

SUB-SCHEDULE "C.1"

ELIGIBLE PROJECTS LIST
Ontario Municipal Commuter Cycling (OMCC) Program
2017 Application - County of Essex
Potential Eligible Project List

Table 1 - County of Essex (RURAL) Projects - Commuter Cycling

ELIGIBLE PROJECT NAME	ELIGIBLE PROJECT DESCRIPTION	PROJECT LOCATION	Distance (km)	PROJECT TYPE	POTENTIAL COMMUTER RIDERSHIP	Desc. Of Project costs	COMMUTER OR FREQUENT CYCLING BENEFITS
Kings-1	Building 1.1 km of paved shoulders on CR 34 will extend paved shoulder CWATS facilities that have been built on the Southeast end of this rural road (former MTO highway). This designated space for cyclists will offer a safer ride that is more appealing for residents to commute by bike amongst the towns of Essex and Kingsville between residential communities, workplaces, and day-to-day travel.	CR 34(former MTO highway) - S. Irwin to Marsh Sideroad	1.1	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling networks: An enhanced CWATS Network that will support commuter cycling to have direct route access along CR34 (former MTO highway), connecting them to communities, workplaces, and other day-to-day travel. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle and will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.
Kings-2	This is a request to add 10.8km of paved shoulders on the south portion of CR34. This new cycling facility would create safer, more appealing opportunities for people to commute by bike to workplaces, residential areas, and day-to-day travel. This is one of the gaps identified on CR34 by the CWATS master plan that once built, will enhance the cycling network between the towns of Kingsville and Essex and the municipality of Leamington.	CR 34(former MTO highway) - CR 29 to Road 3	10.8	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling Networks: An enhanced CWATS Network that will support commuter cycling to have direct route access along CR34 (former MTO highway), connecting them to communities, workplaces, and other day-to-day travel. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle and will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.

Kings-5	This project builds another gap on CR34, as investing in 1.9 km of paved shoulders on CR34(former MTO highway) builds on the other existing cycling facilities creating many opportunities for commuter cycling as it's located near many homes and large employment areas, and other places of need. It will support safer cycling as all road users will now have their own space which will make day-to-day travel and commutes by bike more appealing to residents.	CR 34(former MTO highway) - Elgin to CR 31	1.9	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling Networks: An enhanced CWATS Network that will support commuter cyclists to have direct route access along CR34 (former MTO highway) connecting them to communities, workplaces, and other day-to-day travel. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle and will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.
Kings-18	Adding 2.1 km of paved shoulders on CR29 enhances the CWATS network as it adds cycling facilities to a very long stretch of paved shoulders that exist on CR29. This key north-south rural road cuts through the centre of the County's south half and will make a critical connection north to CR34 facilities discussed in projects above. This enhanced cycling network will encourage cyclists to travel north-south through the towns of Essex and Kingsville for travels needed to work and other necessary travel as it will now offer a safer, designated space for cyclists.	CR 29 -Hwy 3 to CR 34	2.1	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling Networks: An enhanced CWATS Network that will support commuter cycling to have direct route access East-West across the south half of Essex County, connecting them to communities, workplaces, and other day-to-day travel along CR29. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle and will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.
Leam-1	This project compliments other CR18 requests above as it completes the East-West paved shoulder facility along CR18 across the south half of Essex County. By investing in 3.1km of facilities, it will connect residents across 4 towns to the many employment areas and necessary places to commute by bike. Once complete, cyclists will be encouraged to ride, as paved shoulders will be offered across this east-west cycling facility and give cyclists their own space. This segment also links cyclists to the Trans Canada Trail and other CWATS facilities that connect cyclists to urban Leamington.	CR 18 - CR 31 to Greenway	3.1	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling Networks: Building out this final segment will enhanced the CWATS Network and support commuter cycling as they will have direct route access East-West across the south half of Essex County. This will encourage residents to cycle by bike to communities, workplaces, and other day-to-day travel on route of CR18. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle and will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.

Master Plan	THE CWATS master plan provides a vision for AT infrastructure, programs, and policies over the next 20+ years. AT can provide significant benefits to population health and community well-being by increasing levels of physical activity, and simultaneously reducing greenhouse gas emissions by reducing the number of motor vehicle trips	County of Essex	-	CWATS - Cycling Plan	High	Consulting Fees	1. Better Cycling Networks: Enhance facilities and design features to meet new standards and guidelines. 2. Safe cycling: An updated CWATS master plan will continue to consider increasing safe cycling through facility design and programs. 3. As a result of this investment More Commuter Cycling Infrastructure proposed and built as a result of an updated CWATS Master Plan with the goal of encouraging more residents to commute by bike for day-to-day travel, commuting, and other frequent travel purposes.
CR 20/45	Implementing this intersection improvement with occupant capacity improvements will better support cyclists and other road users to safely cross through this busy intersection. This upgrade aligns well with the CWATS Master plan that calls for cycling facilities around this intersection.	Kingsville	-	CR 20 EA/PDR	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling Networks: An enhanced intersection for cyclists in an important component of a better CWATS Network as it will encourage cyclists to use a network that is well-designed. 2. Safe cycling: Better intersection design will support safer cycling through intersections. 3. As a result of this investment More Commuter Cycling Infrastructure will be built to encourage more residents to commute by bike for day-to-day travel, commuting, and other frequent travel purposes.
CR 20/31	Implementing this intersection improvement with occupant capacity improvements will better support cyclists and other road users to safely cross through this busy intersection. This upgrade aligns well with the CWATS Master plan that calls for cycling facilities around this intersection.	Leamington	-	CR 20 EA/PDR	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling Networks: An enhanced intersection for cyclists in an important component of a better CWATS Network as it will encourage cyclists to use a network that is well-designed. 2. Safe cycling: Better intersection design will support safer cycling through intersections. 3. As a result of this investment More Commuter Cycling Infrastructure will be built to encourage more residents to commute by bike for day-to-day travel, commuting, and other frequent travel purposes.
Bike Lockers/ Storage	This project offers safe and secure bike lockers to employees and visitors to the main government building of Essex County. It will influence more people to cycle to this building regularly for work and necessary appointments to the County building. facilities to increase commuter cycling in Essex County.	Civic Centre - 360 Fairview, Essex	-	CWATS - Cycling Plan		Capital Costs (6 total @ \$3500 ea.)	3. As a result of this investment More Commuter Cycling Infrastructure like bike lockers/storage will encourage more residents to commute by bike as they will have a designated space to safely store their bicycle.
			60.7			Total Eligible Project Costs	

Table 2 - County (URBAN) -County of Essex/Lower Tier Municipalities - Commuter Cycling Projects

Project Name	Project Description	Project Location	Distance (km)	Project Type	Potential Ridership	Desc. Of Project costs	OMCC Benefit
Ess-6	This additional 3.1 km of paved shoulders on both sides of this rural road will continue to grow the current east-west CWATS network along CR50. This new facility creates more, safer opportunities for commuter cyclist travels as they will now have their own designated space to ride. It will reduce motor vehicle trips for day-to-day travels between the towns of Amherstburg, Essex, Kingsville residential communities and workplaces as all rural road users will have a safer place to travel.	CR 50 - 455 CR 50 to CR 23	3.1	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	<p>1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the South shore of Essex County with this CR50 paved shoulder facility, connecting them to communities, workplaces, and other day-to-day travel along this network.</p> <p>3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle that will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.</p>
Kings-8	This 4.2 km paved shoulder facility will continue to build our cycling network east-west for commuter cyclists, between the towns of Amherstburg, Essex, and Kingsville. It also closes a CR50 gap as it builds on existing CR50 cycling facilities that gives commuter cyclists travelling to residential communities and workplaces their own designated space to travel safely on a rural road.	CR 50- Sycamore to CR 23	4.2	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	<p>1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the South shore of Essex County with this CR50 paved shoulder facility, connecting them to communities, workplaces, and other day-to-day travel along this network.</p> <p>3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle that will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.</p>

Kings-13A	By adding these 3.6km of paved shoulders on CR20, the key final gap of CR20 will be built in Kingsville. This will provide a direct route for cycling commuters which will encourage more commuter cycling will have their own designated space for a very long stretch along CR20. This facility will encourage commuting by bike amongst the 4 adjacent South shore towns in Essex County as there are many large employment areas, communities, and opportunities for frequent travel present. This facility also connects cyclists to the Trans Canada Trail system.	CR 20 (former MTO highway)-Dimenna to Greenway	3.6	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	<p>1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the South shore of Essex County with this CR20 paved shoulder facility, connecting them to communities, workplaces, and other day-to-day travel along this network.</p> <p>3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike</p>
Kings-13B	Similar to Kings-13A, this project will complete another key final gap into the CWATS network by adding a 0.5km of cycle paths on CR20. It will provide a direct route for cyclists which in turn will encourage more safer commuter cycling, as they will have their own designated space for a long stretch on CR20. It will encourage commuting by bike amongst the 4 adjacent South shore towns in Essex County where many large employment areas, communities, and opportunities for frequent travel are present.	CR 20(former MTO highway)- CR 45 to Dimenna	0.5	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	<p>1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the South shore of Essex County with this CR50 paved shoulder facility, connecting them to communities, workplaces, and other day-to-day travel along this network.</p> <p>2. Safe Cycling: as this facility will be a grade-separated design creating separation between motorists and cyclists. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle that will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.</p>
Lake-11	Building 5km of paved shoulders and a multi-use path on CR2 will fill a gap in the CWATS Network near the Northshore of Essex County. This enhancement will provide a safe, direct route for cyclists travelling between Windsor, Tecumseh and Lakeshore. It would create more opportunities for commuting by bike as designated bike facilities will make it more appealing to residents to cycle between residential communities, employment areas, and other frequent travel that is required.	CR 2 -East Pike Creek to CR 22	5	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	<p>1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the Northshore of Essex County with this CR2 paved shoulder and multi-use facility, connecting them to communities, workplaces, and other day-to-day travel along this network. 2. Safe Cycling: as this design offers separation between motorists and cyclists. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle that will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.</p>

Leam-11A	<p>This project will fill another key gap on CR20 in the CWATS network by adding this 0.6km cycle path on CR20. It will provide a direct, safe route for cyclists which will encourage more safer commuter cycling, as they will have their own designated space for a long stretch on CR20. It will encourage commuting by bike amongst the 4 adjacent South shore towns in Essex County as there are many large employment areas, communities, and opportunities for frequent travel present.</p>	CR 20(former MTO highway) -CR 31 to 0.6m from CR 31	0.6	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	<p>1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the South shore of Essex County with this CR50 paved shoulder facility, connecting them to communities, workplaces, and other day-to-day travel along this network. 2. Safe Cycling: as this facility will be a grade-separated design creating separation between motorists and cyclists. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle that will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.</p>
Leam-11B	<p>This project will complete another final gap on CR20 in the CWATS network, by adding this 0.6km cycle path on CR20. It will provide a safe, direct route for cyclists which will encourage more commuter cycling, as they will have their own designated space for a long stretch on CR20. It will encourage commuting by bike amongst the 4 adjacent South shore towns in Essex County as there are many large employment areas, communities, and opportunities for frequent travel present.</p>	CR 20(former MTO highway)-0.6m from CR 31 to 1.2m east of CR 31	0.6	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	<p>1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the South shore of Essex County with this CR50 paved shoulder facility, connecting them to communities, workplaces, and other day-to-day travel along this network. 2. Safe Cycling: as this facility will be a grade-separated design creating separation between motorists and cyclists. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle that will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.</p>

Leam-11C	Adding 2.1 km of cycle path on CR20 will fill another key gap in the CWATS network. It will provide a direct route for cyclists which in turn will encourage more safer commuter cycling, as they will have their own designated space for a long stretch on CR20. It and will encourage commuting by bike amongst the 4 adjacent south shore towns in Essex County where many large employment areas, communities, and opportunities for frequent travel are present. It also connects to other cycling networks that run north-south which will also increase commuter ridership.	CR 20(former MTO highway)-1.2m east of CR 31 to Sherk	2.1	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the south shore of Essex County with this CR50 paved shoulder facility. 2. Safe Cycling: as this facility will be a grade-separated design creating separation between motorists and cyclists. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle that will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.
Leam-17	This project promotes safer cycling on the southeast portion of the CWATS Network. By adding these 1.8 km of paved shoulders, it will connect Leamington residents to other cycling networks which will connect residents by bike to the urban area of Leamington. This enhancement will encourage more safer, active travel by bike as cyclists will have their own designated space along this rural road that will link riders to employment areas, residential areas, and other areas of frequent travel.	CR 33 -.3km north of Mersea Rd C to Mersea Rd 12	1.8	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the South shore of Essex County with this CR50 paved shoulder facility, connecting them to communities, workplaces, and other day-to-day travel along this network. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle that will give them direct route access for day-to-day travel, commuting, and other frequent travel purposes.
Leam-22	By investing in 0.45km of bike lanes on CR20 another key gap in the CWATS network will enhance safer commuter cycling along CR20. It will provide a direct route for cyclists, where they will have their own designated space for a long stretch on CR20. This facility will encourage commuting by bike amongst the 3 adjacent South shore towns in Essex County and potentially the region of Chatham-Kent as there are many large employment areas, communities, and opportunities for frequent travel present. It also connects to other key cycling networks that run north-south which will also increase commuter cycling.	CR20 (former MTO highway)-60m west of Sherk to Erie St	0.45	CWATS - Cycling Plan	High	Construction (unit rates), Traffic Counts (1500), PM (15%)	1. Better Cycling Networks: This enhanced CWATS Network will support commuter cycling East-West near the South shore of Essex County with this CR50 paved shoulder facility, connecting them to communities, workplaces, and other day-to-day travel along this network. 3. As a result of this investment More Commuter Cycling Infrastructure will be built encouraging more residents to commute by bike as they will have a designated space to cycle
			21.95			Total Eligible Project Costs	