



**CWATS Master Transportation Plan
Update
Presentation to County Council
November 15, 2023**

What is CWATS?

CWATS = County-Wide Active Transportation System



Connected
communities



Health and
active living



Economic
development
and tourism



Objectives:



Improve AT
Conditions



Identify Practical
Implementation
Strategies



Coordination with
the County



Encourage Use
of AT



Define Roles and
Responsibilities

How CWATS has been Embraced, Implemented and Promoted since 2012

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

556 km

of CWATS routes, including on and off-road facilities have been implemented from 2012 to 2023.



MPP Program

MMUNICIPAL
PPARTNERSHIP
PPROGRAM

The MPP provides partnership funding for AT-supportive amenities and outreach initiatives.

CWATS Celebrations



Annual celebrations have been hosted in various communities throughout the County. These include opportunities to promote educational resources and explore new infrastructure.

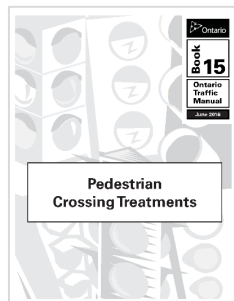
Why Update CWATS now?

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, including from the local municipalities.



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.



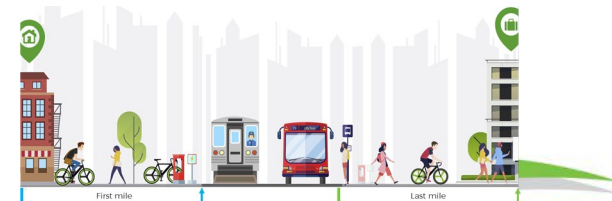
New trends and technology in active transportation

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.

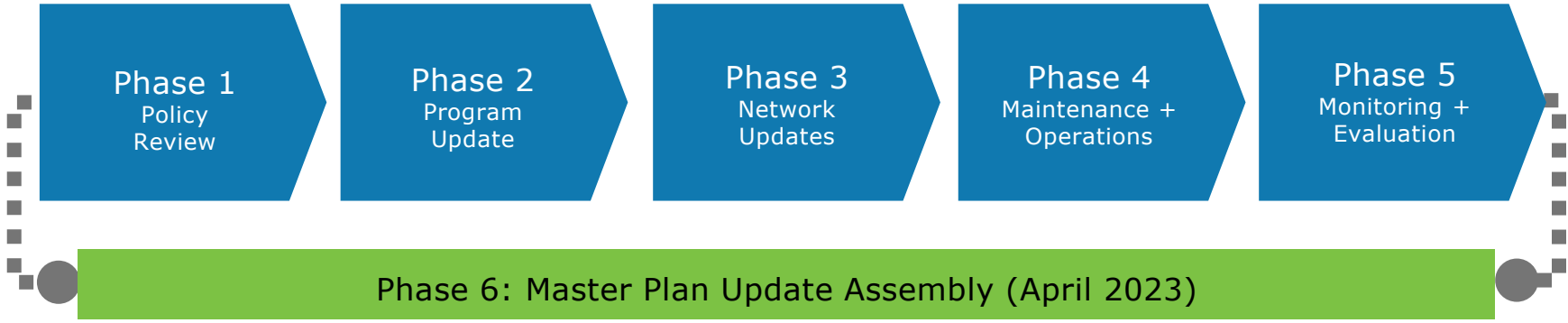
Integrating CWATS with Local Plans

| Municipal Plan / Policy | CWATS Objectives | | | | |
|--|--------------------------------|---------------------------------------|-----------------------------------|------------------------------|-------------------------------------|
| | #1 Improve AT Conditions | #2 Coordination with the County | #3 Practical Implementation | #4 Encourage Use of AT | #5 Roles and Responsibilities |
| Town of LaSalle OP, TMP | ✓ | ✓ | ✓ | ✓ | ✓ |
| Town of Tecumseh OP, TMP | ✓ | ✓ | ✓ | | |
| Municipality of Lakeshore OP, TMP | ✓ | ✓ | ✓ | | |
| Town of Amherstburg OP, TMP | ✓ | ✓ | | | |
| Town of Essex OP, TMP | ✓ | ✓ | | | |
| Town of Kingsville OP, ATMP, TMP | ✓ | ✓ | ✓ | ✓ | |
| Municipality of Leamington OP, ATMP | ✓ | ✓ | ✓ | ✓ | ✓ |
| City of Windsor ATMP, TMP, Transit Plan | ✓ | ✓ | ✓ | ✓ | |
| Municipality of Chatham-Kent OP, TMP | ✓ | ✓ | ✓ | ✓ | |



In addition to the local plans, CWATS builds upon the Province-Wide cycling network and the Trans Canada Trail network connecting to and through the County.

How we Updated the Master Plan

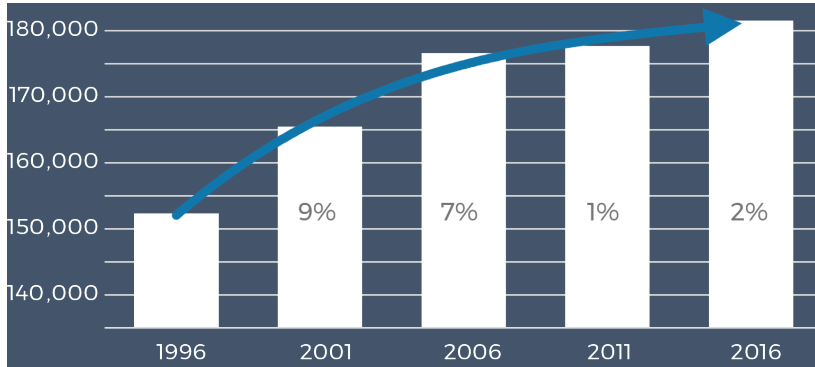


Consultation and engagement opportunities during each phase

-  Online Surveys
-  Open Houses
-  Pop Ups
-  Bike Rides
-  Meetings with CWATS Committee



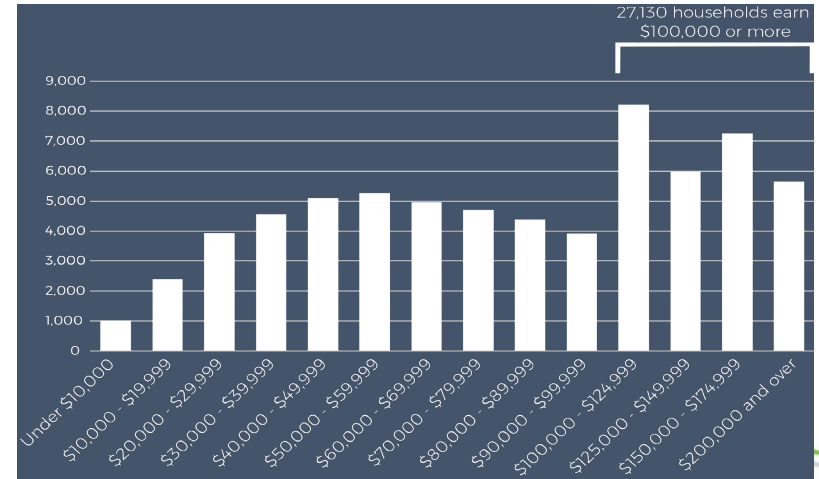
Population and Economic Trends



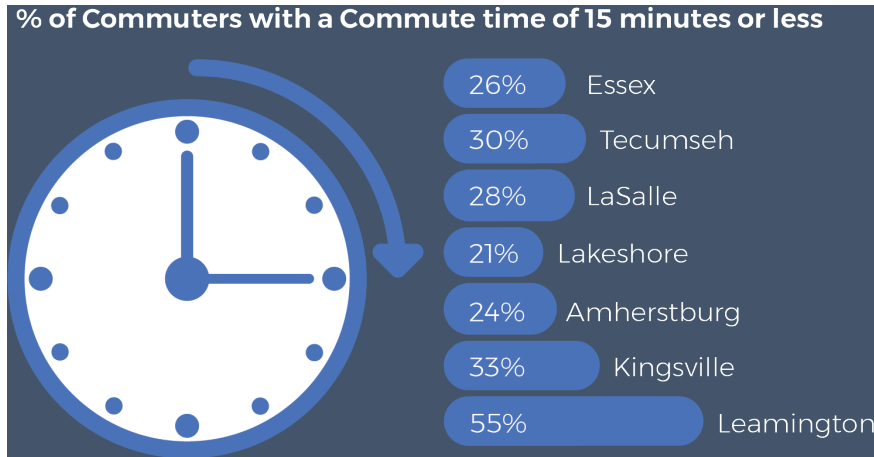
2016 Census population = 181,500

Since 2012, the population of the County has grown by 2% and is expected to increase to 212,500 by 2031.

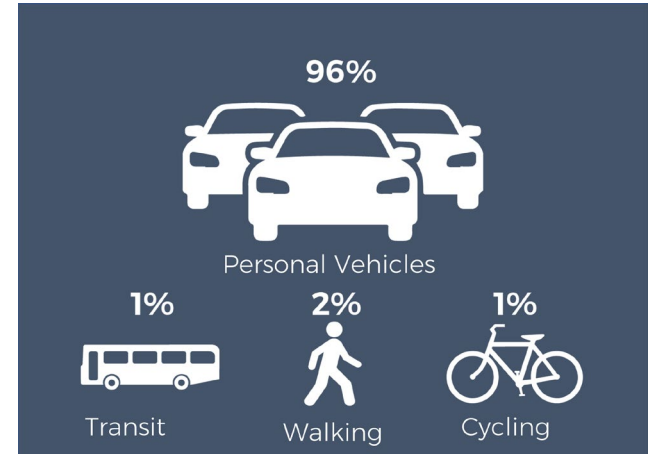
Approximately 40% of all households in the County of Essex have incomes above \$100,000 a year compared to the province at 35% of households.



Transportation Patterns



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**.



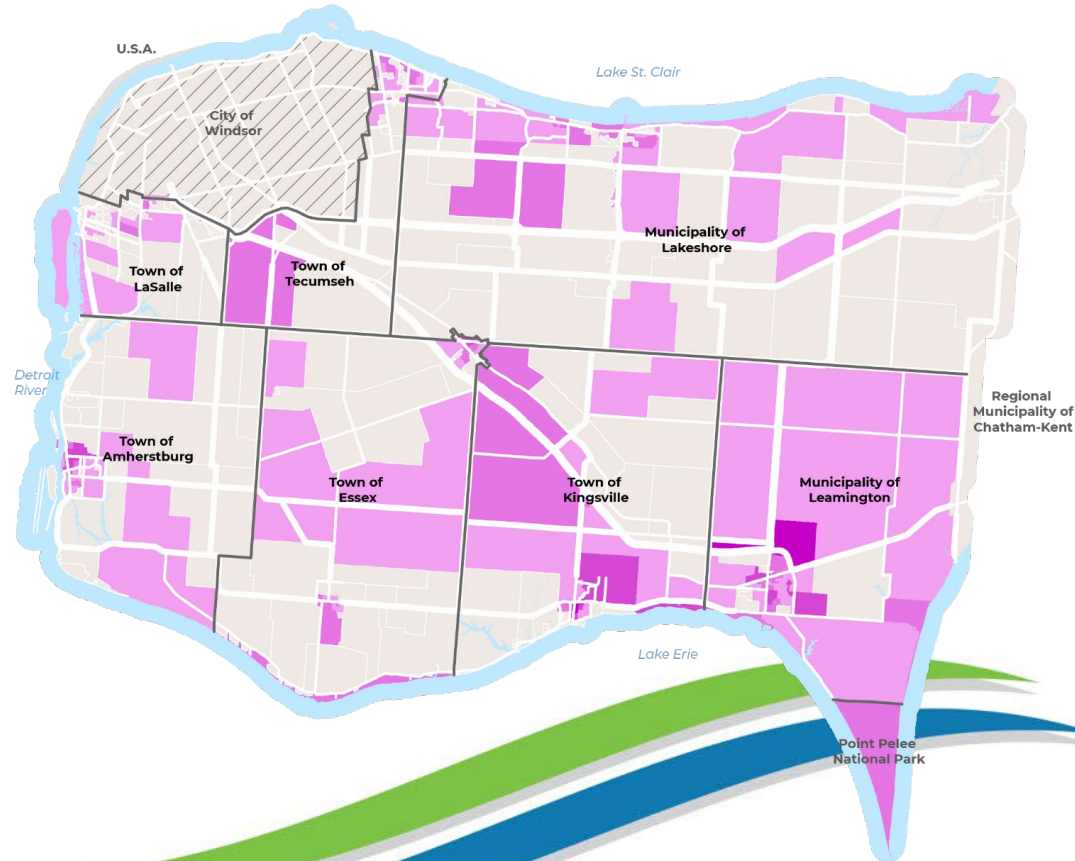
3% of commuters indicated active transportation as their main mode of commuting, which is similar to other municipalities of comparable size and population.

Active Transportation Mode Share

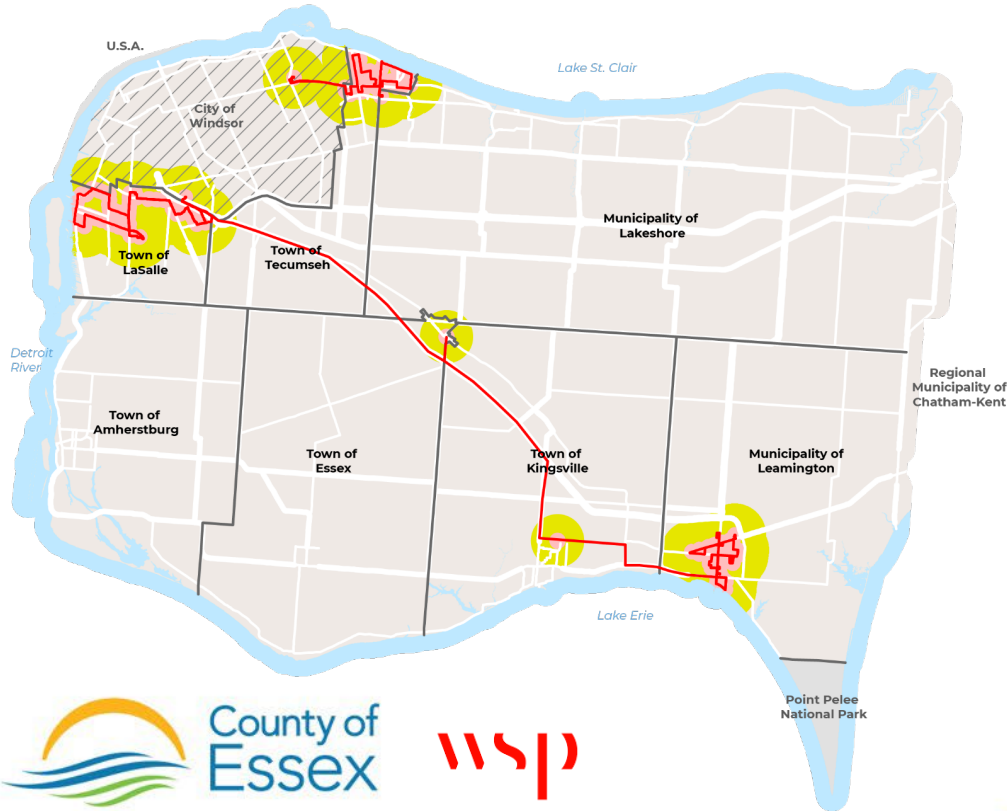
Active Transportation Mode Share

- No AT commuters
- Low (1 – 15)
- Low to moderate (15 to 26)
- Moderate (27 – 40) commuter
- Moderate to high (41 – 55)

This map represents the spatial distribution for those who walk and bike as their main mode of transportation to work, based on information collected from the 2016 Statistics Canada Census Data – Journey to Work section of the Canadian.



Equity and Access



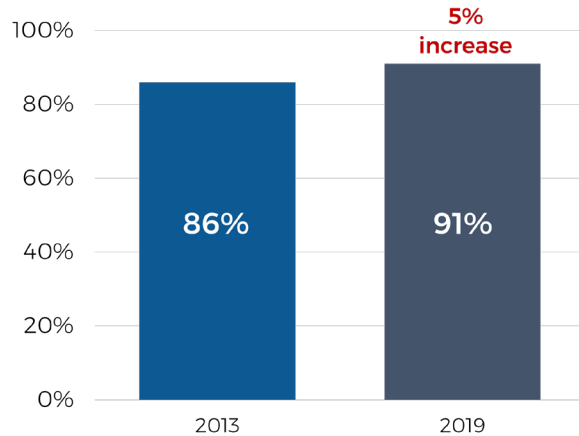
Access range for Transit
In kilometres/ metres

- Municipal Bus Route
- 500 m access distance
- 2 km access distance

- Provide access to the County's economic centres.
- Identify areas to build out AT infrastructure to help residents access employment opportunities.
- Enhance AT network connectivity in rural areas.

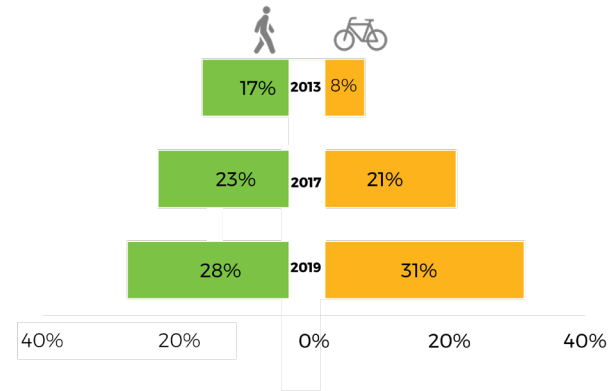
Public Opinion on CWATS and AT

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.

Network Development Process

Five steps were taken to review and update the CWATS network, consistent with OTM Book 18:

- 1** Identify **existing routes** including facilities that have been recently constructed.
- 2** Review the **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** Review and confirm the **facility types** and confirm the CWATS network.

The outcome...

CWATS network including **proposed revisions to current approved facility types** and **potential new routes**.

Route Selection Criteria

How were the criteria informed?

- 2012 CWATS route selection criteria
- CWATS vision and objectives
- Existing guidelines and best practices such as OTM Book 18 (2021 edition)

How were the criteria applied?

- Potential new linkages (candidate routes) were assessed using the route selection criteria

What were the results?

- Any new routes (step 3) that were considered during the network development process were assessed using the route selection criteria
- The criteria can be used in the future by the County and its partners to assess potential new linkages and opportunities that come up

Safety

Visible

Direct / Connected

Destinations

Modal Integration

Attractive / Scenic

Diverse Experience

Easily Accessible

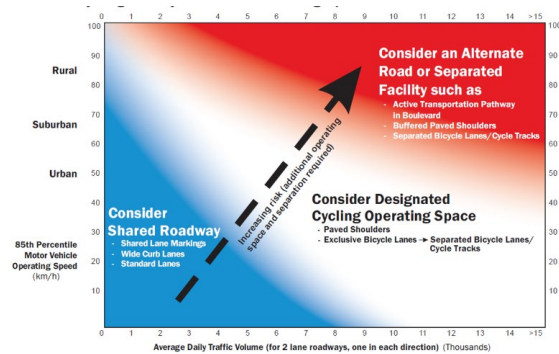
Variety of Routes

Cost Effective

Supportive Services

Applying OTM Book 18

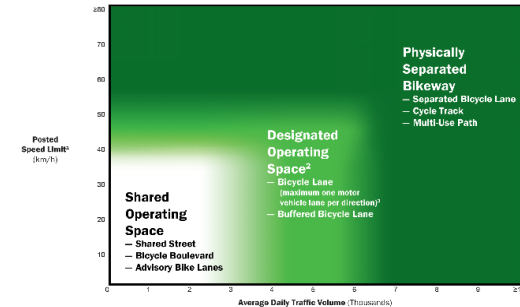
2013 OTM Book 18



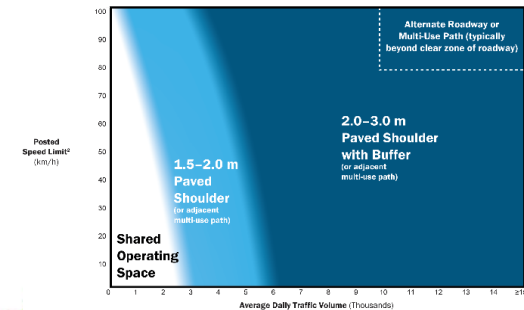
- **Urban and rural** considerations
- Recommend **higher levels of separation** at lower speed and volume contexts
- **All ages and abilities** facility selection is context driven.

Updated OTM Book 18

Desirable Cycling Facility Pre-Selection Nomograph
Urban/Suburban Context



Desirable Cycling Facility Pre-Selection Nomograph
Rural Context¹



CWATS Network: Existing and Proposed

Timeline: 20+ year plan

| Existing (Previously proposed in the 2012 Plan) | Previously Proposed and Not Yet Implemented (2012 Plan) | Update Proposed (2023 Plan) | New Total (Existing + Proposed 2023 Plan) |
|---|---|-----------------------------|---|
| 556.1 km | 339.9 km | 510.2 km | 1066.3 km |

62% of the 2012 network implemented to date



Regional Municipality of Chatham-Kent

Date: 2023-04-19
NAD 1983 UTM Zone 77N
Projection: Transverse Mercator
Datum: North American 1983

Implementation Approach

CWATS Core Infrastructure

- 1) CWATS Municipalities submit applications for segments (with council support)
- 2) County reviews: CWATS Committee deliberates and votes
- 3) Design work or construction follows the following year

County encourages applications that complete a segment and enhance connections

| 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 Path 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 Path 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% |
| 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% |

Note: Cost sharing is applied to the design, construction and maintenance of facilities. However, the maintenance on County Roads within urban areas is the responsibility of the host municipality.

CWATS Supportive Programs



Municipal Partnership Program

- 1) CWATS Municipalities submit applications for AT-supportive programs and non-infrastructure facilities
- 2) County reviews: CWATS Committee deliberates and votes
- 3) Implementation follows the following year



Paved Shoulder Program

- 1) County aligns 5-year road rehabilitation program with CWATS paved shoulder facilities identified in Master Plan
- 2) Implementation follows according to the road rehab schedule

Proposed Program Options

Network Route Planning and Development

Improve access to route information and support the development of analytical tools for implementation, as well as creating a database to improve access to route mapping and GIS information.

Events Initiatives

Generating local media interest through initiatives such as a community building exercises. This initiative can be integrated into CWATS Annual Celebrations to piggyback and support existing initiatives.

Agricultural Worker Safety

Expanding awareness could include information for safe routes to major centres and improved access to safety equipment. This can also be expanded to provide focused safety programs for other priority populations.

Active and Safe Routes to School

Improving awareness and community support at a grass-roots level, especially when used concurrently with other initiatives.

Community Events and Online Information Page

Providing resources to develop community events to empower individuals within the community. The resources are self-maintained and would be a one-time start-up cost with minimal revisions. Can leverage the County's website and active social media channels to enhance CWATS related communications.

Safety Campaigns

Hosting an annual bike safety rodeo, in partnership with local law enforcement, to provide a fun atmosphere to teach proper traffic behaviour. Launching a traffic safety awareness campaign across the County's website and social media accounts and in partnership with local media. Delivering a series of education and enforcement blitzes against improper traffic behaviour

What is the Anticipated Investment?

| Jurisdiction | County of Essex TOTAL | Local Municipal Total | Provincial Total | ERCA Total | TOTAL | % of Total Network |
|----------------------|--------------------------|--------------------------|---------------------|---------------------|----------------------|-----------------------|
| Amherstburg | \$9,864,330 | \$5,302,499 | \$0 | \$0 | \$15,166,829 | 10% |
| Essex | \$10,392,159 | \$5,570,216 | \$453,693 | \$3,200 | \$16,419,268 | 11% |
| Kingsville | \$10,915,211 | \$3,297,276 | \$0 | \$0 | \$14,212,487 | 10% |
| Lakeshore | \$20,607,432 | \$8,664,109 | \$0 | \$10,795,465 | \$40,067,006 | 28% |
| LaSalle | \$5,881,368 | \$10,525,454 | \$0 | \$0 | \$16,406,822 | 11% |
| Leamington | \$8,465,735 | \$9,568,104 | \$1,738,861 | \$0 | \$19,772,700 | 14% |
| Tecumseh | \$10,992,409 | \$9,861,908 | \$0 | \$2,029,442 | \$22,883,759 | 16% |
| TOTAL-Network | \$77,118,644 | \$52,789,566 | \$2,192,554 | \$12,828,107 | \$144,928,871 | 100% |

Notes:

1. The ERCA levy will not contain any funding component that relates to the purchase of land or capital upgrades for those trails or bicycle lanes/paths identified in the CWATS report.
2. Local Municipal Shares of Segments along Common Municipal Boundaries have been included Local Municipal Totals, where applicable.
3. Annual cost per year is based on an assumption of equal costs per year over 20 years for budgeting purposes.
4. Includes projects that are cost-shared based on the 2022 cost share arrangement (40% County of Essex and 60% local municipality). These cost sharing agreements have also been applied to the lengths.

General Maintenance Considerations

In 2018, the Provincial MMS were amended and provided provisions for the maintenance of walking and cycling facilities, specifically:

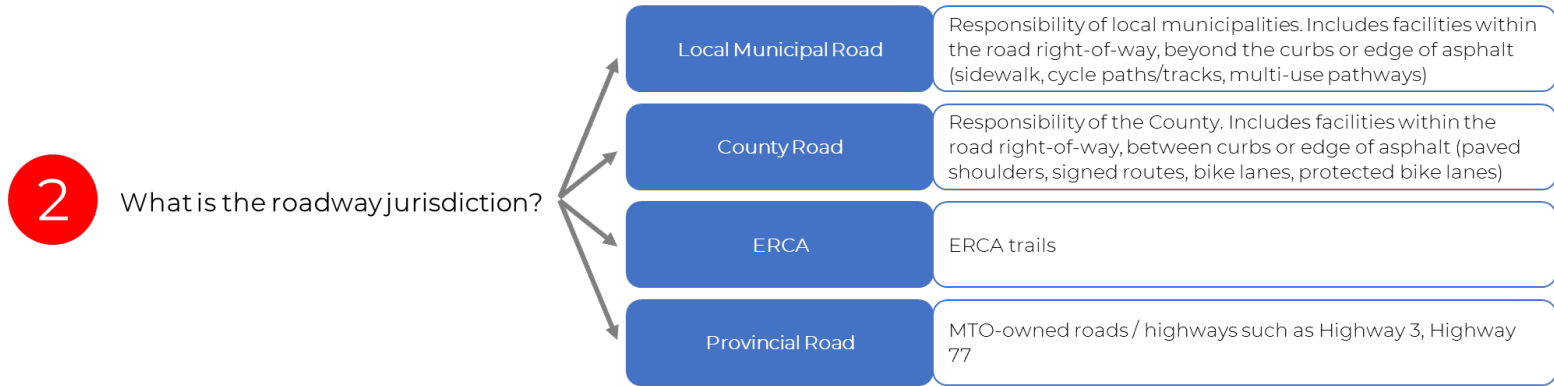
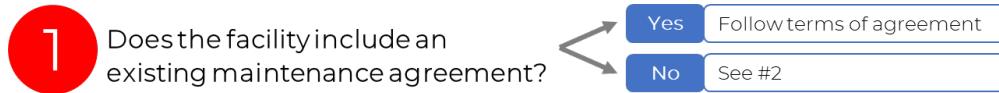
- Winter maintenance standards for **bicycle lanes**
- Winter maintenance standards including patrol obligations for sidewalks
- The ability for municipalities to declare a significant weather event
- Inspection standards for areas adjacent to sidewalks

The MMS defines “**bicycle lanes**” as:

- A portion of the roadway that has been designated by pavement markings or signage for the preferential or exclusive use of cyclists; or
- A portion of a roadway that has been designated for the exclusive use of cyclists by signage and a physical or marked buffer.

This does not include in-boulevard multi-use pathways. If a multi-use pathway commonly functions as a pedestrian facility, then it is recommended that a municipality’s sidewalk maintenance level of service standard should apply.

Maintenance Roles



Thank You



Jerry Behl
Manager, Transportation Planning &
Development
County of Essex



Dave McLaughlin
Principal & Director Planning
WSP

