9 IMPLEMENTING CWATS

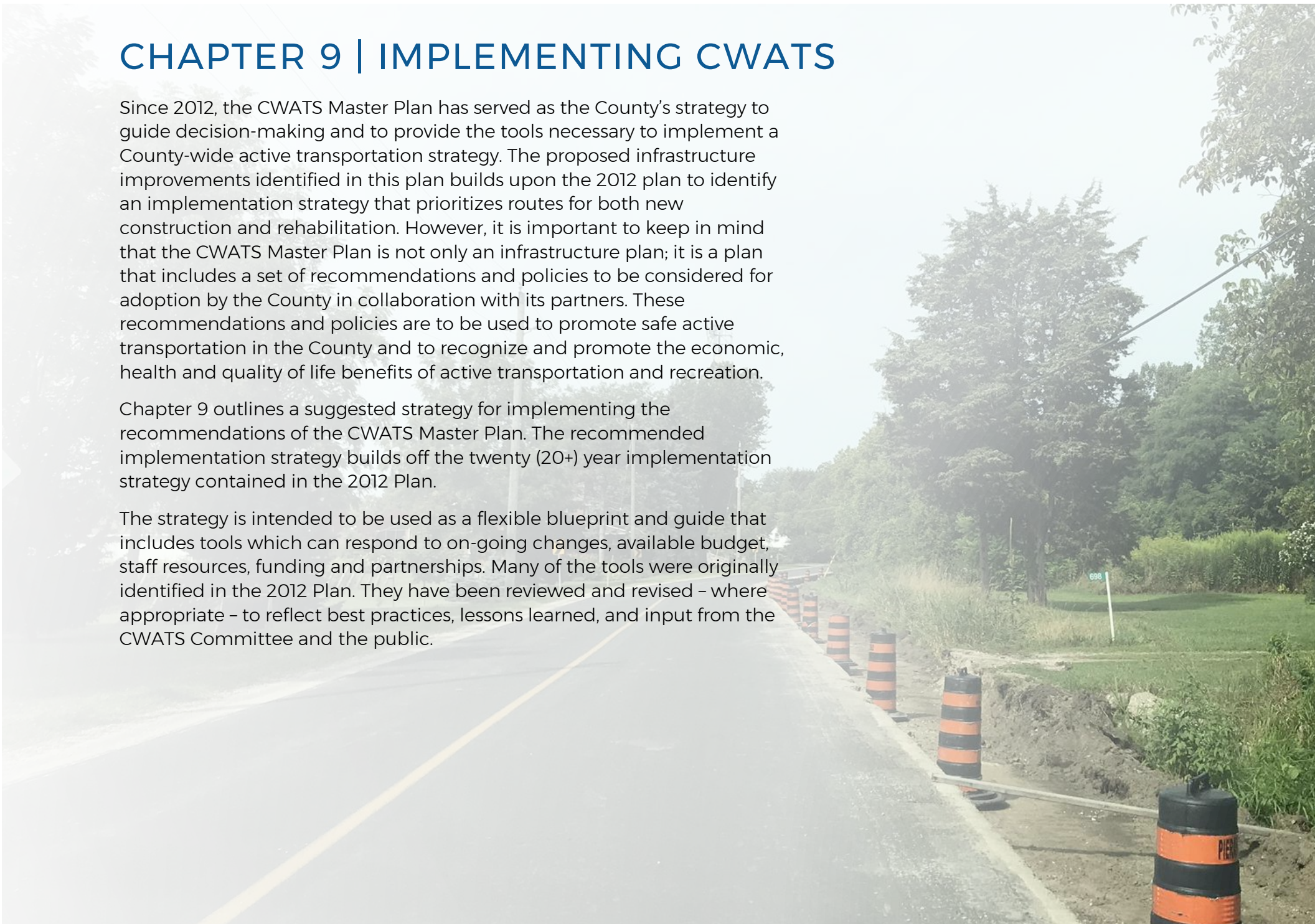
Tools, resources and information to help continue implementing CWATS throughout the County and its local municipalities.

CHAPTER 9 | IMPLEMENTING CWATS

Since 2012, the CWATS Master Plan has served as the County's strategy to guide decision-making and to provide the tools necessary to implement a County-wide active transportation strategy. The proposed infrastructure improvements identified in this plan builds upon the 2012 plan to identify an implementation strategy that prioritizes routes for both new construction and rehabilitation. However, it is important to keep in mind that the CWATS Master Plan is not only an infrastructure plan; it is a plan that includes a set of recommendations and policies to be considered for adoption by the County in collaboration with its partners. These recommendations and policies are to be used to promote safe active transportation in the County and to recognize and promote the economic, health and quality of life benefits of active transportation and recreation.

Chapter 9 outlines a suggested strategy for implementing the recommendations of the CWATS Master Plan. The recommended implementation strategy builds off the twenty (20+) year implementation strategy contained in the 2012 Plan.

The strategy is intended to be used as a flexible blueprint and guide that includes tools which can respond to on-going changes, available budget, staff resources, funding and partnerships. Many of the tools were originally identified in the 2012 Plan. They have been reviewed and revised – where appropriate – to reflect best practices, lessons learned, and input from the CWATS Committee and the public.



9.1 CWATS NETWORK IMPLEMENTATION

The implementation strategy is intended to build upon and reflect the overall phasing schedule originally identified in the 2012 plan. Considering the progress that has been made in implementing CWATS infrastructure and programs over the past 10 years, it is recommended that these phasing horizons be adapted and coordinated (where possible) with the County's plans for capital projects.

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

The implementation plan is illustrated in **Figure 115a** and **Figure 115b**. Detailed maps for each local municipality can be found in **Appendix 1**. In addition to the approach of aligning the implementation of CWATS routes with planned capital projects, a number of other strategies were considered when identifying the proposed phasing for CWATS routes. These include:

- Identify quick wins (such as signed bike routes) in Phase 1 for implementation.
- Close short gaps in the existing network that when completed results in continuous routes;
- Conventional bike lanes that can be implemented through lane reallocations (e.g. road diets) and repainting pavement markings;
- Align with ERCA and local municipal capital projects to maximize cost savings by working in tandem with planned capital road and linear utility reconstruction projects;
- Focus on areas that would improve equity and / or where current active transportation volumes are highest, and / or where the highest demand is anticipated. For example: routes that facilitate access to key destinations, especially those that have the potential to attract large numbers of "would-be" walkers and cyclists including those who would be to schools, tourist destinations, community centres, and large employers;
- Consider prioritizing routes based on input from the CWATS Committee and the public;
- Focus on creating spine connections between urban centres within the County, and creating east-west and north-south spines;
- Create connections to regional and national trails such as the Chrysler Canada Greenway / Trans Canada Trail; and
- Encourage the implementation of new routes as part of new land development.

FIGURE 115A

Proposed Phasing for the CWATS Network

County Wide Active Transportation System (CWATS) Master Plan Update

U.S.A.

Lake St. Clair

City of Windsor

Tecumseh Rd

County Rd 22

County Rd 21

County Rd 42

Notre Dame St

County Rd 2

County Rd 39

Todd Lane

Front Rd

Town of LaSalle

County Rd 3

County Rd 4

County Rd 17

County Rd 43

County Rd 19

County Rd 25

County Rd 27

Municipality of Lakeshore

Highway 401 W

Highway 401 E

CASO Rail Trail

County Rd 31

County Rd 35

County Rd 37

County Rd 1

South Talbot Rd

Town of Tecumseh

County Rd 8

Talbot Rd N

Detroit River

Town of Amherstburg

County Rd 9

County Rd 11

County Rd 15

Cypher Systems Group Greenway

Town of Essex

County Rd 34 W

County Rd 27 E

Regional Municipality of Chatham-Kent

County Rd 10

Chrysler Greenway

County Rd 12

Highway 3

County Rd 14

County Rd 1

Alma St

Sandwich St S

Meloche Rd

County Rd 27 W

County Rd 23

County Rd 29

Highway 77

Kent County Rd 1

Municipality of Leamington

County Rd 18

County Rd 34

Town of Kingsville

County Rd 41

County Rd 20

Queen St

Talbot St W

County Rd 33

Oak St W

Main St E

Main St W

Seacliff Dr E

County Rd 50

County Rd 13

Lake Erie

Point Pelee National Park

Pelee Island

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 Systems [1]

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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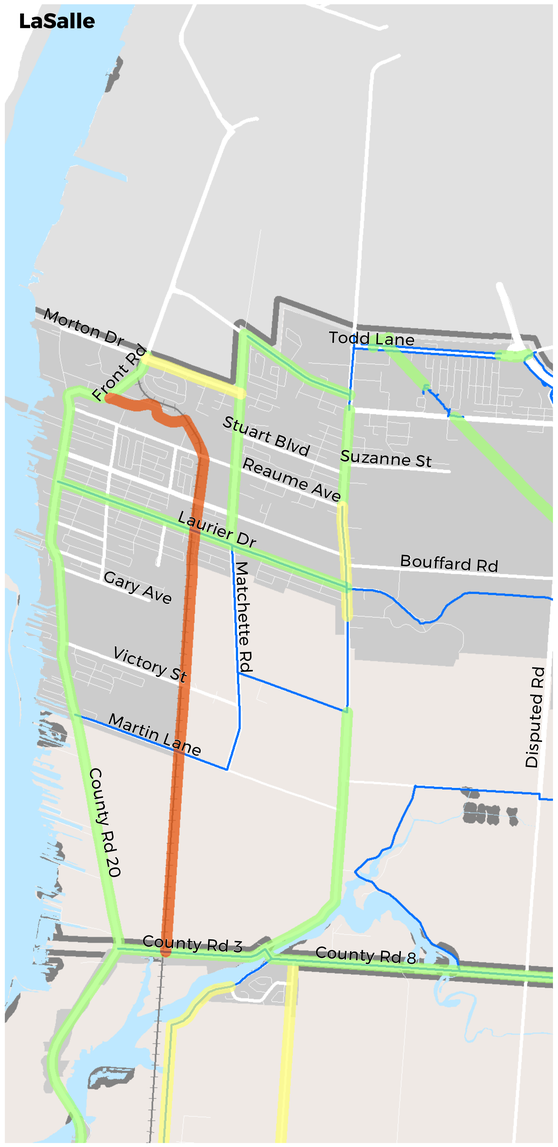
Kilometres

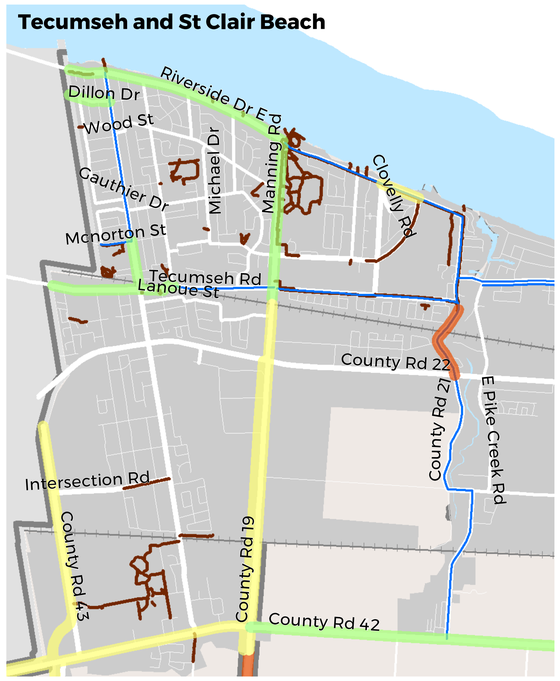
Date: 2022-09-22
NAD 1983 UTM Zone 17N
Projection: Transverse Mercator
Datum: North American 1983

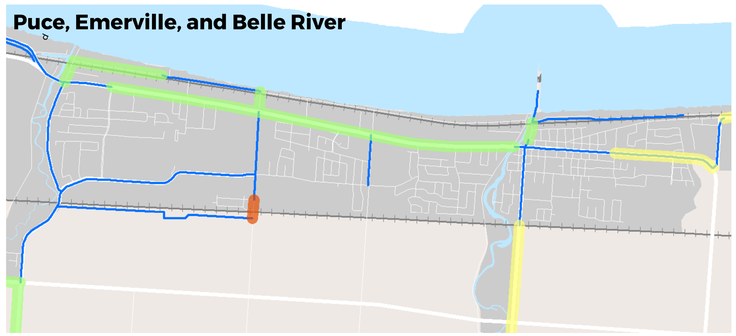
FIGURE 115B

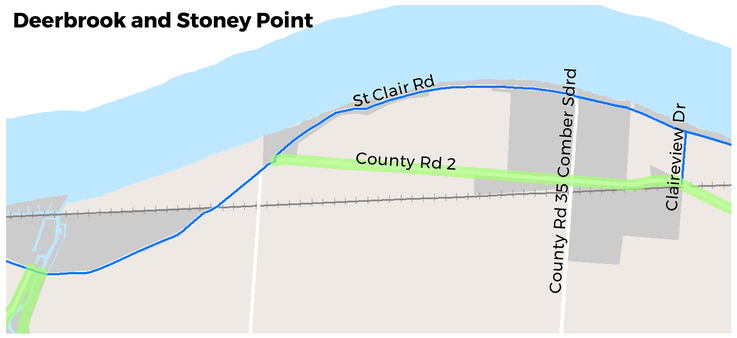
Proposed Phasing for the CWATS Network (Urban Areas)

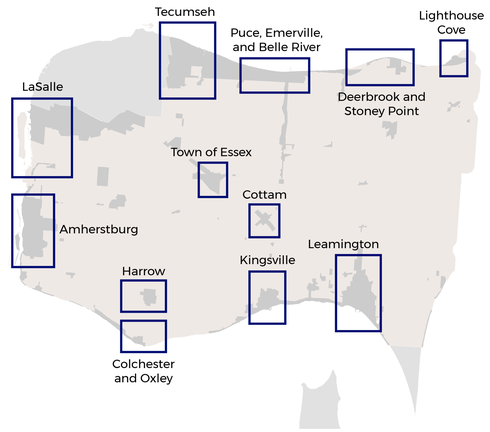
County Wide Active Transportation System (CWATS) Master Plan Update

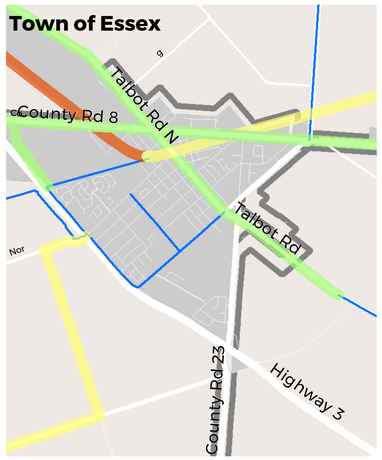


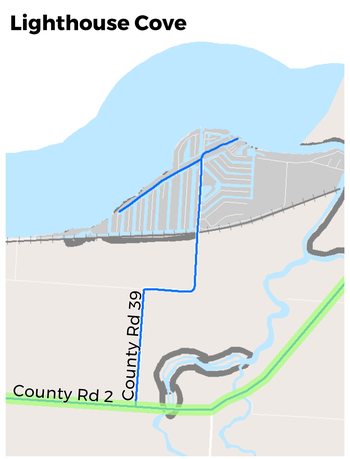


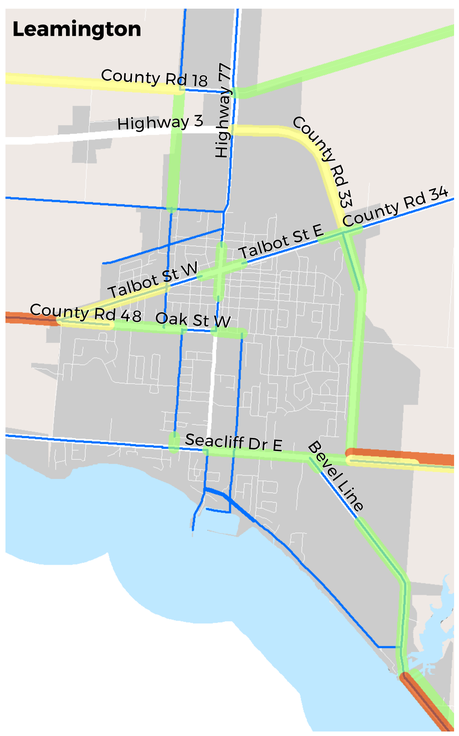


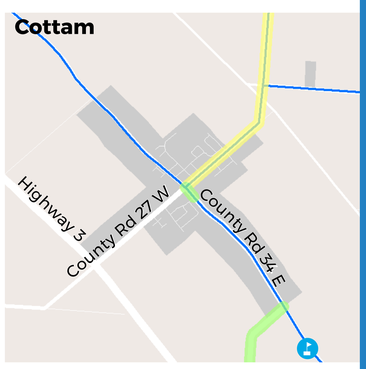












CWATS Network

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

0 1 2
Kilometres

Date: 2022-09-22
NAD 1983 UTM Zone 17N
Projection: Transverse Mercator
Datum: North American 1983

The phasing plan is meant to be flexible and adapt to changes that occur over time such as deferred or expedited project timelines. The short-term phase is proposed to start in 2023. Municipal planning documents are typically updated every five to ten years giving upper- and lower-tier municipalities an opportunity to review, revise and / or confirm proposed routes and other infrastructure recommendations. As such, the focus of the CWATS Master Plan is the short (0 to 5 years) and medium-term (6 to 10 years), with projects identified in the long-term horizon (beyond 10 years) to be confirmed through a subsequent update to the plan.

A summary of the proposed CWATS routes, by phase and jurisdiction is provided in **Table 27.**

Table 27: Implementation Summary by Distance

Local Municipality	Short-Term 2023 – 2028 (km)	Mid-Term 2029 – 2033 (km)	Long-Term 2034+ (km)	Total (km)
Amherstburg	25.0	36.8	2.5	**64.3**
Essex	29.1	26.2	8.8	**64.1**
Kingsville	33.4	9.1	13.5	**56.0**
Lakeshore	69.4	55.9	10.6	**135.9**
LaSalle	28.7	9.1	9.1	**46.9**
Leamington	38.3	13.9	20.6	**72.8**
Tecumseh	25.2	27.0	17.9	**70.1**
Total	**249.1**	**178.1**	**82.9**	**510.2**

Note: For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

Short Term Priorities

Master plans are intended to be long-term strategic documents; however, short-term priorities are needed to establish momentum early on in the implementation process. With full build-out as the primary goal, the County is encouraged to move forward with short-term infrastructure projects as a priority within the first five years of implementation.

The consultant team, with input from staff and stakeholders, identified priorities for implementation of the first 5 years of the updated plan. Priorities were selected from the short-term phase and include a range of facility types that accommodate both pedestrians and cyclists. The short-term priorities can be organized into three categories: quick wins, County actions and Municipal actions.

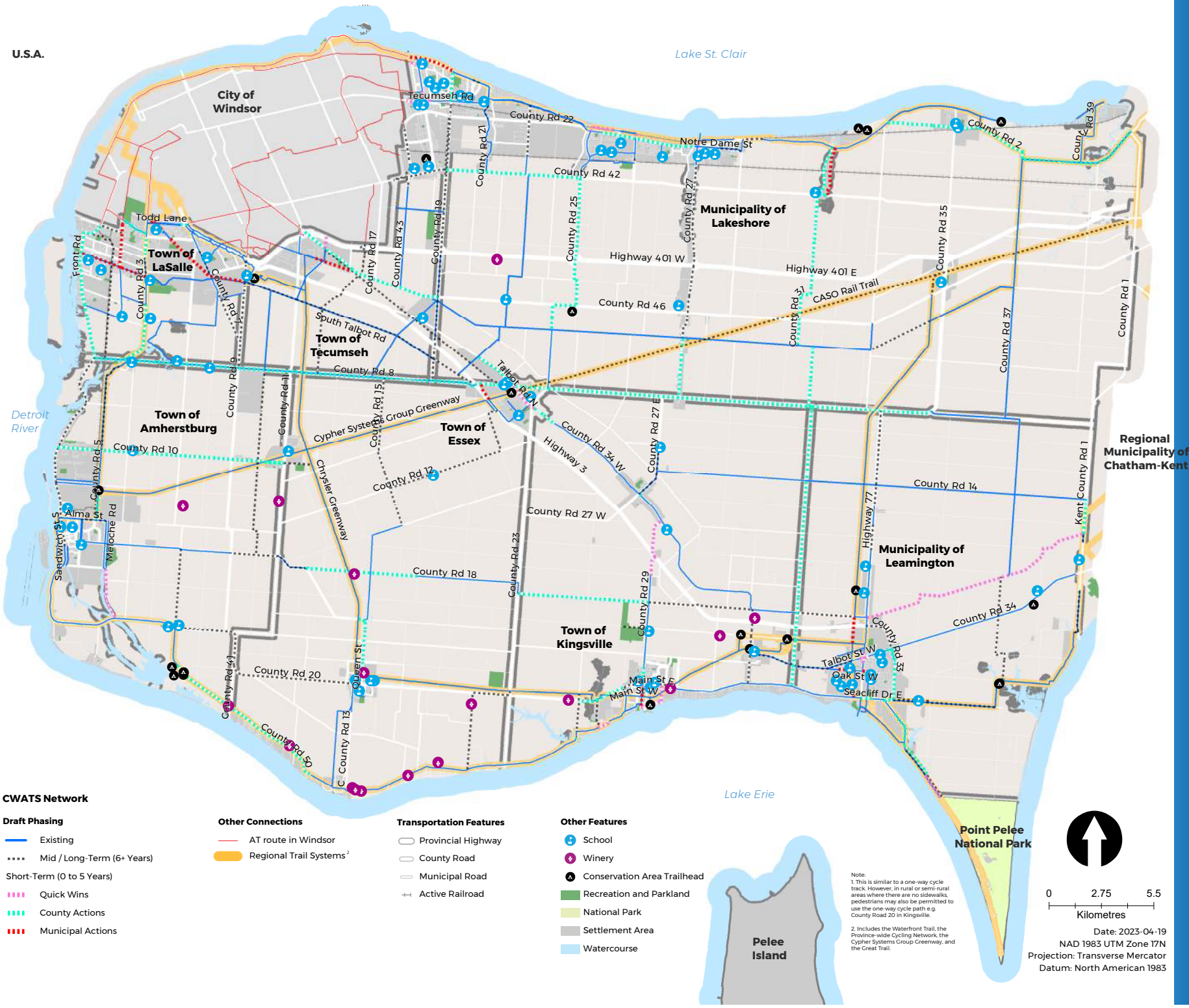
- Quick wins are projects that provide the greatest "impact" based on the overall investment. All signed routes were identified to be implemented within the first five years of following the adoption of the plan. On all signed routes, Regulatory Bicycle Route signs should be installed. In addition, Share the Road signs (Warning signage) should be implemented at points along routes where there are poor sightlines, narrowing of the roadway, etc.
- County actions are routes found on roads under the County's jurisdiction. They were identified based on information provided by the County as well as consultation with the CWATS Committee and residents.
- Municipal actions are routes found on roads and lands under a municipality's jurisdiction which have been identified through discussions with the CWATS Committee as more immediate projects / initiatives, through input from stakeholders and public as connections to key destinations / areas of interest / tourism draws (e.g. the downtown core, waterfront and soccer fields) as well as routes that provide access to the primary off-road linkages e.g. the Chrysler Greenway.

The priorities found within these three categories are illustrated on Figure 116a and Figure 116b are recommended to be considered for implementation in the first 5 years following the adoption of the updated CWATS Master Plan. For ease of readability, the projects are presented using three different colours.

FIGURE 116A

CWATS Network Short-Term Priorities

County Wide Active Transportation System (CWATS) Master Plan Update



CWATS Network

Draft Phasing

- Existing
- Mid / Long-Term (6+ Years)

Short-Term (0 to 5 Years)

- Quick Wins
- County Actions
- Municipal Actions

Other Connections

- AT route in Windsor
- Regional Trail Systems[2]

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.

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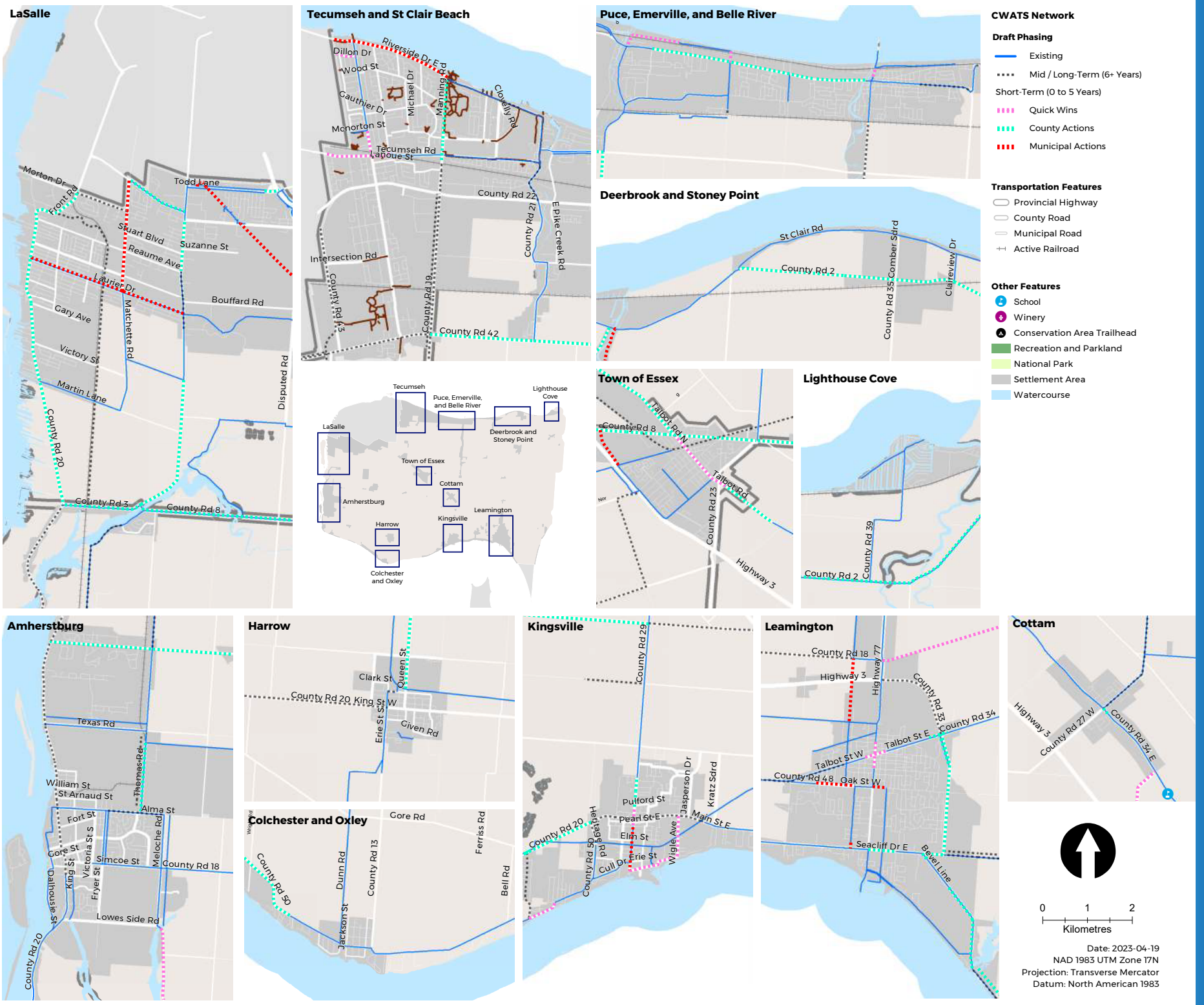


FIGURE 116B

CWATS Network Short-Term Priorities (Urban Areas)

County Wide Active Transportation System (CWATS) Master Plan Update

9.2 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 proposed and improved 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.

The Investment Approach

An estimated cost to implement the CWATS network has been developed for the County's consideration in addition to its partners to inform future budgets and decision making. The costing is based on a set of unit prices presented in **Technical Appendix D**. Select unit prices used to cost the CWATS network are highlighted in this appendix and should be used as a reference as projects move from the master planning stage through to detailed design and implementation.

Unit prices are blended rates that are informed by tender prices from various municipalities throughout southern Ontario. These unit prices build upon the information contained in the 2012 plan and have been reviewed and updated to reflect current best practices and 2023 dollars. It is recognized that the level of effort will vary on a project-by-project basis and some projects could require additional work than other projects included in cost estimates. The unit prices:

- Are intended to be used for functional design purposes as they only include the installation of facilities and do not include contingency, design and approvals costs;
- Do not include the cost of property acquisitions, signal modifications, utility relocations, major roadside drainage works, or costs associated with site-specific projects such as bridges, railway crossings, retaining walls, and stairways, unless otherwise noted;
- Assume typical environmental conditions and topography; and
- Do not include applicable taxes and permit fees – which are considered additional.

It should be noted that the approach to develop capital cost estimates for the CWATS network is consistent with the approach and methodology applied in the 2012 plan. This approach was reviewed and determined to still be applicable and relevant for the County, its local municipalities and ERCA. This maintains the Council-approved CWATS cost sharing strategy outlined later in this report

How much will it cost?

The CWATS Master Plan is both an infrastructure and operations plan. Therefore, it requires infrastructure, program development and operations (maintenance) funding to ensure successful implementation and monitoring. For example, some of the active transportation routes outlined in this plan such as adding on-road paved shoulder bikeways and some bike lanes, require little improvement beyond a change in pavement markings and signage. These types of improvements should be included in the County and local municipal capital budget and forecasts. Details pertaining to estimating the cost of maintenance are outlined in Chapter 8.

Table 28 outlines the estimated capital cost by phase and facility jurisdiction, while Table 29 outlines the estimated capital cost by facility type and facility jurisdiction. Technical Appendix D provides detailed breakdowns of the facilities within each local municipality and summary tables for each phase.

It is estimated that the total investment to implement the CWATS network and develop outreach and promotional programming is approximately $148,500,000 over the next 10+ years. This cost consists of approximately $145,000,000 for the proposed network and $3,500,000 for outreach, education and programs as part of the Municipal Partnership Program and WECHU-led CWATS initiatives. Out of the total investment of the 20+ year longer-term strategy, $81,500,000 is estimated to be the County of Essex's share and $53,000,000 is the total share for the local municipalities. The remaining is subject to the responsibility of ERCA within their jurisdictional corridors ($12,800,000) and the Province of Ontario ($2,200,000).

The network cost of just under $148,500,000 is a conservative estimate and is based on stand-alone unit prices presented in Table 29. However, it is assumed that on-road components of the network will typically be included as part of the same tender for a road resurfacing, reconstruction or widening project. Therefore, through economies of scale, the construction cost charged by a contractor should be less.

For on-road facilities identified in the tables, the distance represents the length of the road with two-way bike facilities on it. The distances for multi-use paths in the County and local municipal road rights-of-ways have been assigned to the local municipalities because multi-use paths, like sidewalks, are the responsibility of local municipalities in the County

The County has a long-standing history of allocation funding for CWATS initiatives and infrastructure. The following sections outlines existing and future funding and partnership strategies that can continue to be leveraged to fund implementation of the CWATS network including: the CWATS Annual Infrastructure Program; the Municipal Partnership Program; the Paved Shoulder Program; and external funding sources.

Table 28. CWAT 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.

Table 29. CWATS Master Plan Implementation Cost by Facility Type and Jurisdiction (Ultimate Build Out)

PROPOSED ROUTES	Multi-Use Trail		Multi-Use Path		Separated Bike Lane		Cycle Track		Buffered Paved Shoulder		Paved Shoulder		Bike Lane		Signed Route		Total			
JURISDICTION	KM	$	KM	$	KM	$	KM	$	KM	$	KM	$	KM	$	KM	$	KM	% of KM	$	% of $
Province of Ontario	0.9	$453,693	0.0	$ -	0.0	$ -	0.0	$ -	0.0	$ -	6.4	$1,738,860	0.0	$ -	0.0	$ -	**7.3**	1%	**$2,192,554**	2%
ERCA	45.9	$12,828,107	0.0	$ -	0.0	$ -	0.0	$ -	0.0	$ -	0.0	$ -	0.0	$ -	0.0	$ -	**45.9**	9%	**$12,828,107**	9%
Local Municipality																				
Amherstburg	0.0	$ -	3.9	$1,961,800	4.8	$1,022,690	1.7	$923,813	19.8	$6,676,314	15.8	$4,452,368	1.5	$109,628	16.8	$20,216	**64.3**	13%	**$15,166,828**	10%
Essex	0.0	$ -	3.7	$1,852,310	0.0	$ -	0.0	$ -	11.3	$3,819,036	34.5	$10,271,990	0.0	$ -	11.8	$19,039	**61.2**	12%	**$15,962,375**	11%
Kingsville	0.0	$ -	7.2	$3,666,922	1.0	$205,592	0.1	$47,287	7.8	$2,448,179	32.4	$7,822,297	0.0	$ -	7.6	$22,211	**56.0**	11%	**$14,212,487**	10%
Lakeshore	0.0	$ -	11.7	$5,874,348	0.0	$ -	0.0	$ -	6.6	$2,231,938	76.8	$20,681,775	2.5	$480,487	1.8	$2,993	**99.5**	20%	**$29,271,541**	20%
LaSalle	13.1	$4,896,072	10.7	$5,439,229	10.3	$2,192,501	0.0	$ -	6.5	$2,196,633	6.2	$1,682,386	0.0	$ -	0.0	$ -	**46.9**	9%	**$16,406,821**	11%
Leamington	4.0	$2,003,066	9.7	$4,899,288	0.0	$ -	0.5	$280,628	12.4	$4,184,693	24.4	$6,593,330	0.1	$9,435	15.3	$76,118	**66.4**	13%	**$18,033,840**	13%
Tecumseh	0.0	$ -	18.7	$9,389,800	0.0	$ -	0.0	$ -	13.2	$4,466,091	19.2	$5,126,919	4.4	$1,860,084	7.1	$11,424	**62.5**	12%	**$20,854,317**	14%
TOTAL - NETWORK	**63.8**	**$20,180,938**	**65.6**	**$33,083,696**	**16.1**	**$3,420,782**	**2.3**	**$1,251,729**	**77.6**	**$26,022,884**	**215.6**	**$58,357,205**	**8.5**	**$2,459,634**	**60.5**	**$152,001**	**510.1**	**100%**	**$144,928,870**	**100 %**

Cost Estimated based on the Following Unit Prices:

Facility Type	Cost / KM
Hard Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting (New)	$375,000
Off-Road Multi-Use Trail Outside of Road Right-of-Way on Abandoned Rail Bed	$200,000
Two Way Active Transportation Multi-use path Within Road Right-of-Way	$375,000
Separated Bicycle Lane with Hatched Pavement Markings - No Road Construction / Widening or Road Diet Required	$157,000
Uni-Directional Cycle Tracks: Raised and Curb Separated - In Conjunction with Existing Road Reconstruction / Resurfacing Project	$400,000
Signed Bike Route with Buffered Paved Shoulder – In Conjunction with Existing Road Reconstruction / Resurfacing Project	$250,000
Signed Bike Route with Paved Shoulder – In Conjunction with Existing Road Reconstruction / Resurfacing	$200,000
Conventional 1.5m-1.8m Bicycle Lanes or Paved Shoulders by Repurposing Pavement Width and Adding Bike Lane Markings and Signs	$29,000
Conventional 1.5m-1.8m Bicycle Lanes Through Lane Conversion from 4 Lanes to 3 Lanes	$53,000
Conventional 1.5m-1.8m Bicycle Lanes – in Conjunction with a New Road, or Road Reconstruction / Widening Project	$378,000
Signed Bike Route with Sharrow Lane Markings Intended to supplement a signed bike route in specific locations. Not intended to be a stand-alone facility type.	$11,600
Signed Bike Route in Urban or Rural Area	$1,200

Notes:

5. 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.
6. 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)
7. 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.
8. For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.
9. The unit costs for the above facilities are based on assumptions and details outlined in **Technical Appendix D.**

Funding and Partnership Strategies

Since completion of the 2012 plan, a significant portion of the CWATS network has been implemented. The success of this implementation can be largely attributed to the CWATS cost-sharing strategy that the County has adopted to support and encourage implementation of the CWATS network on roads not owned by the County of Essex.

The CWATS cost-sharing strategy was originally recommended as part of the 2012 plan based on input from County and local municipal staff who contributed to the development of the first CWATS Master Plan. It is based on a principle that the cost to implement the CWATS Master Plan should be shared by the County and local municipalities. 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 CWATS cost sharing strategy is summarized in **Table 30** with key assumptions outlined below.

1. Funding by the County and local municipalities should be confirmed by their respective Councils on an annual basis.
2. When a project is scheduled and designated to be cost-shared but one of the funding partners is unable to fund their share (e.g. a Local Municipal Council selects not to fund the project in the year designated), the project may be deferred until such time funding becomes available.
3. The cost of implementing sidewalks on both Local and County Roads is the sole responsibility of local municipalities. The County of Essex will not fund sidewalks under any of the funding scenarios presented in the CWATS Master Plan.
4. The County will be responsible to provide all CWATS signs for both County and Local road segments. Local municipalities will be responsible for sign and pole installation for local road segments within their jurisdiction.
5. The County will be responsible for 100% of the cost of CWATS network facility implementation on County Roads that are located in rural areas and serve as a connection between designated urban areas.
6. The addition of paved shoulders on County Roads outside of the urban areas are proposed to be implemented when these roads are resurfaced, consistent with the County's capital plan and as funding is available and confirmed by County on an annual basis. Roads identified in the current County Road rehabilitation plan where shoulders may be feasible (e.g. existing granular shoulder width already exists) may be 100% covered by the County. This is dependent on available funding and to be confirmed as the roads come up for resurfacing.

7. Each local municipality will be responsible for 100% of the cost of CWAT network facility implementation on roads under their jurisdiction in both urban and rural areas of their respective municipality.
8. The cost for on-street bike lanes, paved shoulders, in-boulevard multi-use paths including context sensitive facility solutions designated as part of CWATS proposed for County roads in urban areas, is to be shared 40% County and 60% local municipality. CWATS routes on County Roads in urban areas will have greater benefit to local municipal residents and businesses in terms of travel within town (e.g. going to work, local retail/commercial destinations, to school etc.) compared to travel between towns in the County. Therefore, the local municipality should be a partner. A 60% funding role confirms this "partnership" and gives the local municipality a formal role in ensuring the route and facility design meets with their needs in the urban area.
9. The cost for on-street bike lanes, paved shoulders, in-boulevard multi-use paths and context sensitive facility solutions designated as part of CWATS on all Local roads (includes both rural and urban areas) is 100% a local municipality responsibility.
10. The cost for new off-road multi-use trails in parks, open space and other non-road corridors identified in the CWATS Master Plan is the responsibility of ERCA and/or each respective local municipality. The County may be a minor funding partner through the proposed County Wide Active Transportation Master Plan Municipal Partnership Program. Consistent with current policy, local municipal contributions (annual levy) to ERCA are not to be used for capital improvements such acquisition of land for trails or trail construction. Funding of new trails (including CWATS routes) under the jurisdiction of ERCA is expected to come from one or more sources such as corporate and private citizen donations, provincial/federal grants and separate funding agreements with the local municipality(s) in which a segment of trail is proposed.
11. The phasing strategy in the CWATS Master Plan is a suggested implementation timeframe or guide only, but should be used as a blueprint for securing annual budgets for CWAT related projects at the County, ERCA and local municipal levels.
12. In principle, facilities within urban areas should be constructed or upgraded before connections between urban areas. Consistent with the CWATS funding strategy, rural routes on County Roads will be scheduled by the County and timing coordinated with local municipalities. If a local municipality selects not to fund their portion of a CWAT connection on a County Road in an urban area at the time the County is considering implementation of the connecting rural segment, the County may select to defer and reschedule the connection in the rural area of the local municipality until such time as the local municipality is able to secure funding for their part of the connection in the urban area.

13. Costs associated with the design and tendering of CWAT projects is proposed to be consistent with the proposed funding strategy (cost sharing options), however the lead for each project will be the responsibility of the jurisdiction that owns the roadway or corridor.

Table 30 - CWATS Facilities Implementation Budget Cost-Sharing Options

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.

Core Infrastructure Program

As part of the County's annual Capital Plan, a separate budget is dedicated and allocated towards the implementation of CWATS infrastructure that is recommended in the CWATS Master Plan. In 2021, a total of approximately $1.7 million was budgeted for 6.4 kilometres of CWATS routes with a County / local cost share contribution of $1.3 million and $400,000 respectively. This includes the implementation of paved shoulders outside of planned County road rehabilitation.

Municipal Partnership Program

The Municipal Partnership Program (MPP) is intended to support local municipalities and key stakeholders with implementation of education and outreach initiatives. This program follows an application process where funding is matched (up to a maximum of 50%) by the local municipality or partners, including the Windsor-Essex County Health Unit, not-for-profit organizations, charities and other stakeholders. Eligible projects must support the guidelines and policies of CWATS. This program is funded through the County's CWATS budget and currently allocates a total amount of $100,000 per year for eligible projects. This program budget is proposed to be increased to $150,000 per year and is intended to continue to support the delivery of education and promotional programs that support CWATS.

It is recommended that the current MPP be updated to enhance local programs and/or identify alternative / new programs. This includes providing funding for ERCA, WECHU and other community partners (beyond the local municipalities) and to increase allocation of funds to support qualifying outreach initiatives of up to $150,000. Refer to Chapter 7 for more details on the proposed expansion of the County's MPP. It is recommended that the current MPP be continued through all three phases of the master plan.

Paved Shoulder Program

In 2016, the County Council adopted a Paved Shoulder Program under which planned CWATS routes (and specifically routes proposed to have paved shoulders) could be constructed in conjunction with planned roadway / capital projects. These are paved shoulder projects in rural areas that have a 100% County allocation and do not rely on local municipal support. Total project costs of $2.8 million to complete 12.0 kilometre of paved shoulders have been approved in the County's 2021 Capital Budget for Infrastructure Services. It is recommended this program continue.

External Funding Sources

There are a number of funding opportunities available at the provincial and federal level. External funding sources should be explored such as: Federal / Provincial Gas Tax Fund; Federal Active Transportation Fund; Federation of Canadian Municipalities Green Municipal Fund; and other Federal and Provincial Infrastructure / Stimulus Programs. In addition, existing partnerships as well as new partnerships/sponsorships should continue to be explored to support the funding of potential programs or infrastructure. Examples of potential partners have been identified in **Section 9.3** and should be considered as the plan is implemented.

9.3 SUPPORTING IMPLEMENTATION

The implementation of the CWATS Master Plan will be a collaborative and coordinated effort between County staff and its partners. A clearly documented process and set of tools are needed to ensure that implementation is consistent. The following sections include proposed strategies and tools to help guide future decision making.

Implementation Process

The CWATS Master Plan is not intended to be a static document. The timing and details related to implementation, particularly the location of recommended routes and active transportation facility types should and will evolve through community notification and technical review during the implementation. At the same time, however, the local municipal, public and stakeholder effort that established the overall direction for the plan should be respected.

It should also be recognized that the CWATS network and priorities recommended in this plan will evolve over time through the environmental assessment, planning and capital budget processes. This is to be expected and is an acceptable approach to implementing a master plan with a twenty-year horizon.

Central to the proposed implementation process tool presented in this chapter is a proposed recommendation that the CWATS Master Plan be reviewed and given consideration when County Roads (or local municipal roads identified as part of the CWATS network) and other capital infrastructure projects are identified and scheduled. This should include the County and local municipal asset management programs for reconstructing or resurfacing roads, as well as any investigation of potential new road alignments or the reuse and / or selling of abandoned rail and utility corridors. The objective is to ensure that County / local municipal assets, particularly roads designated in the CWATS Master Plan for future cycling and trail / pedestrian routes are given due regard when planning, designing and budgeting for road / infrastructure projects. This step should also apply to County or local municipal planning studies, and those studies in which the County is a partner. Without this step, network opportunities could be lost and cost efficiencies not realized.

Building upon this central recommendation, Figure 117 outlines a proposed process tool for guiding the implementation of active transportation network facilities in the County of Essex. This builds upon the tool identified in the original 2012 plan and has been updated to reflect best practices in facility planning and design, including guidance outlined in OTM Book 18 (2021). It is recommended that the CWATS Committee, along with County and local municipal and ERCA staff continue to use and adapt this tool as necessary to suit their needs.

The process is intended to assist County / local municipal staff from affected departments to work together, to share information and to facilitate the implementation of the CWATS Master Plan. For segments of the proposed CWATS network that are under local municipal ownership, the County should work in conjunction with local municipalities to strive to apply a consistent and integrated implementation process.

Additional details on the five-step implementation process are contained in OTM Book 18 (2021).

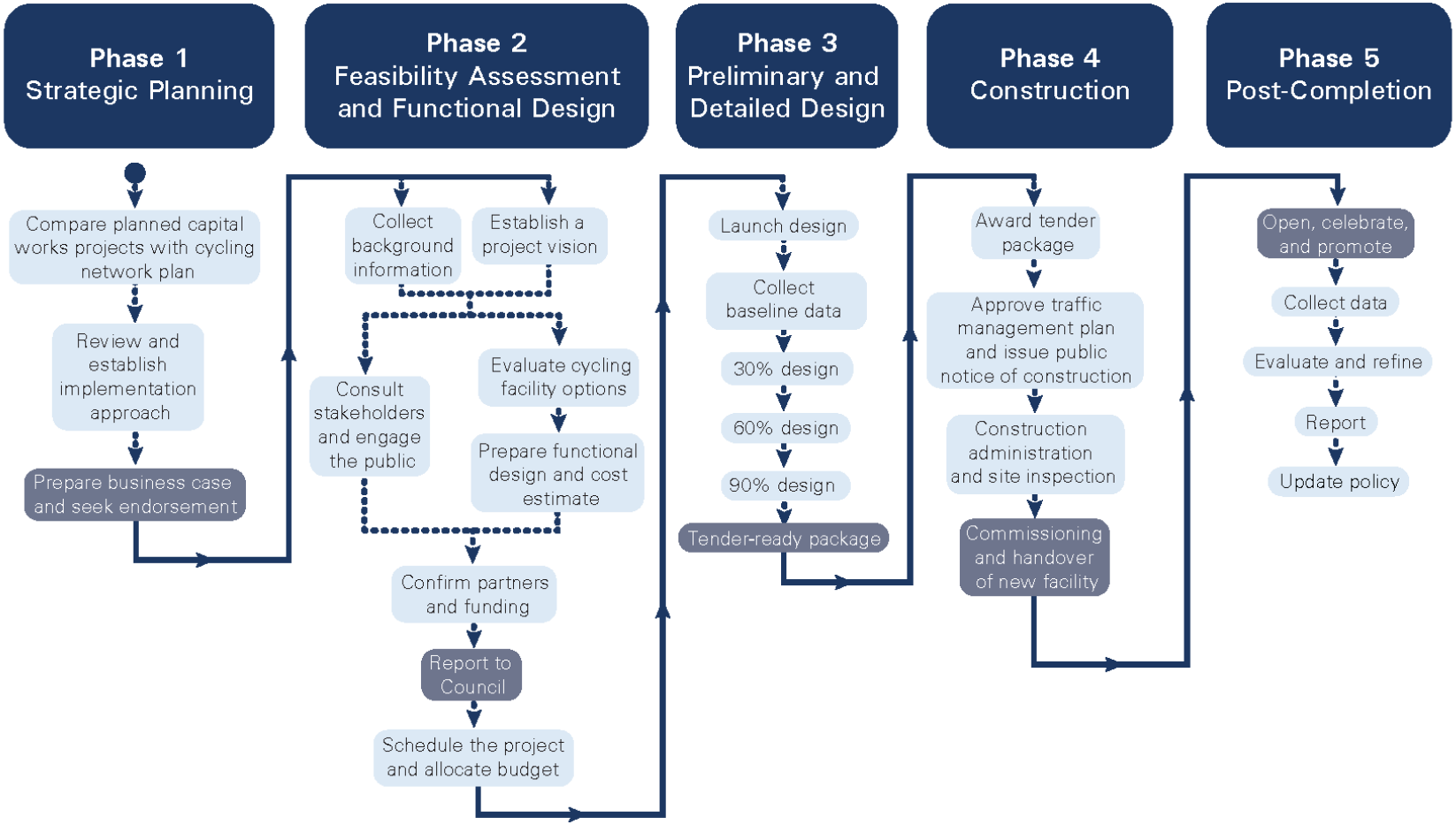


Figure 117: Five Step Implementation Process
Source: OTM Book 18 (2021)

Network Management Tools

The CWATS network was developed using the County's interactive mapping tool and Geographic Information System (GIS) data provided by the County, local municipalities and ERCA. This spatial data can also be used as an active transportation facility management tool. A database is associated with the map information and includes a number of different attributes. For example, the network has been divided into segments, each specifying a length of the segment and the facility type proposed, as well as the phase in which the route and facility is proposed to be implemented.

During the implementation process, County / local municipal staff can use this tool to assist in confirming the feasibility of CWATS routes and the proposed schedule for implementation. The tool can also be used to track new segments as they are implemented. Updating the facilities component of the CWATS Master Plan on a regular basis will significantly reduce the effort and cost to update the entire plan, which is recommended to occur every five to ten years.

Additionally, the GIS data can continue to be used by County staff to update interactive mapping available on the County's website, and hard-copy map prints that illustrate the CWATS network. **Figure 118** provides a snapshot of the County's online mapping tool that uses this GIS data to illustrate the CWATS network.

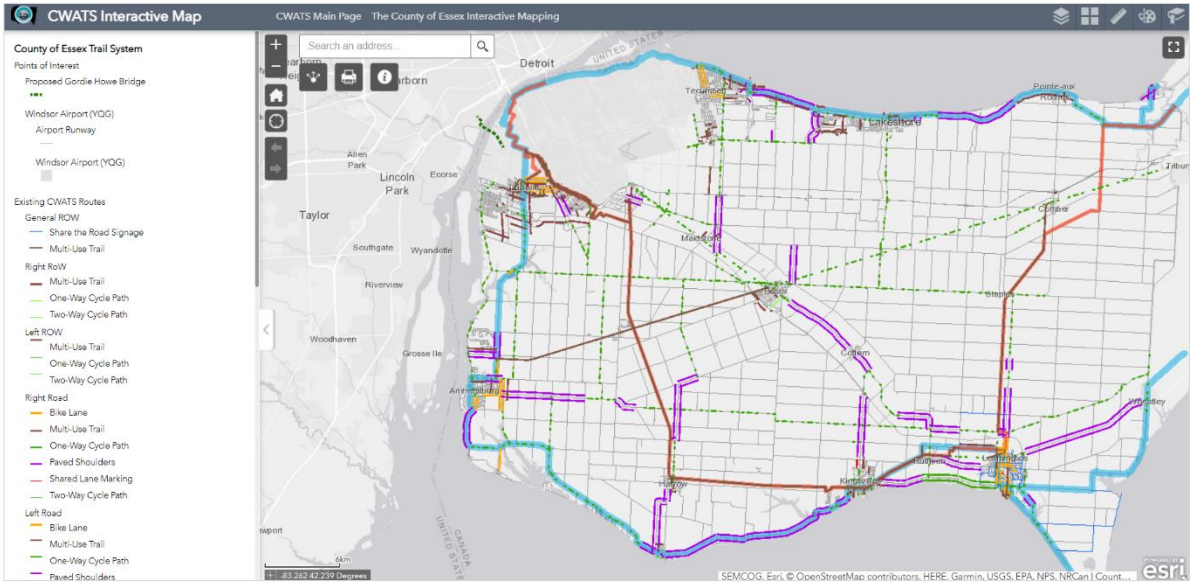


Figure 118: Essex County's MyCWATS interactive map

To support local municipalities in their efforts to implement their respective components of the CWATS Master Plan, **Technical Appendix D** includes a map and associated table for each local municipality. The table provides information on each network route segment, including jurisdiction, distance of segment, proposed facility type, estimated cost, and suggested implementation phase and funding partnership arrangement.

Roles, Responsibilities and Partnerships

An efficient reporting and implementation structure is vital to ensuring that the decision-making process associated with the implementation of the CWATS Master Plan is managed and all relevant County and local municipal departments are appropriately engaged. A suggested structure for managing the CWATS Master Plan at the County level is illustrated in **Figure 119**. This reporting structure builds upon information contained in the original 2012 plan and has been updated to reflect current resources within the County of Essex.

Ultimately, the CWATS Master Plan is approved by County Council and projects are scheduled on an annual basis; however, on a day-to-day basis, the County's AT Coordinator is responsible for managing the various components of implementation, including infrastructure and programming with input from other departments and the CWATS Committee. As it stands, the active transportation portfolio at the County of Essex requires a vast amount of effort, beyond what can be completed by one individual.

It is recommended that the AT Coordinator continue to engage and work with staff from various County departments and the CWATS Committee to facilitate the implementation of recommendations contained in this plan. This could also include liaising with advisory committees (at the County and local municipal level) and local groups / organizations who could have a role in the planning and delivery of CWATS and AT-supportive programming.

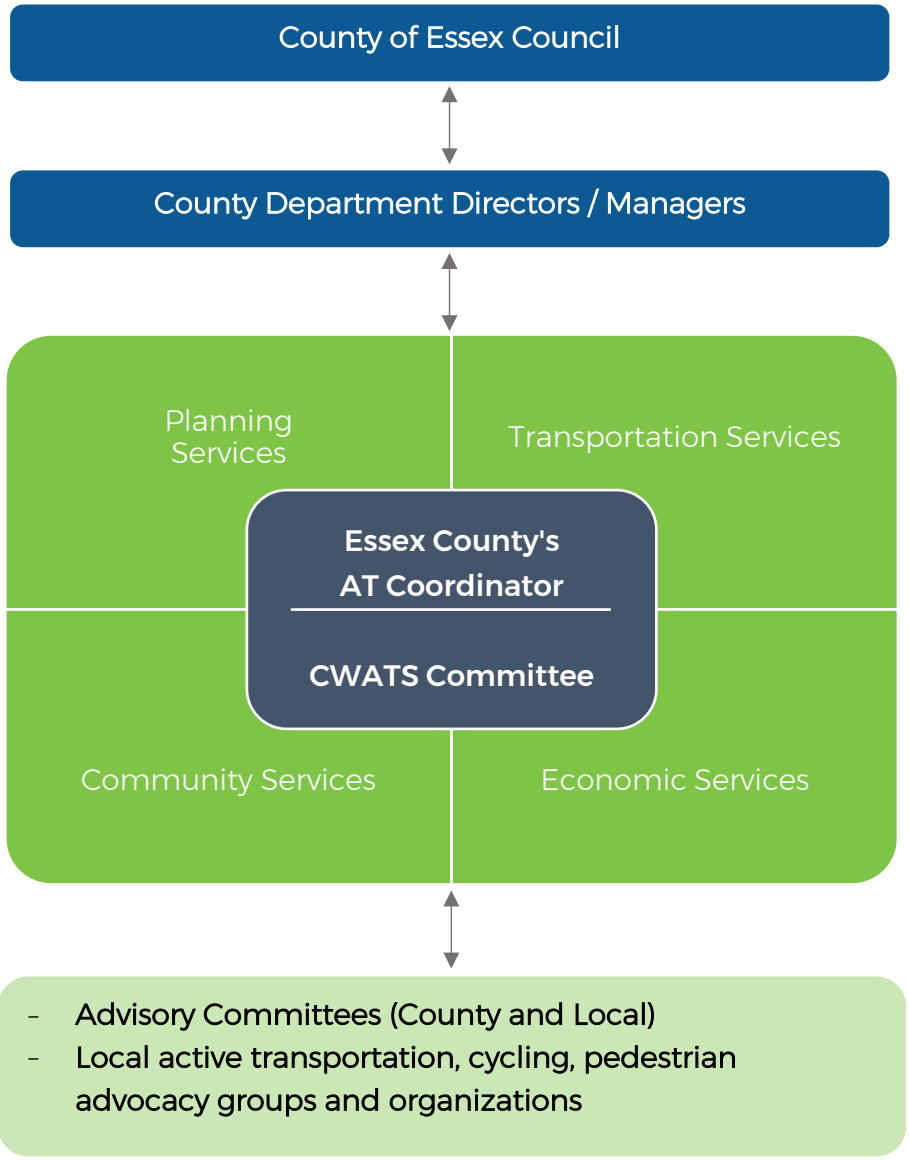


Figure 119: CWATS Reporting Structure

CASO Rail Corridor

The CASO rail corridor represents an important opportunity to expand an already impressive regional trail network that would support the objectives of CWATS. The rail corridor has recently been acquired by ERCA with support from the County and local municipalities. The potential public benefit in acquiring the decommissioned corridor and including it as a spine in CWATS makes it as a worthwhile project for the County to directly support. The following section summarizes the planning context, opportunities and considerations of building a trail along a decommissioned rail corridor, like the CASO corridor.

Planning Context

Several policy documents outline policies and initiatives at the local and provincial level related to linear off-road corridors. These documents are listed below:

- Provincial Policy Statement (2014) – Sections 1.5 and 1.6.8 refer to the importance of trails & recreation
- Ontario Trails Strategy (2005) – Acknowledges the contribution that trails make towards community health & economics
- #CycleON: Ontario's Cycling Strategy (2013) – Provincial action plan supporting cycling tourism opportunities
- Supporting Ontario's Trails Act (2016) – Legislation that will help to sustain and improve the province's trails system
- Ontario's Cycling Tourism Plan (2017) – Defines action items that will cultivate the development of cycling tourism
- Province-Wide Cycling Network Study (2018) – identifies a network of cycling routes, including the CASO Corridor

Opportunities and Considerations

There are opportunities and special considerations associated with ownership of former railway corridors. These can be grouped into a number of general themes. Each of the themes are discussed on the following pages, and the case studies presented provide examples of other owners and managers of former railway corridors that have approached the issues and capitalized on the opportunity.

Table 31: CASO Rail Corridor Opportunities and Considerations

Opportunities	
Linear Infrastructure Utilities and Transportation	A former railway corridor of this length and width provides future opportunities as a transportation, transmission or utility corridor and it could be useful as a local or County route, possible rail, light rail and/or, active transportation.
Community and Individual Health	Developing a major trail along a linear corridor as long as the CASO corridor has impacts on community and individual health. Specifically: - For children (5-11 yrs.) and youth (12-17 yrs.) physical activity is essential for healthy growth and development. Regular physical activity during childhood and youth years helps to develop cardiovascular fitness, strength and bone density. Establishing positive habits early in childhood and adolescence can last a lifetime. - For adults (18-64 yrs.) physical activity has been shown to reduce the risk of over 25 chronic conditions, including coronary heart disease, stroke, hypertension, breast cancer, colon cancer, Type 2 diabetes and osteoporosis. Research shows that as much as half the functional decline between the ages of 30 and 70 is due not to aging itself but to an inactive way of life. - For older adults (65 yrs. and older) weight-bearing physical activity reduces the rate of bone loss associated with osteoporosis, and regular physical activity maintains strength and flexibility, balance and coordination, and can help reduce the risk of falls.
Natural and Cultural Heritage	The corridor provides the opportunity for enhancement of natural heritage resources and the recognition, interpretation and celebration of cultural heritage. Specifically: - The improvement / enhancement of natural heritage value, vegetation, and community diversity which in turn supports a diverse and healthy wildlife population and enhanced wildlife movement corridors. - Interpretation of cultural heritage, in particular the industrial heritage related to the railways, and what they meant to communities in the past. The railway and railway station lands were an important hub in and a meeting place. Repurposing these lands provides the opportunity to animate the spaces.
Recreation and Tourism	The corridor provides a significant opportunity for a regional trail and "spine route" connecting the communities in the County of Essex as well as to the Untied States. It could become the backbone for local trail loops serving residents of those towns, and when combined with the Waterfront Trail route along the north shore of Lake Erie and The Great Trail, it could become a multi-day recreation and tourism draw. Considering its connectivity with Chatham-Kent and its potential to become part of the Province-wide Cycling Network, the corridor could add value to the County and local tourism strategies.
Considerations	
Adjacent landowner concerns	Understanding and addressing concerns of adjacent landowners can be very challenging in both the urban and rural context. A few key issues have been identified: boundary definition and fences; vandalism, trespassing, privacy and policing; liability of adjacent landowners; biosecurity, including weed control; drainage and drain maintenance; parking and litter; and farm practices such as planting and harvesting, spraying and manure spreading. Most of the issues can be successfully mitigated and managed through open, patient and genuine engagement of adjacent landowners early and often in the planning and design process, proper design, signage, ongoing communication, education and fostering of mutual respect between trail users and adjacent landowners after implementation and during operation.
Public Liability	Through the Ontario Trails Act, there were amendments to various Acts that have a bearing on recreation trails, including the Occupiers Liability Act, Public Lands Act and Trespass to Property Act which help to protect owners of properties that contain public trails as well as adjacent landowners, and also provide stiffer penalties for those that trespass on private property (i.e. go off trail property onto private lands), vandalize or cause damage.
Soil and Groundwater	Supplementary testing is required to validate historical findings along the CASO corridor. The recommended risk management measures that are likely required for this property as it might relate to trail use also include the following administrative and physical measures.
Natural Heritage	Natural heritage value gradually increases over time as vegetation grows in along abandoned / former railway corridors. They have the potential to become a place where sensitive species and / or Species at Risk may be located, which can have a bearing on future development opportunities. For instance, native prairie grassland species and plant associations are not uncommon along abandoned rail corridors in southwestern Ontario. In addition, timing windows for natural heritage inventories and construction need to be factored into project schedules.
Costs for Trail Development	The cost to develop the corridor as a trail is anticipated to range between $150,000 and $200,000 per km for a granular surfaced trail. This is based on unit pricing from similar 'rail to trail' projects across Ontario and in consideration of the fact that the former railway track has been removed.

Case Studies

Table 32 profiles locations across Ontario where former railway corridors have been acquired for linear infrastructure use, and locations with recreational trails along hydro corridors. The use of former railway corridors for recreational trails as an interim or long-term use was most prevalent in the cases studied. Information gathered for all of the case studies involved background research, and in most cases phone interviews with owners and / or managers responsible for planning, implementing and operating the asset. In two of the case studies several attempts were made to contact a municipal representative, however, they were not available for comment at the time this report was prepared.

All the communities examined during case study research conducted for this report continue to benefit from their decision to acquire / secure access to their respective corridors. The case studies presented here are not intended to be an exhaustive list of all former railway corridors that have been secured / acquired across Ontario. However, they do represent a cross section of ownership and management arrangements and identify and describe many themes that emerged repeatedly during research. Some of the case studies were selected specifically for their similarity / particular relevance to the CASO corridor in the County.

It is recommended that the County continue to work with ERCA and explore the opportunity for an off-road trail, which will have significant long-term value and economic benefits if the corridor becomes a part of CWATS.

Figure 120: Chrysler Canada Greenway Signage
Source: WSP Canada

Table 32: Examples of Case Studies related to Rail Corridor Acquisition

No.	Owner(s)	Manager(s)	Key Themes Discussed in Each Case Study										
			Use(s)		Fencing	Encroachment by Adjacent Landowners	Farm Crossings	Adjacent Landowner Concerns	Soil / Groundwater / Drainage	Natural Heritage	Maintenance	Tourism / Economic Benefits	Funding
			Recreation Trail	Linear Infrastructure									
1	Oxford County		✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
2	Essex Region Conservation Authority (ERCA)		✓		✓	✓	✓	✓		✓	✓	✓	
3	Credit Valley Conservation and Grand River Conservation Authority		✓	✓	✓		✓	✓		✓	✓	✓	✓
4	Province of Ontario	Local Municipalities	✓		✓		✓	✓			✓	✓	
5	Entegrus	Municipality of Chatham-Kent	✓	✓	✓		✓			✓	✓		
6	Province of Ontario	Eastern Ontario Trails Alliance	✓	✓			✓				✓	✓	✓
7	City of Ottawa & CP Rail	City of Ottawa	✓	✓	✓		✓	✓			✓	✓	✓
8	Town of New Tecumseth		✓		✓		✓	✓	✓		✓	✓	✓
9	Renfrew County, Lanark County and Township of Papineau-Cameron		✓									✓	✓
10	Dufferin County		✓	✓	✓								
11	Town of Oakville	Hydro One	✓	✓									

Figure 121: Chrysler Canada Greenway, Essex
Source: WSP Canada

9.4 COMMUNITY PLANNING AND DESIGN STRATEGIES

The design of a community influences how and when people engage in active transportation and recreation alternatives. There is a body of research that links the planning and design of communities to an increase in health, social interaction, safety and economic development for the community as well as its residents. More specifically, there are a number of design strategies that are identified to facilitate the development of communities which are supportive of physical activity and active modes of transportation. These strategies are provided in some detail in the following sections.

Figure 122: County Road 50, Colchester
Source: WSP Canada

Land Use Planning

The land use planning of a community deals with the layout and arrangement of housing, businesses and amenities within a community. More specifically land use planning can support active living when housing, businesses and amenities are arranged in a way that promotes vibrant communities. These communities are easily accessible by walking, cycling and other active transportation methods. This can be achieved through a number of initiatives including but not limited to the following:

- Mixing housing with other land uses decreases the distance between people's residences and their destinations of choice, thus making it more likely for them to walk or bike to their destination;
- Encouraging higher-density urban areas by developing higher-density areas, such as "urban villages". Situate amenities and destinations within walking distance from the residences. In addition, more people are able to support the local economy as they are located in one centralized area; and
- Conveniently locating schools and other amenities enable children to safely and securely walk or bicycle to their schools as well as key destinations. This will also provide a higher level of comfort for parents.

Active Living Infrastructure

The development and integration of active living infrastructure in communities such as parks, sidewalks, street lighting and bike racks all support physical activity by making active transportation and recreation appealing and accessible to residents and visitors. Infrastructure such as this can be achieved by exploring and implementing the following initiatives:

- Making streetscapes appealing to pedestrians and cyclists through effective design such as good lighting, well-maintained sidewalks, bike paths, signage, crosswalks and improved aesthetics can draw people to these areas and make them more likely to travel to the destination by bike or foot. More appealing streets also attract people creating an "eyes on the street" result. In many cases, this can prevent crime and makes these environments safer for children and adults;
- Designing streets that are healthy and safe for pedestrians and cyclists such as narrower vehicle lanes, cycling lanes, sidewalks, landscaping, parallel parking and traffic calming measures are key to increasing cyclist and pedestrian activity throughout urban and rural communities; and
- Providing recreational facilities, parks, trails and safe places to play outside can result in a higher physical activity level for children and youth as well as all user groups. These can include community centres, walking trails, public greenways and events such a temporary street closures.

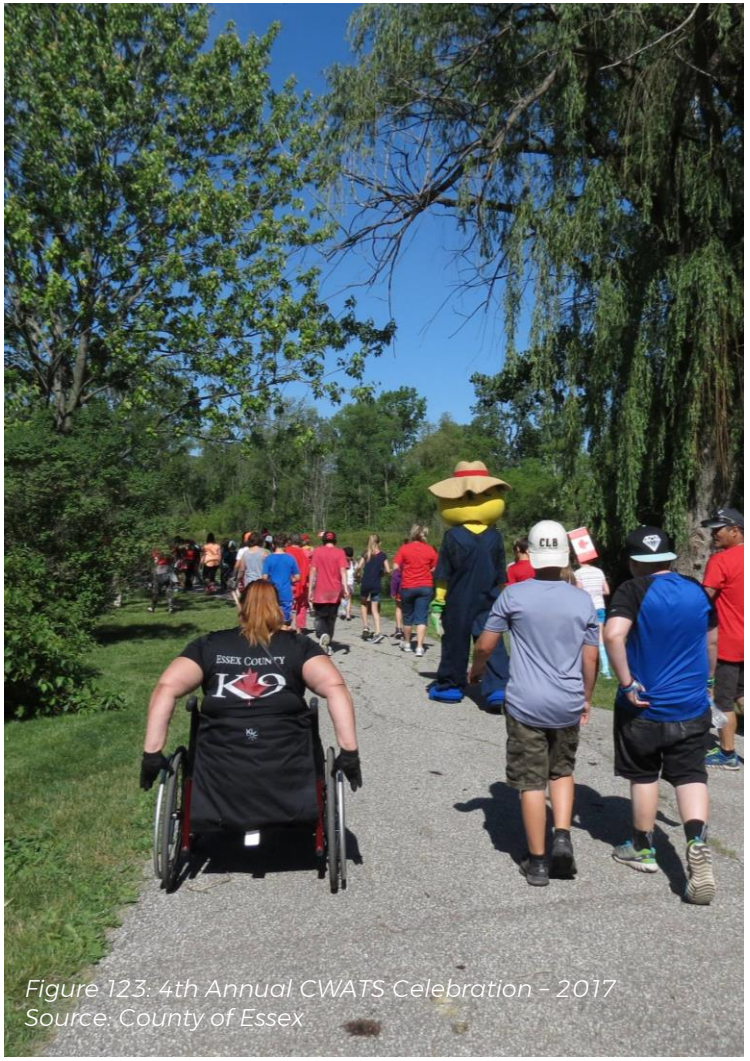


Figure 123: 4th Annual CWATS Celebration – 2017
Source: County of Essex

Transportation Planning

Transportation planning can promote walking, cycling and other active modes of travel by identifying them as priorities when designing a community's transportation network. This "pedestrians and cyclists first" approach can include the design of streets, pedestrian and cycling routes as well as public transit systems. These can be achieved through the following initiatives:

- Increasing pedestrian and cycling connectivity means that walking and cycling routes are continuous and in many cases connect with key destinations. Features which emphasize this concept include continuous sidewalks, shorter blocks, grid-like street layouts, pedestrian connectors and accessible links to public transit;
- Creating safe routes to school includes safe crossings and / or crossing guards, safe bicycle parking, traffic-calming measures around schools and "walking school buses" which go to and from the school along a designated route. These types of initiatives can increase the safety of walking and biking routes to school and help children get the physical activity they need; and
- Improving public transit through encouragement includes locating stops close to places of residence, providing frequent services and ensuring ease of connection to key destinations throughout the community. In many cases users of public transit achieve their daily requirement of 30 minutes of physical activity by walking to and from the transit stops.

In 2015, the CWATS Charter was developed which outlines the commitment made by the County, its seven local municipalities, ERCA and Windsor-Essex County Health Unit, to an integrated and holistic approach to transportation planning and specifically active transportation, community building, safety and environmental sustainability. The CWATS Charter is founded on seven key principles and demonstrates the commitment from the County and its partners to support active transportation through the planning and design of communities:

1. Access
2. Equity
3. Health and well-being
4. Environmental sustainability
5. Personal and community safety
6. Community comprehension and prosperity
7. Strong partnerships

9.5 MONITORING AND EVALUATION

Implementation does not end with construction. Collecting data to evaluate user behaviour and travel patters will assist in assessing the effectiveness and contribution of facilities and programs in achieving the CWATS vision and objectives. The development and application of performance measures can effectively examine user performance, levels of use and other factors for active transportation facilities that are implemented on an annual basis. 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. Since this time, the program has expanded to include six continuous counters throughout the County capturing data such as the number of users and direction of travel. These counters are supplemented with 87 manual count locations that capture more qualitative data, including age and gender. Manual count data is collected between June and August for 1-2 hour counts per location with a morning and an evening count. The results of the counts are then documented in an annual report. Figure 124 provides a sample of pages from the County's 2020 Active Transportation Monitoring Program report.

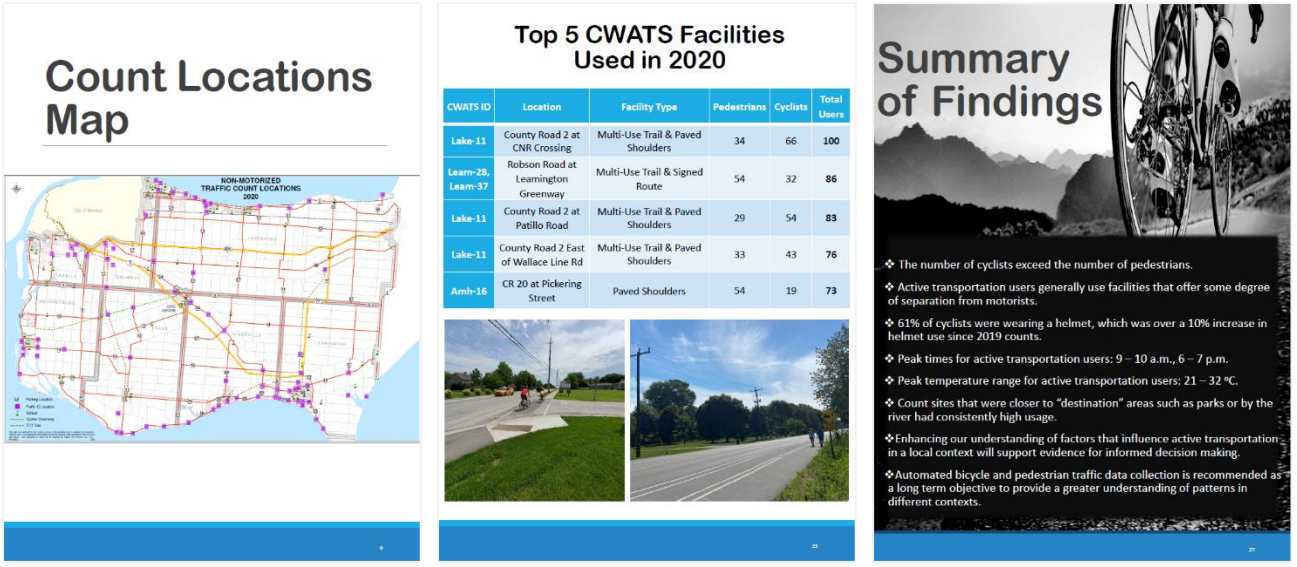


Figure 124: CWATS Counts Active Transportation Monitoring Program 2020

The recommendations contained in the 2020 Active Transportation Monitoring Program include:

Automated Counters

Placement on facilities that channel active transportation users onto a single path (e.g. multi-use trails, 2-way cycle paths) is recommended to better capture the volume of pedestrians and cyclist using the facilities.

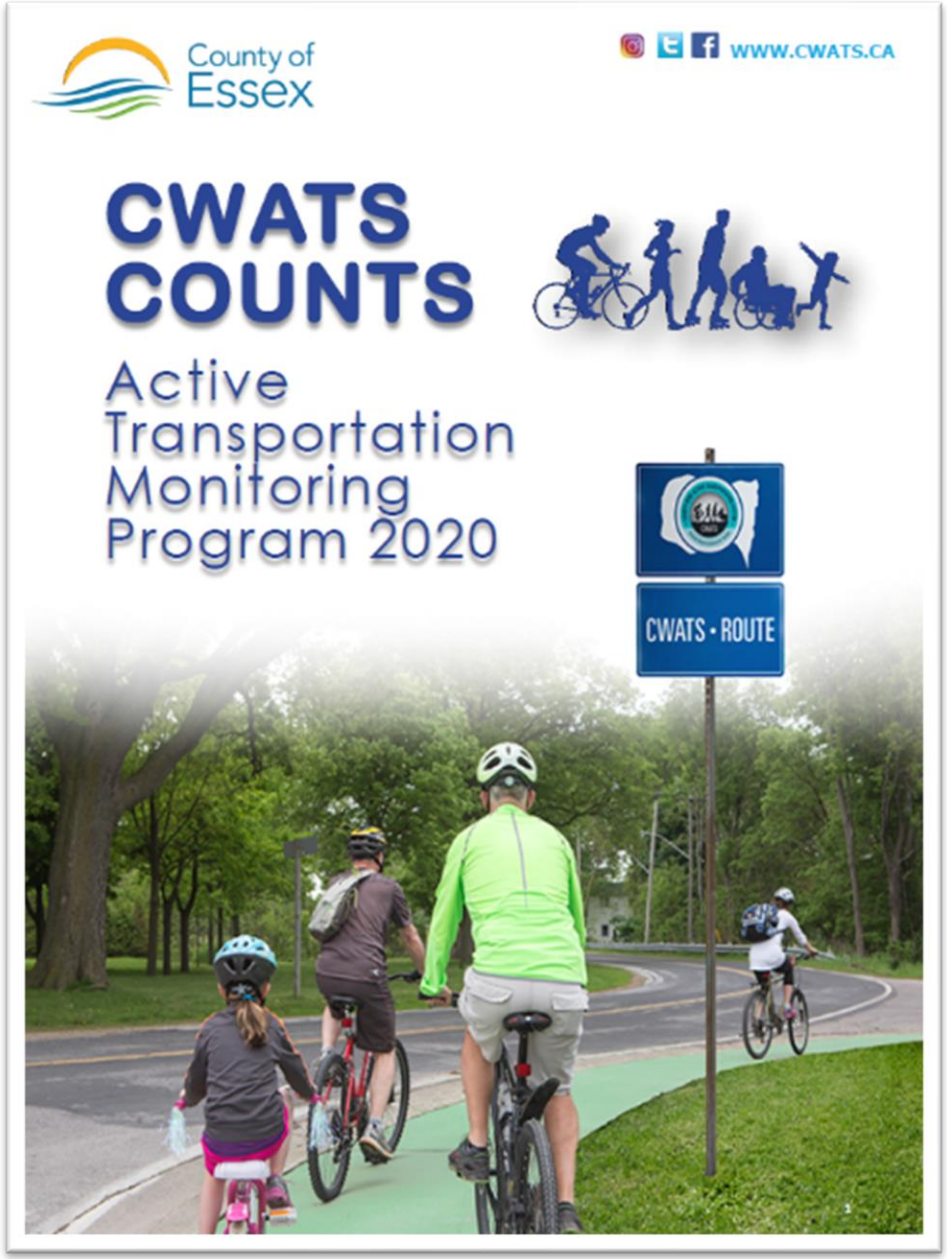
Future Active Transportation Counts

As more automated counters are installed in Essex County, manual counts should focus more on areas of development. Manual counts are still important to gather demographic trends of those using the CWATS network.

Following the recommendations of the 2020 program, the County initiated a study in 2022 to identify efficiencies in both the automated and manual count programs. This included options for how to enhance the monitoring of active transportation activity across the County. It's recommended that the County continue with the roll-out of the active transportation monitoring program and update it based on the outcome of their current review.

Bike Storage Facilities

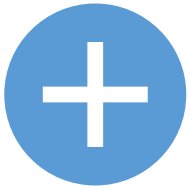
“Destination” areas – Areas such as parks, rec centers, shopping centers, schools and any location that attracts active transportation users should be considered candidates for bike storage facilities.



9.6 REFINING CWATS IMPLEMENTATION RECOMMENDATIONS

The Implementation recommendations builds on the recommendations of the 2012 Plan to continuing programming initiatives. Additional recommendations reflect best practices and innovations that have emerged since the previous plan as it relates to the renewed vision. Recommendations in this master plan feature one of two symbols:

Previously recommended in the 2012 Plan (re-confirmed and to be implemented as part of the 2023 Update)



New recommendation in the 2023 Update

A full summary of the recommendations in this plan, including the previously proposed recommendations that have been implemented, is provided in **Technical Appendix A**.

Table 33: Summary of Implementation Recommendations

9.1 The updated master plan has recommended adding equity as a sixth E and that it be a criterion to inform prioritization and implementation of the CWATS network.

9.2 It is recommended that the County continue to work with ERCA and explore the opportunity for an off-road trail along the CASO Corridor, which will have significant long-term value and economic benefits if the corridor becomes a part of CWATS.

9.3 It is recommended that the current MPP funding be increased to support qualifying outreach initiatives of up to $150,000 and that the current MPP funding be continued through all three phases of the Master Plan Update.

9.4 The County's Paved Shoulder Program is recommended to continue so that planned CWATS routes (and specifically routes proposed to have paved shoulders) are constructed in conjunction with planned roadway / capital projects.

The CWATS Master Plan Update identifies an approach and strategy to implementing a comprehensive active transportation network. This includes implementing various policies and programs that support the implementation of physical infrastructure and encourage active transportation and sustainable modes of transportation use across the County. The recommendations in **Table 33** are the tools necessary to implement the policy (**Chapter 5**), network (**Chapter 6**), programming (**Chapter 7**) and maintenance (**Chapter 8**) recommendations and to enhance active transportation infrastructure. The County, local municipalities and its partners should review and consider the implementation recommendations to support the on-going implementation and decision-making regarding the CWATS Master Plan.

9.7 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.

The CWATS Network presented in this report is the product of the hard work and effort of many people. The study team would like to thank the members of the public, agency representatives and stakeholders who gave their time and energy in the development of this planning study, especially those who participated in public events, completed online surveys and / or provided written or verbal input to the study team.