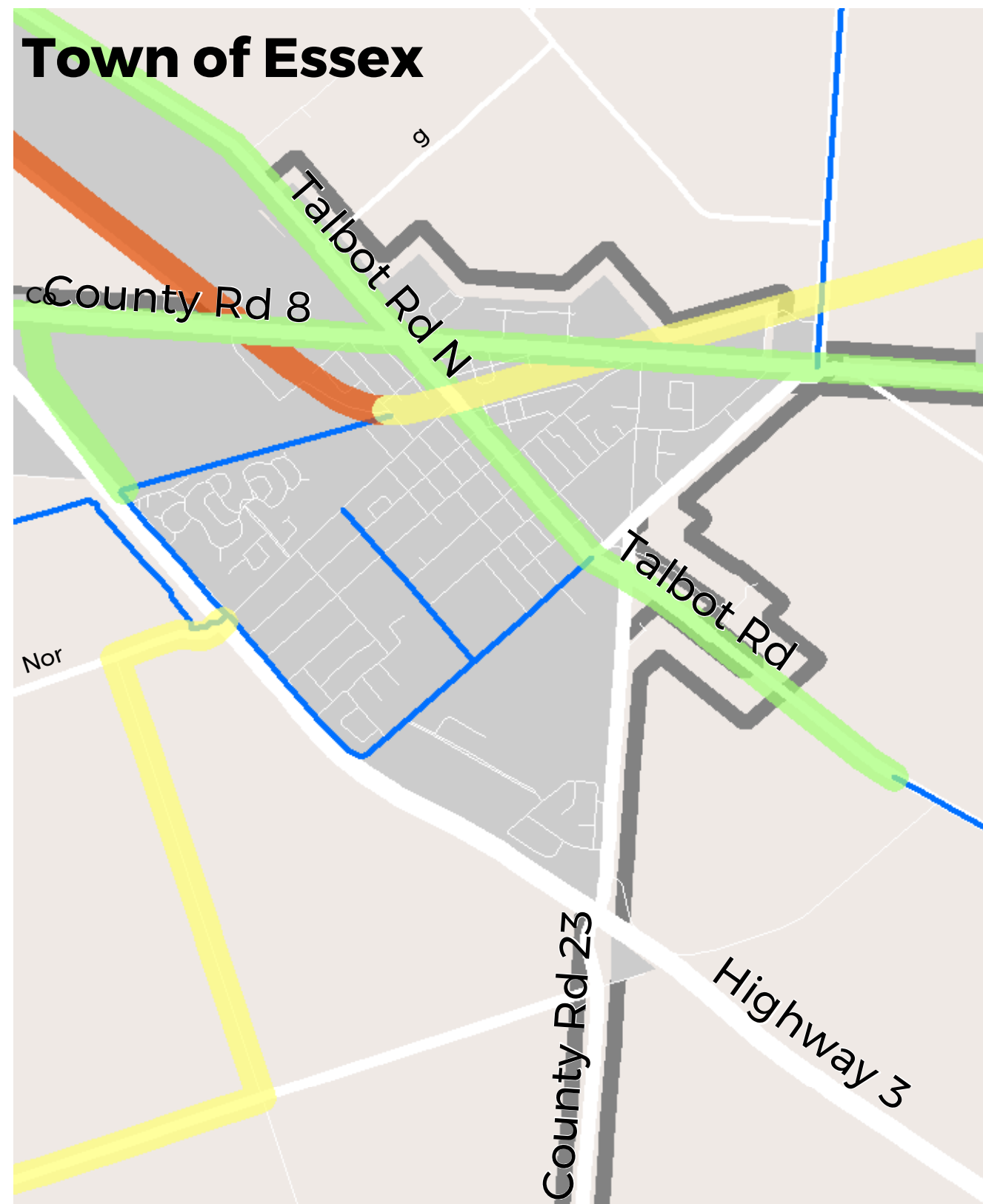
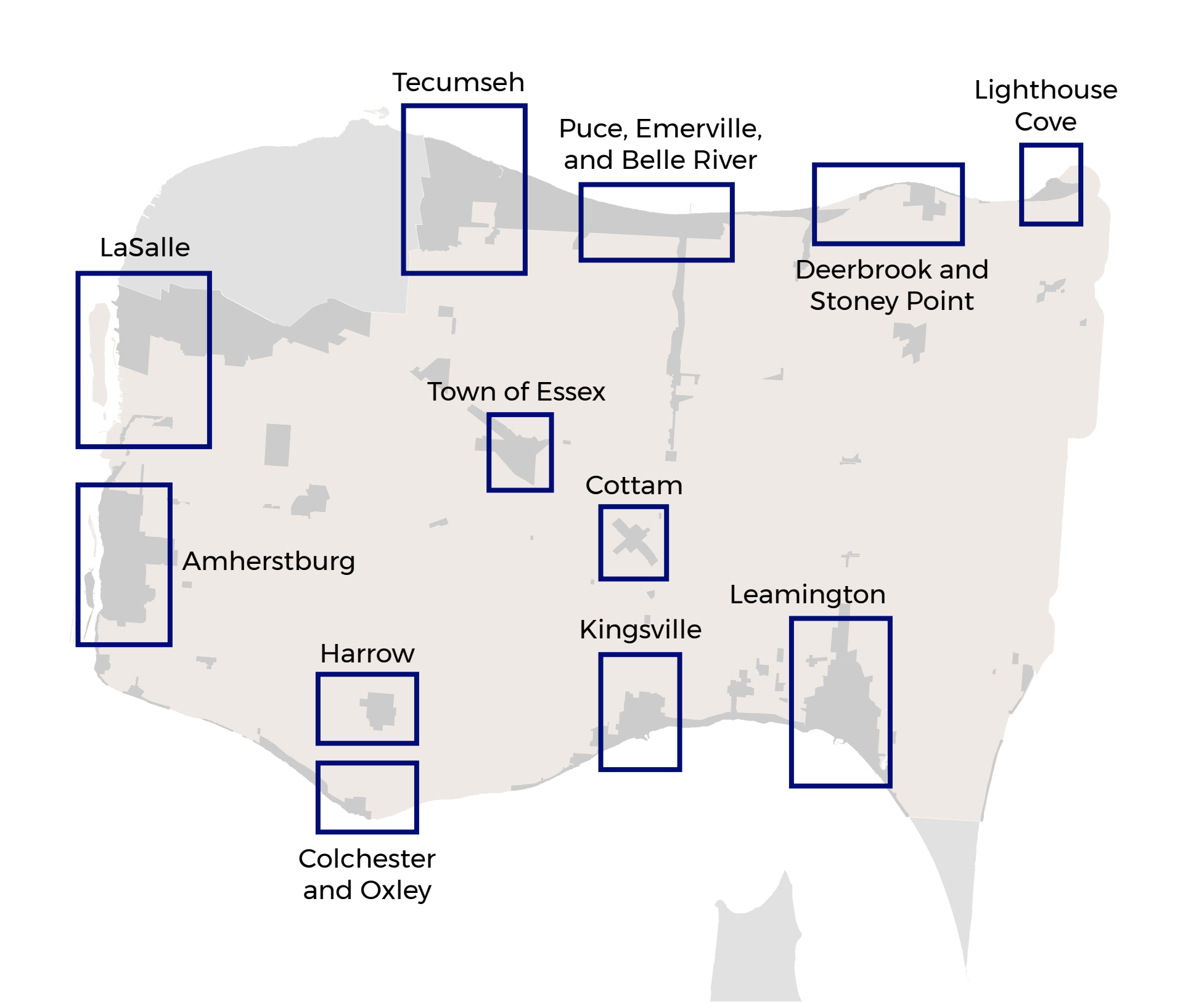
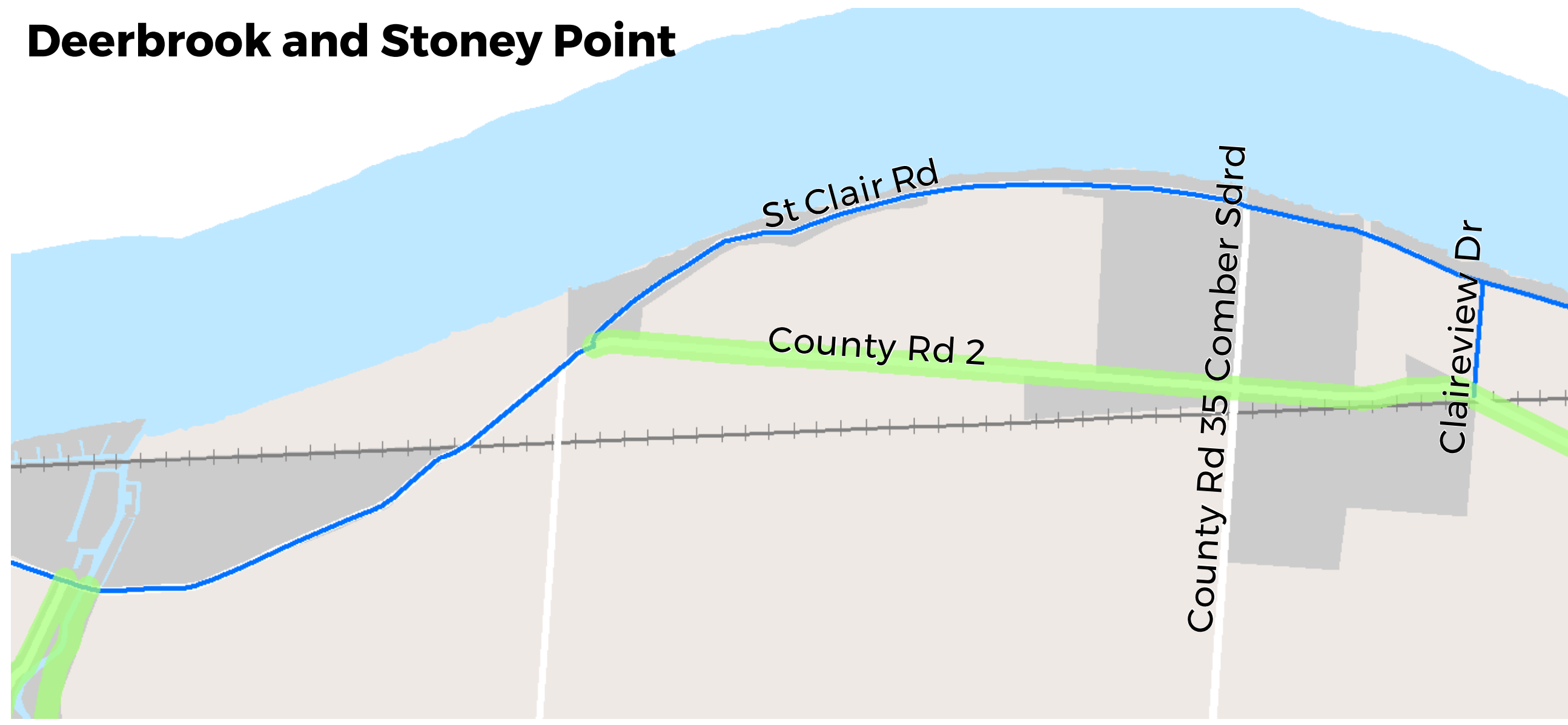
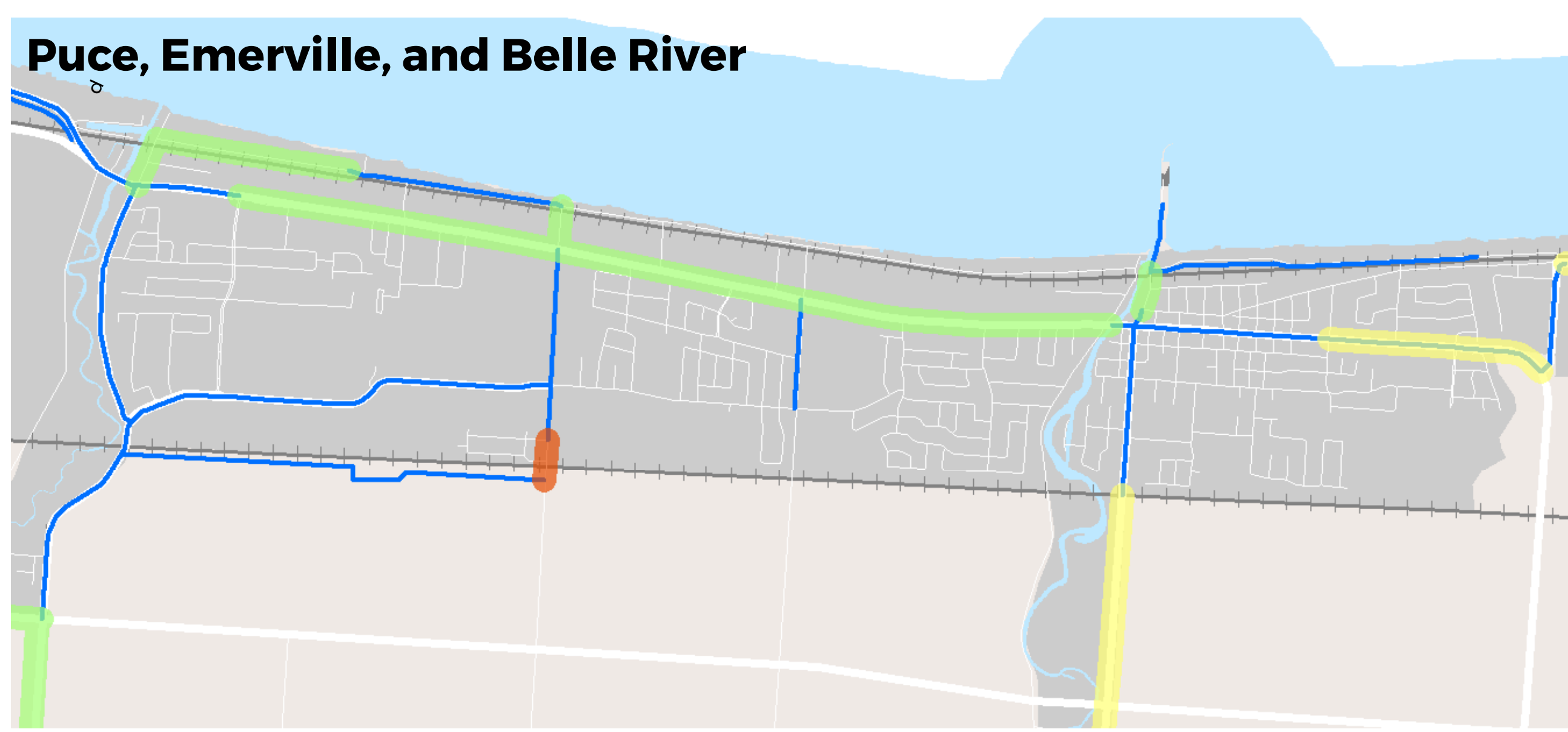
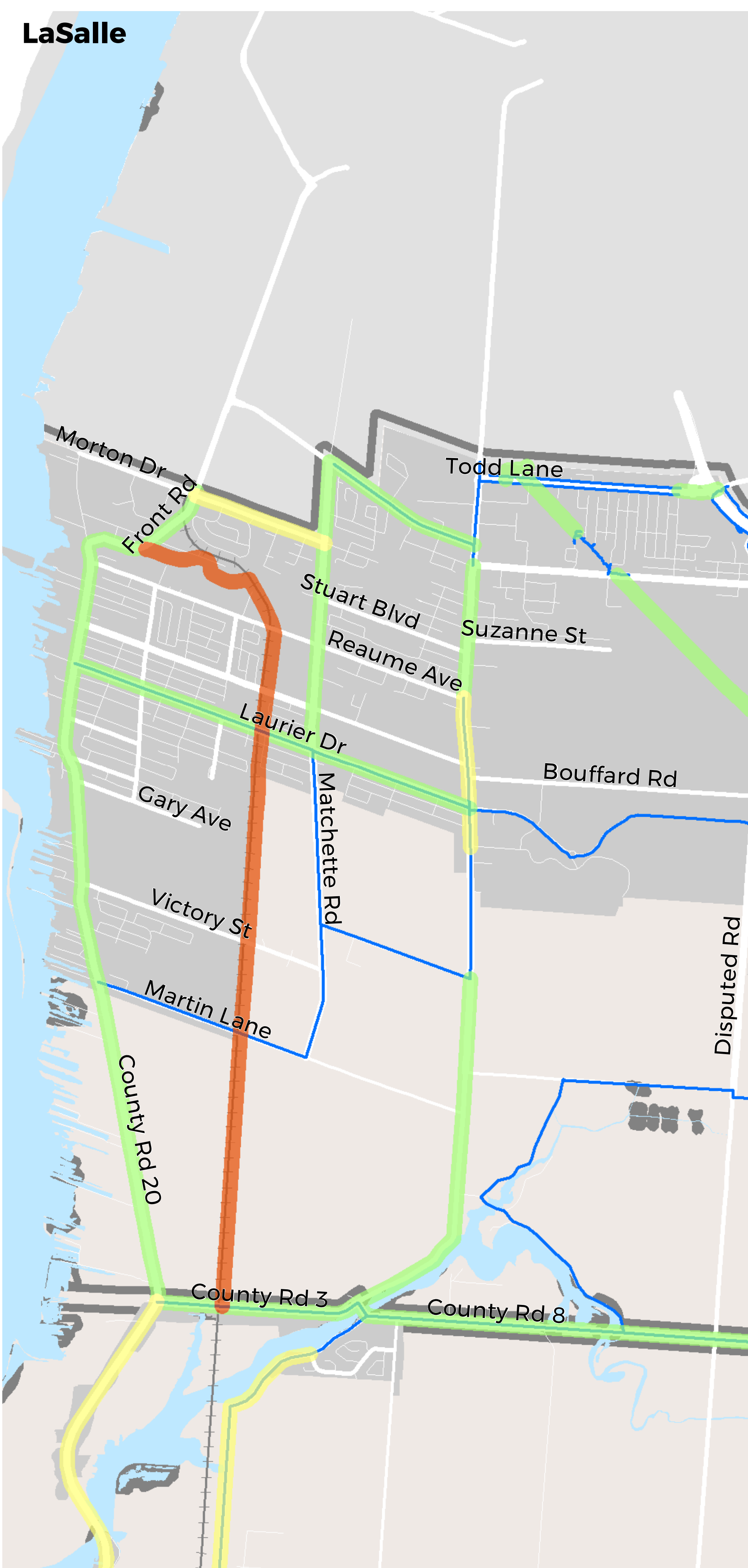
- Existing
- Short-Term (0 to 5 Years)
- Mid-Term (6 to 10 Years)
- Long-Term (10+ Years)

Transportation Features

- Provincial Highway
- County Road
- Municipal Road
- Active Railroad

Other Features

- School
- Winery
- Conservation Area Trailhead
- Recreation and Parkland
- National Park
- Settlement Area
- Watercourse



Date: 2023-04-19
 NAD 1983 UTM Zone 17N
 Projection: Transverse Mercator
 Datum: North American 1983

Investing in CWATS

Implementing, operating and maintaining the CWATS network and programs requires resources – both staff time and funding. In addition to proposed phasing timelines, there needs to be supportive strategies that facilitate the funding for the recommendations outlined in this plan. This section provides an overview of the approach that was used to develop costing associated with the updated CWATS network. It provides a detailed overview of these costs, as well as proposed tools to help inform and determine operating and capital budgets on an annual basis.

ESTIMATED TOTAL CWATS COST

\$148.5 million

It is estimated that the total investment to implement the CWATS network and develop outreach and promotional programming is about \$148,000,000 the next 20+ years.

ESTIMATED CWATS NETWORK COST:

\$145 million

ESTIMATED CWATS UPDATES, OUTREACH, AND PROGRAMS COST:

\$3.5 million

A detailed breakdown of the above costs is provided in **Table EX-1**



Funding & Partnership

As part of the process to update the CWATS Master Plan, the CWATS cost-sharing strategy was reviewed and determined to still be a useful tool to help implement the CWATS network. As such, no changes are recommended to the original CWATS cost-sharing strategy first proposed in the 2012 plan.

The following provides a list of funding opportunities to fund CWATS:

- CWATS Core Infrastructure Program
- Municipal Partnership Program
- Paved Shoulder Program
- External Funding Sources

Table EX-1. CWATS Plan Cost Implementation Summary (By Phase And Jurisdictional Cost Share)

JURISDICTION	By Phase				By Jurisdictional Cost Share				
	Phase 1 (Years 1-5)	Phase 2 (Years 6-10)	Phase 3 (Years 10+)	TOTAL	COUNTY OF ESSEX TOTAL	LOCAL TOTAL	PROVINCE TOTAL	ERCA TOTAL	TOTAL
NETWORK									
Amherstburg	\$7,358,149	\$7,144,909	\$663,770	\$15,166,828	\$9,864,330	\$5,302,499	\$ -	\$ -	\$15,166,828
Essex	\$8,577,955	\$4,439,597	\$3,401,717	\$16,419,268	\$10,392,159	\$5,570,216	\$453,693	\$3,200	\$16,419,268
Kingsville	\$7,201,243	\$3,569,681	\$3,441,564	\$14,212,487	\$10,915,211	\$3,297,276	\$ -	\$ -	\$14,212,487
Lakeshore	\$20,037,568	\$15,859,096	\$4,170,342	\$40,067,006	\$20,458,412	\$8,813,129	\$ -	\$10,795,465	\$40,067,006
LaSalle	\$9,480,868	\$3,291,706	\$3,634,247	\$16,406,821	\$5,881,367	\$10,525,453	\$ -	\$ -	\$16,406,821
Leamington	\$8,812,941	\$4,511,423	\$6,448,336	\$19,772,700	\$8,465,735	\$9,568,104	\$1,738,860	\$ -	\$19,772,700
Tecumseh	\$6,974,232	\$9,559,579	\$6,349,948	\$22,883,759	\$10,992,409	\$9,861,908	\$ -	\$2,029,442	\$22,883,759
TOTAL - NETWORK	\$68,442,956	\$48,375,991	\$28,109,924	\$144,928,871	\$77,118,644	\$52,789,566	\$2,192,554	\$12,828,107	\$144,928,871
OUTREACH / PROMOTION / EDUCATION									
Municipal Partnership Program	\$750,000	\$750,000	\$1,500,000	\$3,000,000	\$3,000,000	\$ -	\$ -	\$ -	\$3,000,000
WECHU-led CWATS Health Promotion and Education Initiatives	\$125,000	\$125,000	\$250,000	\$500,000	\$500,000	\$ -	\$ -	\$ -	\$500,000
Grand Total (Network + Outreach / Promotion / Education)	\$69,317,956.48	\$49,250,990.64	\$29,859,923.56	\$148,428,871	\$80,618,644	\$52,789,566	\$2,192,554	\$12,828,107	\$148,428,871

Notes:

1. In order to capture location specific and intersection improvements along each corridor, a contingency of 20% has been applied to the unit price as well as a design approval fee of 15%. Some projects that are less complicated will not require the contingency and the design fee may be significantly less. This will be context / location specific and determined through future design or implementation stage.
2. The Municipal Partnership Program (MPP) supports outreach initiatives and provides financial assistance to local municipalities and key stakeholders. The 2012 CWATS Plan and current annual budget includes \$100,000 / year for this program and the CWATS Master Plan Update is recommending the program be increased the annual allocation to \$150,000 (assumes a 50/50 cost share between the County and local municipality)
3. Some projects are cost shared and are based on the cost share arrangement based on the approved 2012 CWATS Master Plan (40% County of Essex and 60% local municipality). These cost sharing agreements have also been applied to the lengths.
4. For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

Community Planning and Design Strategies

The design of a community influences how and when people engage in active transportation and recreation alternatives. The following three strategies are supportive of physical activity and active modes of transportation:



Land use Planning

- Mixing housing with other land uses decrease distance between residence and destinations
- Encourage higher density areas close to amenities and destinations
- Locate schools and amenities near homes to enable children to safely walk or cycle to places



Active Transportation Infrastructure

- Design attractive streetscapes with good lighting, well-maintained sidewalks, bike paths, signage, and crosswalks
- Design healthy and safe streets for pedestrians and cyclists by incorporating features like narrower driving lanes, cycling lanes, sidewalks, landscaping, and traffic calming measures to help reduce vehicle travel speeds and to provide a welcoming environment for all users
- Provide recreational facilities, parks, trails, and safe places



Transportation Planning

- Increase pedestrian and cycling connectivity by connecting key destinations
- Create safer routes to schools with safe crossings, safe bicycle parking, and traffic calming measures
- Improve public transit by locating stops close to residences and key destinations and providing frequent services

Monitoring and Evaluation

Implementation does not end with construction. It is crucial to collect data and monitor the progress to assess the effectiveness of facilities and programs in achieving the CWATS vision and objectives. Data collected from these reviews could help to inform decision making and may also contribute to the identification of future priorities and budget allocation. In 2015, the County established a short-term Active Transportation Count program to document recorded information on cyclist and pedestrian activity within the County. It is recommended that the County continue with the roll-out of the Active Transportation Count program and specifically the recommendations contained in the 2020 Active Transportation Monitoring Program related to infrastructure, counters and technology.

NEXT STEPS

The CWATS Master Plan Update is the County of Essex's blueprint to enhancing the active transportation infrastructure, including the policies and programs that support the physical infrastructure. As one of Ontario's leading municipalities with regards to active transportation, this Master Plan has been developed and adapted specifically for the County to respond to the current demands and anticipated growth. This update builds upon the strong existing momentum the County has had since the adoption of the first CWATS Master Plan in 2012. The update acts as a check-in to assess the efforts made to date and to update recommendations to incorporate new trends and the evolution of the County. Recommendations are intended to be flexible and be reassessed at the time of implementation.

Developing this plan involved a collaborative effort between the County, the CWATS Committee, partnering organizations, key stakeholder groups and residents. As the elements of the Plan are being implemented, this collaborative approach should be continued in order to achieve the vision for the CWATS Network. Moving forward, it is recommended that the County continue to work with local municipalities, ERCA and its partners to implement the new policies, programs, infrastructure and maintenance standards. This will encourage and promote active transportation use not only within individual local area municipalities, but also between them.

For a list of recommendations, please refer to **Appendix C**. This includes recommendations that have been carried over from the 2012 CWATS Master Plan, any proposed modifications and new recommendations.