



County of
Essex

CWATS Overview

Presentation to Tecumseh Council

December 14, 2021

Diana Radulescu
Active Transportation
Coordinator
County of Essex

Jerry Behl
Manager, Transportation
Planning & Development
County of Essex

Brian Hillman
Director of Development
Services
Town of Tecumseh
CWATS Committee Member

What is CWATS?

- CWATS = County-Wide Active Transportation System
- Provide for and champion safe active transportation
- Create connected communities
- Contribute to economic development & tourism
- Collectively share in the economic, health and quality of life benefits that active transportation offers.



Connected
communities



Health and
active living



Economic
development
and tourism



2012 CWATS Master Plan

In 2012, the first CWATS Master Plan was developed to guide the County, its local municipalities and partners in implementing a County-wide network of active transportation routes to encourage healthy, active living and to enhance regional recreational opportunities.

Key Components of the 2012 Master Plan include:

Policies



Revisions to Official Plan policies, recommendations for an AT Charter and supportive CWATS policies.



Network



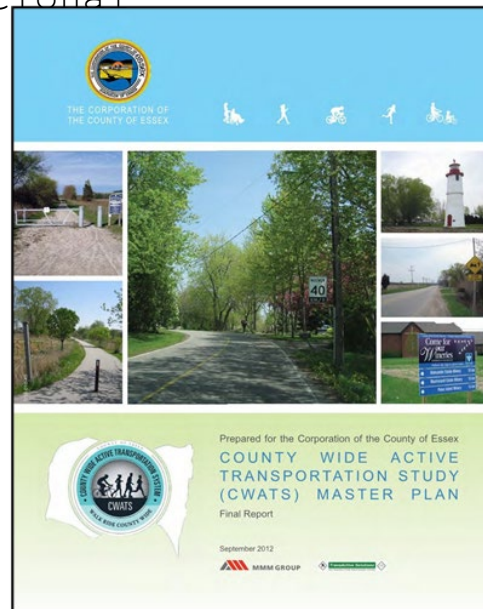
Working with local municipalities and partners to build routes, facilities and other supportive amenities.



Programs



Identifying initiatives and programs to shift travel behaviours and encourage increased AT use.



CWATS Charter (2012)

Signed and promoted by all 7 municipalities and the County of Essex



**Walk Ride
County Wide!**

Together, local towns, workplaces, organizations, schools, families, and individuals can do our part to support a vibrant and prosperous Essex County.

Get out and get active!

www.cwats.ca

CWATS Charter

FOR THE COUNTY OF ESSEX AND ITS PARTNERS

The County of Essex and the CWATS Committee are committed to the County Wide Active Transportation System. By supporting active transportation, we all play a leadership role in creating a more vibrant and liveable County of Essex.



The following principles lay the foundation for the CWATS Charter.

Access

Active forms of transportation can support residents to access local goods, services, and places that they need to go.

Health and Well-being

Regular, active transportation enhances overall health and well-being of our residents and community.

Equity

Active transportation is a universally affordable way to travel that allows residents to live more independently.

Personal & Community Safety

An environment where people feel safe and comfortable, supports active lifestyles and increases community safety for all.

Community Cohesion and Prosperity

Active transportation encourages social interaction and boosts local economic vitality.

Environmental Sustainability

Active transportation relies on human power and is good for our environment.



Types of Facilities

**Generally Lower
Volume, Lower Speed
Less Facility
Separation**



**Generally Higher
Volume, Higher Speed
Greater Facility
Separation**

Paved Shoulder



One-Way Cycle Path



Multi-Use Path



Signed Route



Bike Lane



Two-Way Cycle Path



Multi-Use Trail



How It Works

CWATS Core Infrastructure

- 1) CWATS Municipalities submit applications for segments identified in 2012 Master Plan (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

2022 budget: \$1,500,000

CWATS Cost-Sharing Formula (2012 CWATS Master Plan)



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

How It Works



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

50% cost-share between County
& municipalities
Non-infrastructure projects

Annual budget: \$100,000



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

Cost-efficiency in procurement,
faster implementation

Annual budget: \$2,800,000

CWATS Committee Members



Diana Radulescu
Jerry Behl



Jonathan Osborne



Todd Hewitt



Corinne Chiasson



John Pilmer



Brian Hillman



Tim Del Greco



Ryan Donally



Kevin Morse



MINISTRY OF TRANSPORTATION

Matthew Fabilli



Kevin Money



Jeff Hagan



Genevieve Champagne

External Partnerships



Waterfront
Regeneration
Trust



Trans Canada Trail
Sentier Transcanadien

Your Trail. Your Journey.



CWATS Master Plan – Chapters Developed to Date

1	Updating CWATS	SUBMITTED TO THE COUNTY AND COMMITTEE
2	The Need for an Updated Plan	SUBMITTED TO THE COUNTY AND COMMITTEE
3	Understanding Essex County Today	SUBMITTED TO THE COUNTY AND COMMITTEE
4	Engaging the Public and Stakeholders	SUBMITTED IN DRAFT TO THE COUNTY
5	Policy	SUBMITTED TO THE COUNTY AND COMMITTEE
6	Network	SUBMITTED TO THE COUNTY AND COMMITTEE
7	Programs	SUBMITTED TO THE COUNTY AND COMMITTEE
8	Maintenance and Operations	SUBMITTED TO THE COUNTY AND COMMITTEE
9	Implementing CWATS	PARTIALLY DRAFTED
10	Summary of Recommendations	PARTIALLY DRAFTED



Online Surveys



Open Houses



Pop Ups



Bike Rides

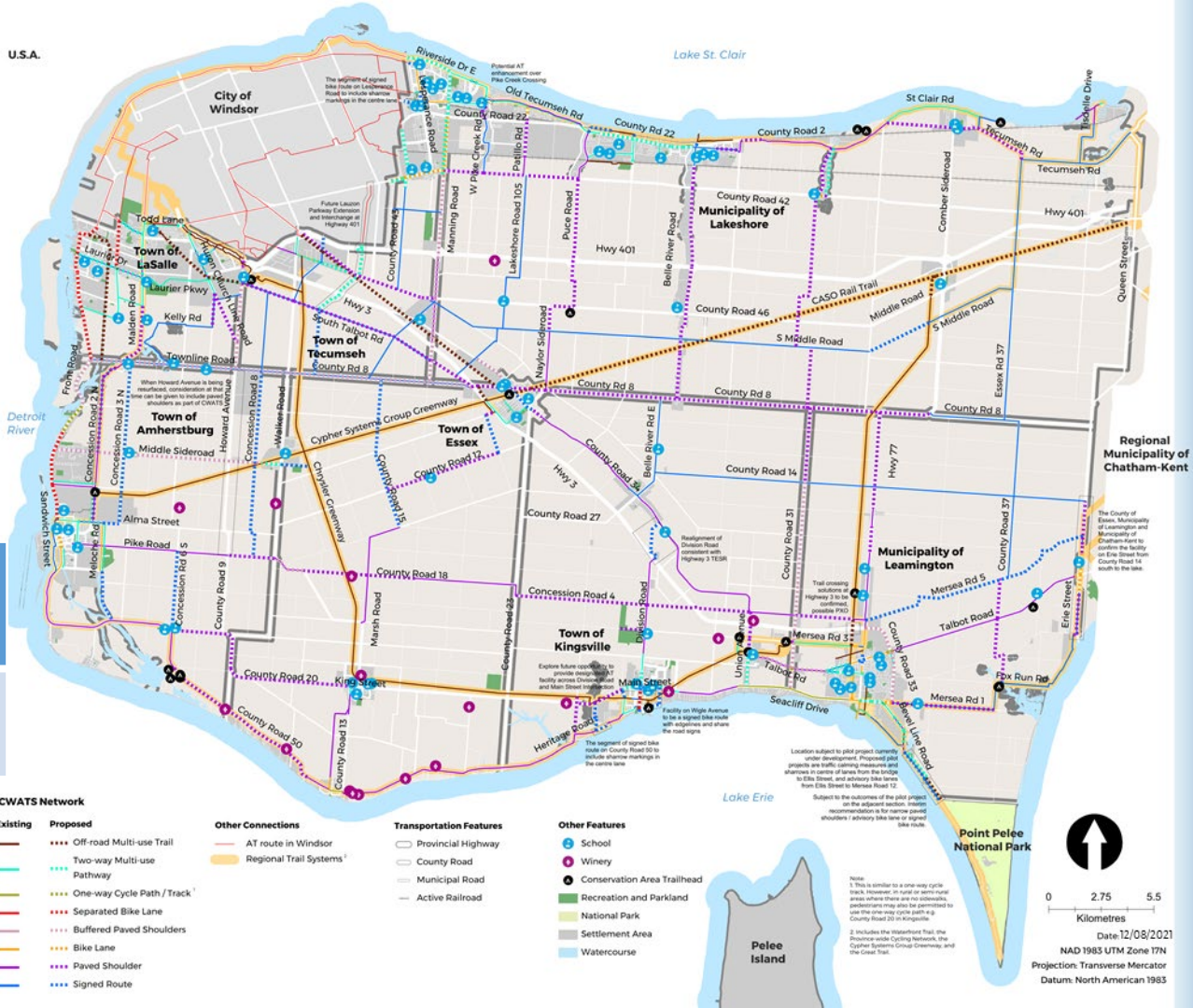


Meetings with
CWATS Committee

Proposed CWATS Network

Timeline:
20+ year plan

U.S.A.




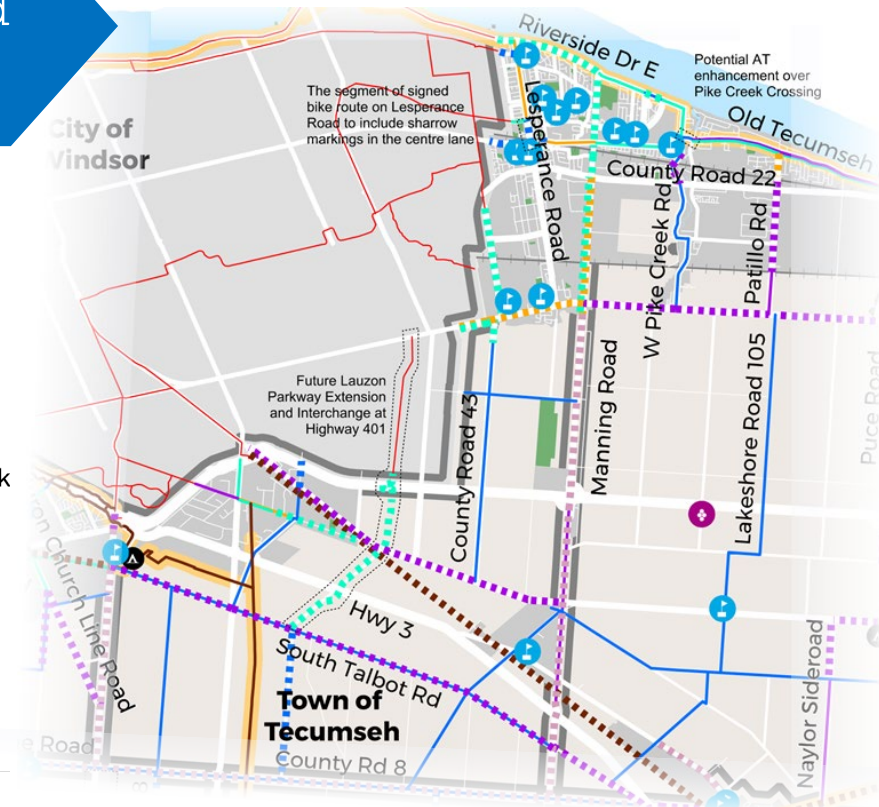
72.2 KM of proposed CWATS routes in Tecumseh

Notes:

1. For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to the total length for Tecumseh.

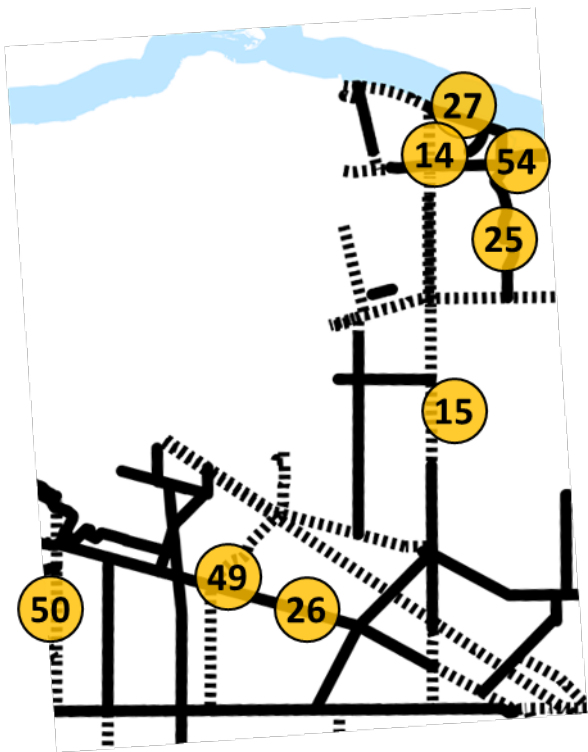
CWATS Network

Existing	Proposed
	 Off-road Multi-use Trail
	 Two-way Multi-use Pathway
	 One-way Cycle Path / Track
	 Separated Bike Lane
	 Buffered Paved Shoulders
	 Bike Lane
	 Paved Shoulder
	 Signed Route



Summary of Changes to Previously Proposed CWATS Routes in Tecumseh

Since the 2012 Plan, the following previously proposed routes were reviewed and modified to better reflect current data and updated design guidelines:



#	Segment
14	Multi-Use Pathway along Manning Rd from 114m S of Tecumseh Rd E to Riverside Dr E (Previously Proposed as Bike Lanes)
15	Buffered Paved Shoulder along Manning Rd from 250m S of County Rd 42 to South Talbot Rd (Previously Proposed as Paved Shoulders)
27	Multi-Use Pathway along Riverside Dr E from Arlington Blvd to Kensington Blvd (Previously Proposed and Implemented as Signed Route)
49	Crossing Enhancements for the Chrysler Greenway Existing Multi-Use Path at Old Castle Rd and Hwy 3 (Two-stage Crossing and Consideration for Installing a Cross-ride where the Trail Intersects Hwy 3 and to Provide a Queuing Area on the North-East Corner)
50	Buffered Paved Shoulder Howard Ave from Laurier Pkwy to County Rd 8 (Previously Proposed as Paved Shoulders)
25	Brighton Rd from Rail Corridor to Old Tecumseh Road (Previously Proposed and Implemented as Signed Route)
26	South Talbot Road from County Road 9 to County Road 19 (Previously Proposed and Implemented as Signed Route)
54	Upgrade Existing Signed Bike Route along Tecumseh Rd from Brighton Rd to Old Tecumseh Rd (Active Transportation Options Assessment Currently Underway - Cost Impact TBD)

Notes:

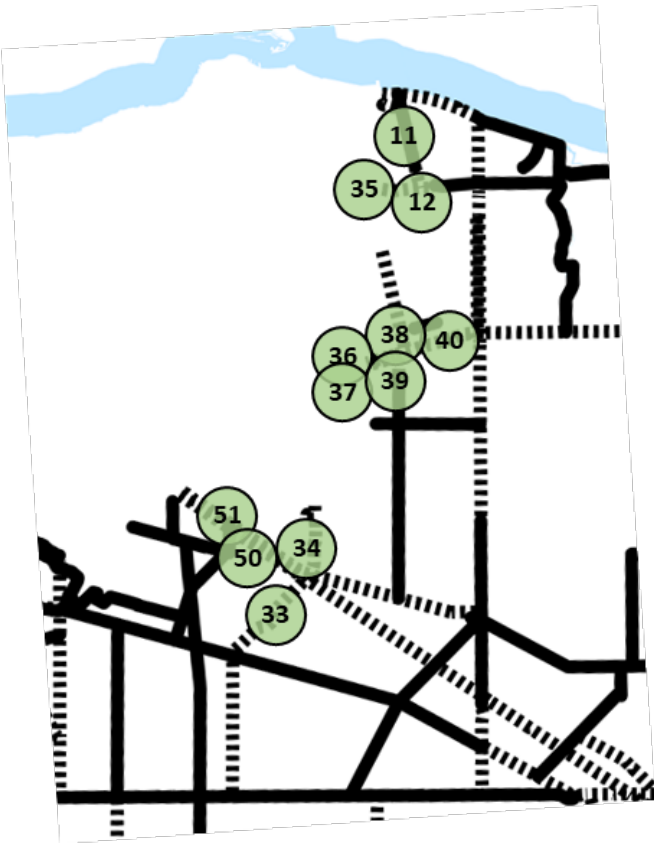
1. ID's are pulled from County-wide map

Summary of New CWATS Routes in Tecumseh

Through the review of the CWATS network, **the following new routes were identified in locations where there were no facilities proposed in 2012.** These new routes were identified based on updated design guidelines, current data, and consultation and input from Local and County Staff, Council and other stakeholders:

#	Segment
11	Signed Route with Sharrows along Lesperance Rd from Tecumseh Rd to McNorton St
12	Signed Route along Tecumseh Rd from Lacasse Blvd to City of Windsor
33	Multi-Use Pathway Concession Rd 8 from South Talbot Rd to County Rd 8
34	Multi-Use Trail Extension of Lauzon Prkwy from South Talbot Rd to Windsor
35	Signed Route Dilion Dr from Windsor to Lesperance Rd
36	Multi-Use Path along County Road 42 from Windsor to 215 m W of County Rd 42/43 (south) Intersection
37	Bike Lane along County Rd 42 from Windsor to 215 m W of County Rd 42/43 (south) Intersection
38	Bike Lane along County Rd 42 from 200 m W of Concession Rd 11 to Concession Rd 11
39	County Rd 42 from 200 m W of Concession Rd 11 to Concession Rd 1
40	Bike Lane along County Rd 42 from 215 m W of County Rd 42/43 (south) Intersection to County Road 19
50	Multi-Use Path along North Talbot Road from O'Neil St to 9 th Concession Road
Notes:	Signed Route along 8 th Concession Road from County Road 46 to Windsor Boundary

1. ID's are pulled from County wide map



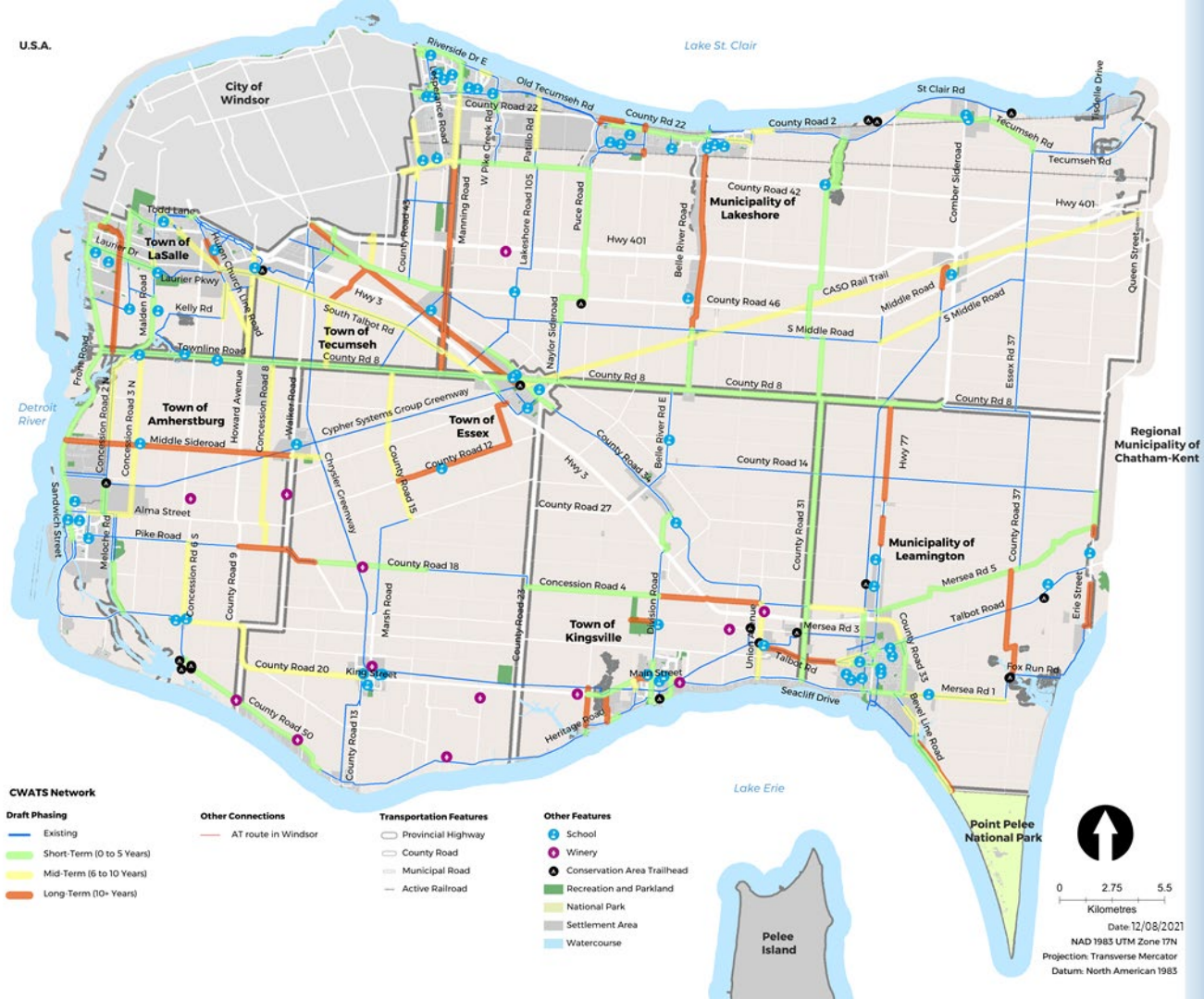
Proposed CWATS Network Phasing

Horizons:

Short-Term (0 to 5 Years)

Mid-Term (5 to 10 years)

Long-Term (10+ Years)



Essex CWATS Network Phasing (proposed)

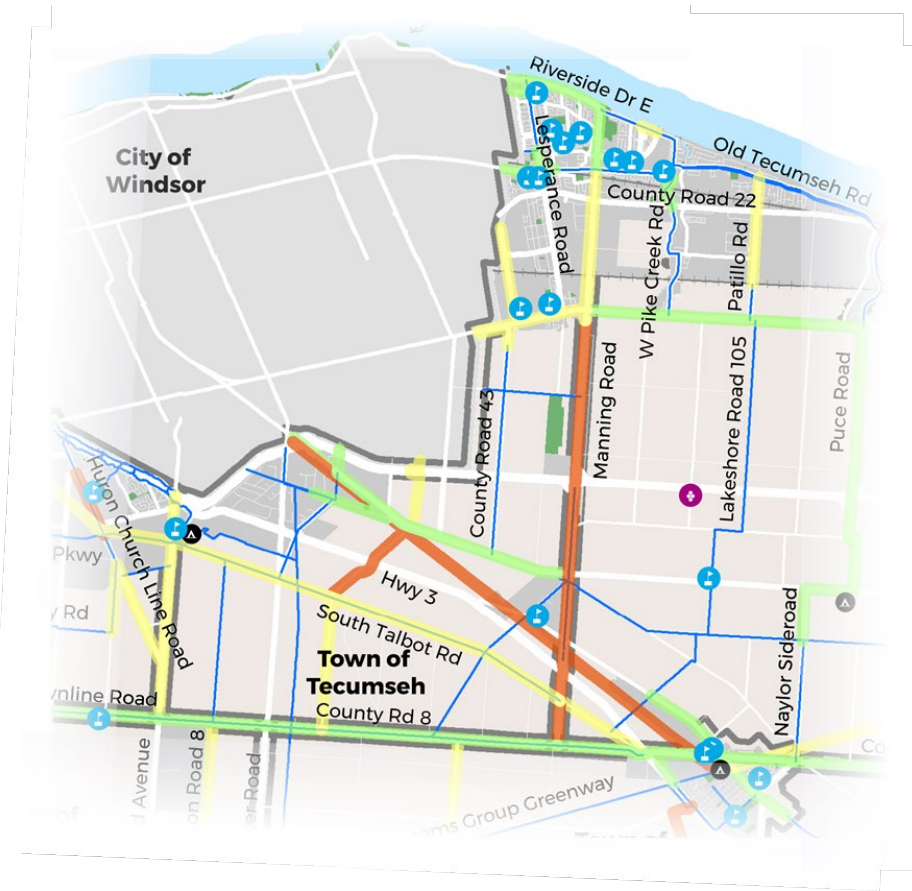
The proposed CWATS Network was prioritized using the following criteria:

- Planned projects under the Paved Shoulder Program (aligned with County's Road Rehabilitation schedule)
- Planned Capital Works
- Recent feasibility design studies
- Key tourism routes

CWATS Network

Draft Phasing

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



CWATS – What was the Investment Estimate in 2012?

2012 CWATS PLAN COST IMPLEMENTATION SUMMARY							
By Jurisdiction and Cost Share Arrangement							
JURISDICTION	COUNTY OF ESSEX TOTAL	LOCAL MUNICIPAL		PROVINCIAL TOTAL	ERCA TOTAL	TOTAL	% of Total Network
		TOTAL	ESTIMATED COST PER YEAR (BASED ON 20 YEARS)				
Amherstburg	\$3,615,240	\$2,679,600	\$133,980	-	\$800,000	\$7,094,840	14%
Essex	\$3,321,520	\$2,024,680	\$101,234	\$400,000	\$632,000	\$6,378,200	13%
Kingsville	\$5,323,740	\$1,936,600	\$96,830	-	\$136,000	\$7,396,340	15%
Lakeshore	\$4,668,380	\$2,885,900	\$144,295	-	\$2,920,000	\$10,474,280	21%
LaSalle	\$2,703,900	\$1,796,400	\$89,820	-	\$16,000	\$4,516,300	9%
Leamington	\$2,405,980	\$3,301,000	\$165,050	-	\$240,000	\$5,946,980	12%
Tecumseh	\$978,760	\$1,682,340	\$84,117	\$600,000	\$752,000	\$4,013,100	8%
Segments along Common Municipal Boundaries	\$3,944,680	-	-	-	-	\$3,944,680	8%
Province of Ontario	-	-	-	\$1,045,000	-	\$1,045,000	2%
TOTAL – NETWORK	\$26,962,200	\$16,306,520		\$2,045,000	\$5,496,000	\$50,809,720	100%

Total County of Essex Investment:
\$26,962,200

Total Local Municipal Investment:
\$16,306,520

Total Provincial Investment:
\$2,045,000

Total ERCA Investment:
\$5,496,000

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. 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 municip

Tecumseh CWATS Network by Phase (Draft)

FACILITY TYPE	SHORT 0 TO 5 YEARS		MID 6 TO 10 YEARS		LONG 10+ YEARS		TOTAL	
	KM	\$	KM	\$	KM	\$	KM	\$
Multi-Use Trail	0.0	\$0	0.0	\$0	8.9	\$2,415,231	8.9	\$2,415,231
Multi-Use Path	6.1	\$3,067,455	6.0	\$2,956,642	4.9	\$2,479,890	16.9	\$8,503,987
Separated Bike Lane	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0
Cycle Track	0.0	\$0	0.0	\$0	0.0	\$0	0.0	\$0
Buffered Paved Shoulder	5.1	\$1,721,832	2.7	\$903,643	5.5	\$1,840,616	13.2	\$4,466,091
Paved Shoulder	8.3	\$2,175,649	10.9	\$2,951,270	0.0	\$0	19.2	\$5,126,919
Bike Lane	0.0	\$0	4.4	\$638,966	0.0	\$0	4.4	\$638,966
Signed Route	5.7	\$56,842	1.3	\$2,129	0.0	\$0	7.1	\$58,971
Total	25.2	\$7,021,779	25.3	\$7,452,649	19.3	\$6,735,737	69.7	\$21,210,165
% of Total Network		33%		35%		32%		100%

Total Short-Term
Investment:
\$7,021,779

Total Mid-Term
Investment:
\$7,452,649

Total Long-Term
Investment:
\$6,735,737

Notes:

1. Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
2. 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.
3. For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

Next Steps



1. Town of Essex to provide comments on draft Network to County by January 18, 2022



2. County to continue refining the CWATS Master Plan Network and Implementation Chapters



3. County to return to Tecumseh Council with full draft of Master Plan Update Report for approval in the new year

Thank you

Diana Radulescu

Active Transportation
Coordinator
County of Essex

dradulescu@countyofessex.ca

Jerry Behl

Manager
Transportation
Planning &
Development
County of Essex

jbehl@countyofessex.ca

Brian Hillman

Director, Planning
and Building
Services
Town of Tecumseh
CWATS Committee
Member

bhillman@tecumseh.ca



Appendix



County of
Essex

COUNTYOFESSEX.CA

CWATS Update – What is the New Investment Estimate? (Draft)

20 year
timeframe

JURISDICTION	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	EST. \$/YR BASED ON 20 YEARS	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Amherstburg	56.4	\$9,530,162	13.8%	16.2	\$5,109,664	\$255,483	9.1%	0.0	\$0	0.0%	0.0	\$0	0.0%	72.7	\$14,639,826	11.1%
Essex	42.9	\$8,516,706	12.3%	8.8	\$2,482,044	\$124,102	4.4%	0.9	\$453,693	20.7%	2.0	\$3,200	0.1%	54.6	\$11,455,644	8.7%
Kingsville	40.3	\$8,980,491	13.0%	10.8	\$3,546,497	\$177,325	6.3%	0.0	\$0	0.0%	0.0	\$0	0.0%	51.1	\$12,526,988	9.5%
Lakeshore	64.7	\$17,936,213	25.9%	27.8	\$17,683,967	\$884,198	31.6%	0.0	\$0	0.0%	36.4	\$2,052,394	45.9%	128.9	\$37,672,573	28.6%
LaSalle	18.7	\$5,648,690	8.2%	27.6	\$10,043,675	\$502,184	18.0%	0.0	\$0	0.0%	0.0	\$0	0.0%	46.3	\$15,692,365	11.9%
Leamington	42.7	\$8,815,707	12.7%	22.7	\$8,056,895	\$402,845	14.4%	6.4	\$1,738,860	79.3%	0.0	\$0	0.0%	71.8	\$18,611,462	14.1%
Tecumseh	34.5	\$9,764,487	14.1%	26.3	\$9,030,447	\$451,522	16.1%	0.0	\$0	0.0%	8.9	\$2,415,231	54.0%	69.7	\$21,210,165	16.1%
Total	300.3	\$69,192,456	100.0%	140.2	\$55,953,188	\$2,797,650	100.0%	7.3	\$2,192,554	100.0%	47.4	\$4,470,825	100.0%	495.2	\$131,809,023	100.0%

Total County
of Essex
Investment:
\$69,192,456

Total Local
Municipal
Investment:
\$55,953,188

Total Provincial
Investment:
\$2,192,554

Total ERCA
Investment:
\$4,470,825

Notes:

1. Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
2. Annual cost per year is based on an assumption of equal costs per year over 20 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year.
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.

CWATS Update – What is the Investment Estimate in Tecumseh? (Draft)

FACILITY	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	EST. \$/YR BASED ON 20 YEARS	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Multi-Use Trail	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	8.9	\$ 2,415,231	100%	8.9	\$2,415,231	11%
Multi-Use Path	7.3	\$3,682,675	38%	9.6	\$4,821,312	\$241,066	53%	0.0	\$ -	0%	0.0	\$ -	0%	16.9	\$8,503,987	40%
Separated Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Cycle Track	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Buffered Paved Shoulder	12.2	\$4,106,280	42%	1.1	\$359,811	\$17,991	4%	0.0	\$ -	0%	0.0	\$ -	0%	13.2	\$4,466,091	21%
Paved Shoulder	6.2	\$1,660,975	17%	13.0	\$3,465,944	\$173,297	38%	0.0	\$ -	0%	0.0	\$ -	0%	19.2	\$5,126,919	24%
Bike Lane	1.7	\$255,587	3%	2.6	\$383,380	\$19,169	4%	0.0	\$ -	0%	0.0	\$ -	0%	4.4	\$638,966	3%
Signed Route	7.1	\$58,971	1%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	7.1	\$58,971	0%
Total	34.5	\$9,764,487	100%	26.3	\$9,030,447	\$451,522	100%	0.0	\$ -	0%	8.9	\$ 2,415,231	100%	69.7	\$21,210,165	100%

Total County
of Essex
Investment:
\$9,721,456

Total Local
Municipal
Investment:
\$8,850,037

Total Provincial
Investment: **\$ -**

Total ERCA
Investment:
\$2,415,231

Notes:

1. Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
2. Annual cost per year is based on an assumption of equal costs per year over 20 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year.
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.

Tecumseh CWATS Network: Short-Term (Draft)

FACILITY	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	Est. \$/yr Based on 5 Years (0 to 5 Years)	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Multi-Use Trail	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Multi-Use Path	0.7	\$335,905	9%	5.4	\$2,731,551	\$546,310	84%	0.0	\$ -	0%	0.0	\$ -	0%	6.1	\$3,067,455	44%
Separated Bike Lane	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Cycle Track	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Buffered Paved Shoulder	5.1	\$1,721,832	46%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	5.1	\$1,721,832	25%
Paved Shoulder	6.2	\$1,642,606	44%	2.1	\$533,043	\$106,609	16%	0.0	\$ -	0%	0.0	\$ -	0%	8.3	\$2,175,649	31%
Bike Lane	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Signed Route	5.7	\$56,842	2%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	5.7	\$56,842	1%
Total	17.7	\$3,757,185	100%	7.5	\$3,264,594	\$652,919	100%	0.0	\$ -	0%	0.0	\$ -	0%	25.2	\$7,021,779	100%

Total County of Essex Investment: \$3,757,185

Total Local Municipal Investment: \$3,264,594

Total Provincial Investment: \$ 0

Total ERCA Investment: \$ 0

Notes:

- Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
- Annual cost per year is based on an assumption of equal costs per year over 5 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year for the short-term phase.
- 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.
- For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

Tecumseh CWATS Network: Mid-Term (Draft)

FACILITY	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	Est. \$/yr Based on 5 Years (6 to 10 years)	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Multi-Use Trail	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Multi-Use Path	1.8	\$866,880	46%	4.2	\$2,089,762	\$417,952	38%	0.0	\$ -	0%	0.0	\$ -	0%	6.0	\$2,956,642	40%
Separated Bike Lane	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Cycle Track	0.0	\$0	0%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$0	0%
Buffered Paved Shoulder	2.2	\$756,961	40%	0.4	\$146,682	\$29,336	3%	0.0	\$ -	0%	0.0	\$ -	0%	2.7	\$903,643	12%
Paved Shoulder	0.1	\$18,369	1%	10.9	\$2,932,901	\$586,580	53%	0.0	\$ -	0%	0.0	\$ -	0%	10.9	\$2,951,270	40%
Bike Lane	1.7	\$255,587	13%	2.6	\$383,380	\$76,676	7%	0.0	\$ -	0%	0.0	\$ -	0%	4.4	\$638,966	9%
Signed Route	1.3	\$2,129	0%	0.0	\$0	\$0	0%	0.0	\$ -	0%	0.0	\$ -	0%	1.3	\$2,129	0%
Total	7.1	\$1,889,925	100%	18.1	\$5,552,705	\$1,110,544	100%	0.0	\$ -	0%	0.0	\$ -	0%	25.2	\$7,452,640	100%

Total County Investment: \$1,889,925

Total Local Investment: \$1,110,545

Total Provincial Investment: \$0

Total ERCA Investment: \$0

Notes:

- Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
- Annual cost per year is based on an assumption of equal costs per year over 5 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year in the mid-term phase.
- 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.
- For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to each of the local municipalities.

Essex CWATS Network: Long-Term (Draft)

FACILITY	COUNTY			LOCAL				PROVINCIAL			ERCA			TOTAL		
	KM	\$	% OF COST	KM	\$	Est. \$/yr Based on 10 Years (11-20 years)	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST	KM	\$	% OF COST
Multi-Use Trail	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	8.9	\$2,415,231	100%	8.9	\$2,415,231	36%
Multi-Use Path	4.9	\$2,479,890	60%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	4.9	\$2,479,890	37%
Separated Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Cycle Track	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Buffered Paved Shoulder	4.8	\$1,627,487	40%	0.6	\$213,129	\$21,313	100%	0.0	\$ -	0%	0.0	\$ -	0%	5.5	\$1,840,616	27%
Paved Shoulder	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Signed Route	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Total	9.7	\$4,107,377	100%	0.6	\$213,129	\$21,313	100%	0.0	\$0	0%	8.9	\$2,415,231	100%	19.3	\$6,735,737	100%

Total County of Essex Investment: \$4,107,377

Total Local Municipal Investment: \$213,129

Total Provincial Investment: \$0

Total ERCA Investment: \$2,415,231

Notes:

1. Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
2. Annual cost per year is based on an assumption of equal costs per year over 10 years for budgeting purposes. As phasing is being developed, the annual cost per year will change based on the number of CWATS routes planned to be implemented each year in the long-term phase.
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.