

County-wide Active Transportation System Update



Municipality of Lakeshore Council Meeting

May 11th, 2021



What is CWATS?

CWATS = County-wide Active Transportation System

CWATS is a network of on and off-road routes including bike lanes, multi-use trails, cycle paths, paved shoulders and shared roadways.

CWATS is part of a larger strategy that promotes:



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:

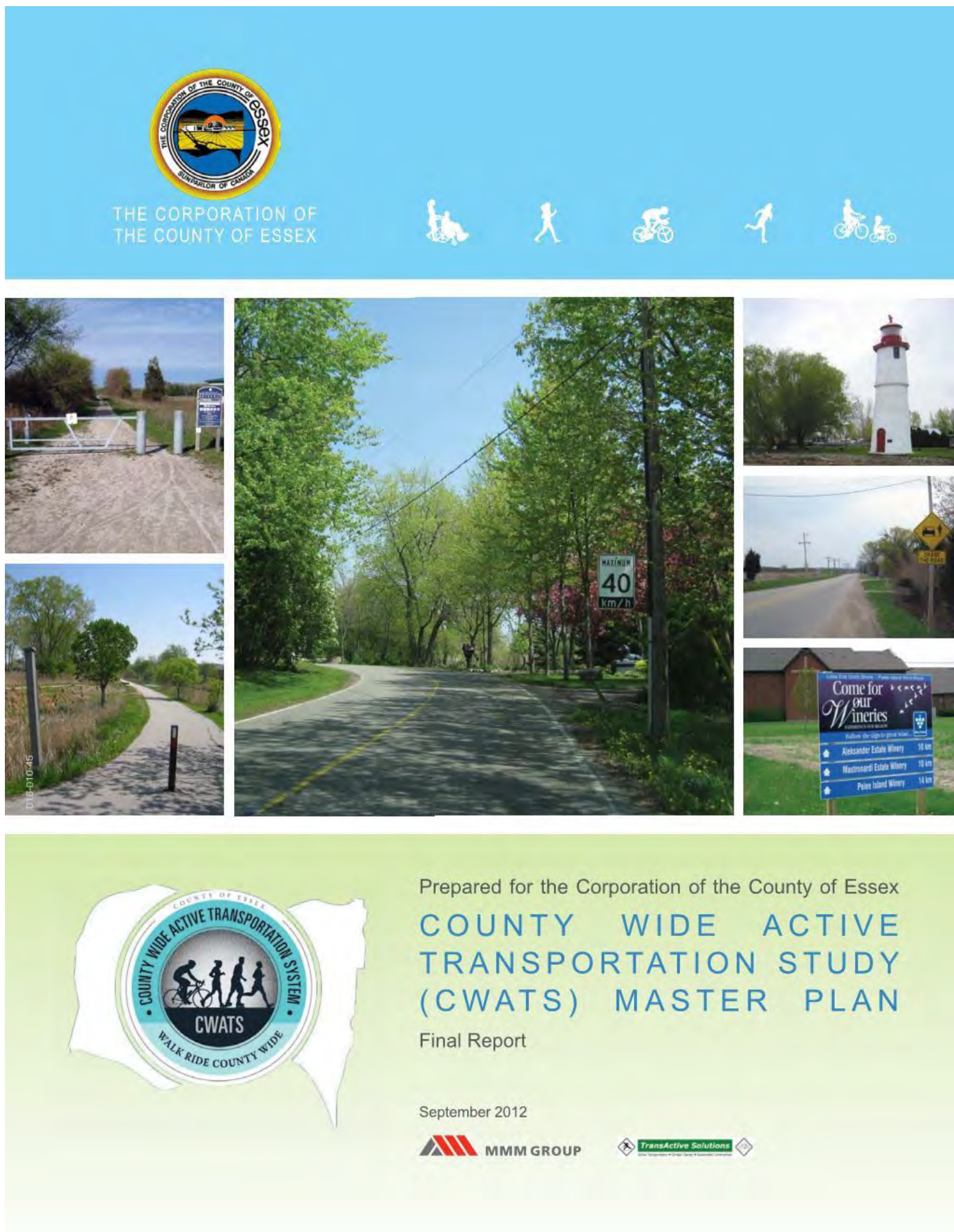
Policies



Network



Programs



Success of 2012 CWATS Master Plan

Examples of how CWATS has been embraced, implemented and promoted since 2012 are provided below:

CWATS Committee



The CWATS Committee was established after the 2012 plan was completed and includes representatives from the County, each of its local municipalities, Essex Region Conservation Authority and Windsor-Essex County Health Unit as well as MTO, Chatham-Kent and Windsor.



CWATS CELEBRATIONS

Annual celebrations have been hosted in various communities throughout the County. These celebrations include opportunities to promote educational resources and explore new infrastructure that has been developed as part of the CWATS network.

MPP MUNICIPAL PARTNERSHIP PROGRAM

The Municipal Partnership Program provides partnership funding for active transportation supportive amenities and outreach initiatives.

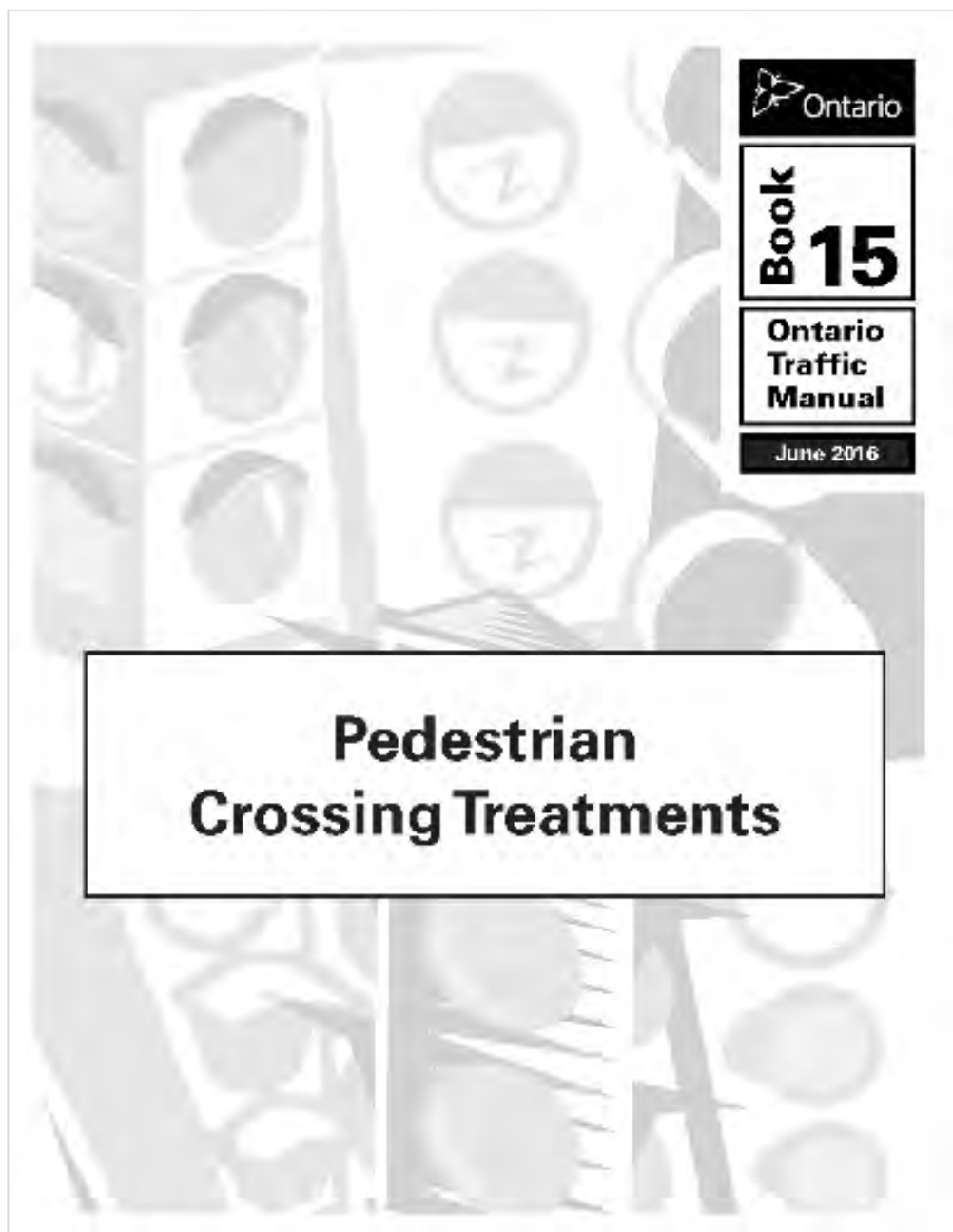
Why update CWATS now?

Emerging guidelines and best practices since 2012

Since 2012, there have been many updates to planning and design guidelines and standards related to active transportation facilities.



OTM Book 18:
Cycling Facilities
(Updated Draft 2020)



OTM Book 15:
Pedestrian Crossing
Treatments

Equity as a transportation and social factor

Emerging consideration to provide equitable levels of access to affordable and reliable transportation options especially for vulnerable and under-served populations.



New trends and technology in active transportation

The way in which people travel is changing due to advancements in technology and an increased awareness in multi-modal trip making.



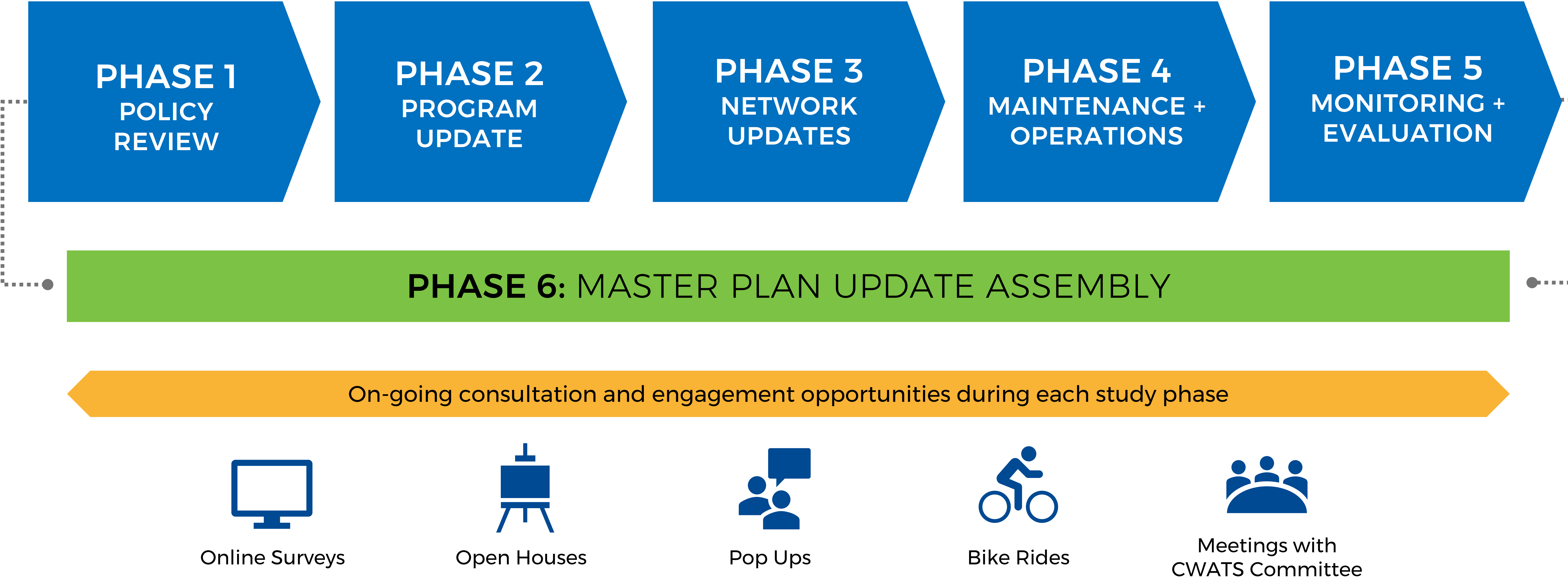
Micro-mobility
Micro-mobility and electric powered vehicles such as e-bikes and kick style e-scooters, are rapidly emerging as potential solutions for mobility needs for people of various ages and abilities.



First and Last Mile
The integration of active transportation infrastructure and transit is a critical component of designing a multi-modal and accessible transportation system.

Updating the CWATS Master Plan

The study consists of 6 phases that are informed by on-going engagement and consultation:



What will the updated Master Plan include?

Phase 1

Policy
Review

Proposed new policies and amendments to existing policy documents to support future decision-making and implementation of active transportation infrastructure, programs and strategies.

Phase 2

Program
Update

Proposed programming and outreach initiatives that build upon existing / successful efforts to build community awareness, grow public interest and encourage more people to use CWATS infrastructure.

Phase 3

Network
Updates

A refined CWATS network that reflects current design standards (OTM Book 18) and emerging trends, an inventory of intersections along the CWATS network and **a refined implementation strategy** including priorities and costs.

Phase 4

Maintenance +
Operations

Proposed maintenance recommendations, practices and operational costs which can be used to inform future decision making as it relates to the County's level of services standards for routes / facilities on CWATS.

Phase 5

Monitoring +
Evaluation

Suggested performance measures for which the County and its partners can collect data on a regular basis (e.g. annual, bi-annual, etc.) and track progress on the implementation of the CWATS Master Plan and its recommendations.

CWATS Master Plan Update

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	PARTIALLY DRAFTED
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

Consultation completed to date

- 1. CWATS Committee Meeting (May 23rd, 2018)
- 2. CWATS Committee Meeting (July 18th, 2018)
- 3. Online public survey (November 2018 to February 2019)
- 4. CWATS Committee Meeting (January 23rd, 2019)
- 5. Bike Tour and Open House (May 22nd, 2019)
- 6. CWATS Committee Meeting (May 22nd, 2019)
- 7. CWATS 6th Annual Celebrations / Open House (June 14th, 2019)
- 8. Kingsville Highland Games (June 22nd, 2019)
- 9. ERCA Bike Tour (September 28th, 2019)
- 10. CWATS Committee Meeting (November 27th, 2019)
- 11. Public Open House at County Civic Centre (December 10th, 2019)
- 12. CWATS Committee Meeting (May 27th, 2020)
- 13. CWATS Committee Meeting (July 21st, 2020)
- 14. CWATS Committee Meeting (September 23rd, 2020)
- 15. CWATS Committee Meeting (October 15, 2020)
- 16. CWATS Committee Meeting (November 25, 2020)
- 17. Virtual Public Open House (December 15th, 2020)



What does the CWATS network look like?

Off-Road Multi-use Trail



Paved Shoulder



One-way Cycle Path / Track



Photo Locations:

1. The Chrysler Canada Greenway, Leamington

2. County Rd 20, Amherstburg

3. County Rd 20, Kingsville

4. County Road 8, LaSalle / Amherstburg

5. County Road 6, LaSalle

6. County Road 7, LaSalle

Signed Route



Bike Lane



Two-way Multi-use Pathway



Major County-wide Connections




What has been built since 2012?

Approximately **401 km** of CWATS infrastructure has been implemented from 2012 to 2020:

2012	2013	2014	2015	2016	2017	2018	2019	2020
14.6 km	150.3 km	24.9 km	85.1 km	29.7 km	40.9 km	20 km	21.7 km	13.9 km

Examples of CWATS facilities that have been constructed each year include:



County Road 34
Paved Shoulders
(Leamington)



County Road 7
Paved Shoulders
(LaSalle)



County Road 25
Paved Shoulders
(Lakeshore)




County Road 50
Paved Shoulders
(Essex)



County Road 20
One-way cycle path
(Kingsville)



County Road 18
Paved Shoulders
(Amherstburg)



County Road 20
One-way cycle path
(Kingsville)

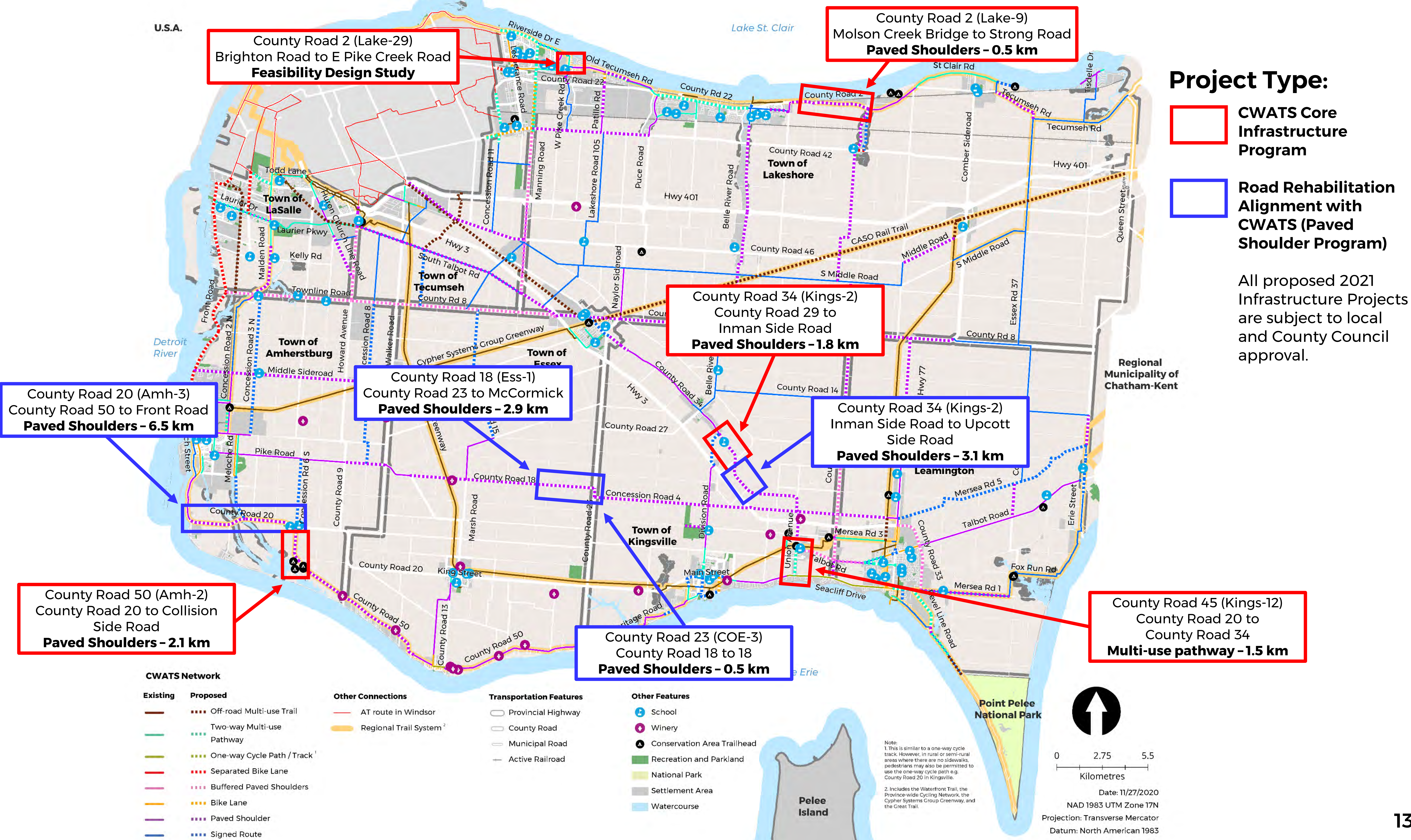


County Road 11
Multi-use pathway
(Tecumseh)

















County Road 20
Paved shoulders
(Amherstburg)

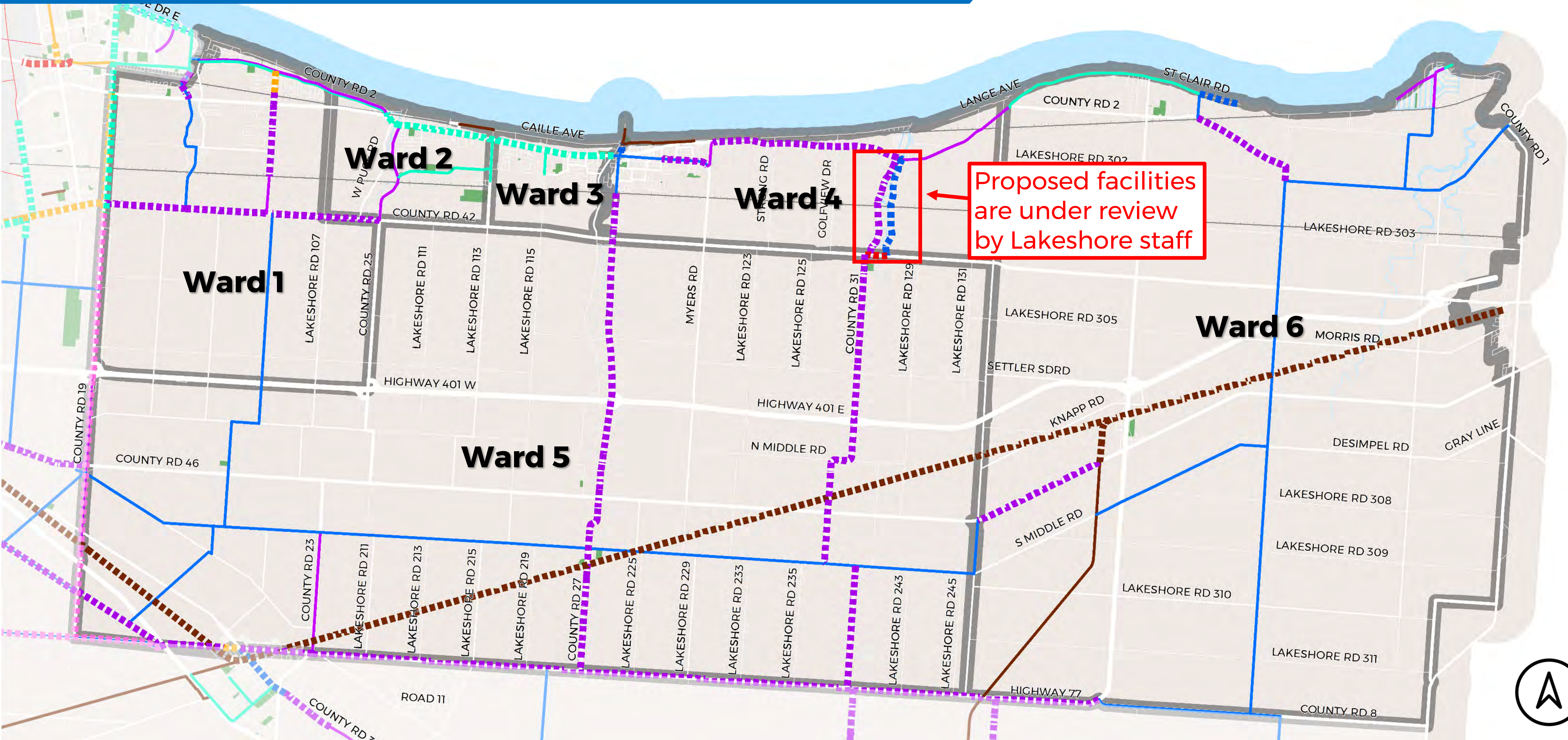
Proposed 2021 Infrastructure Projects



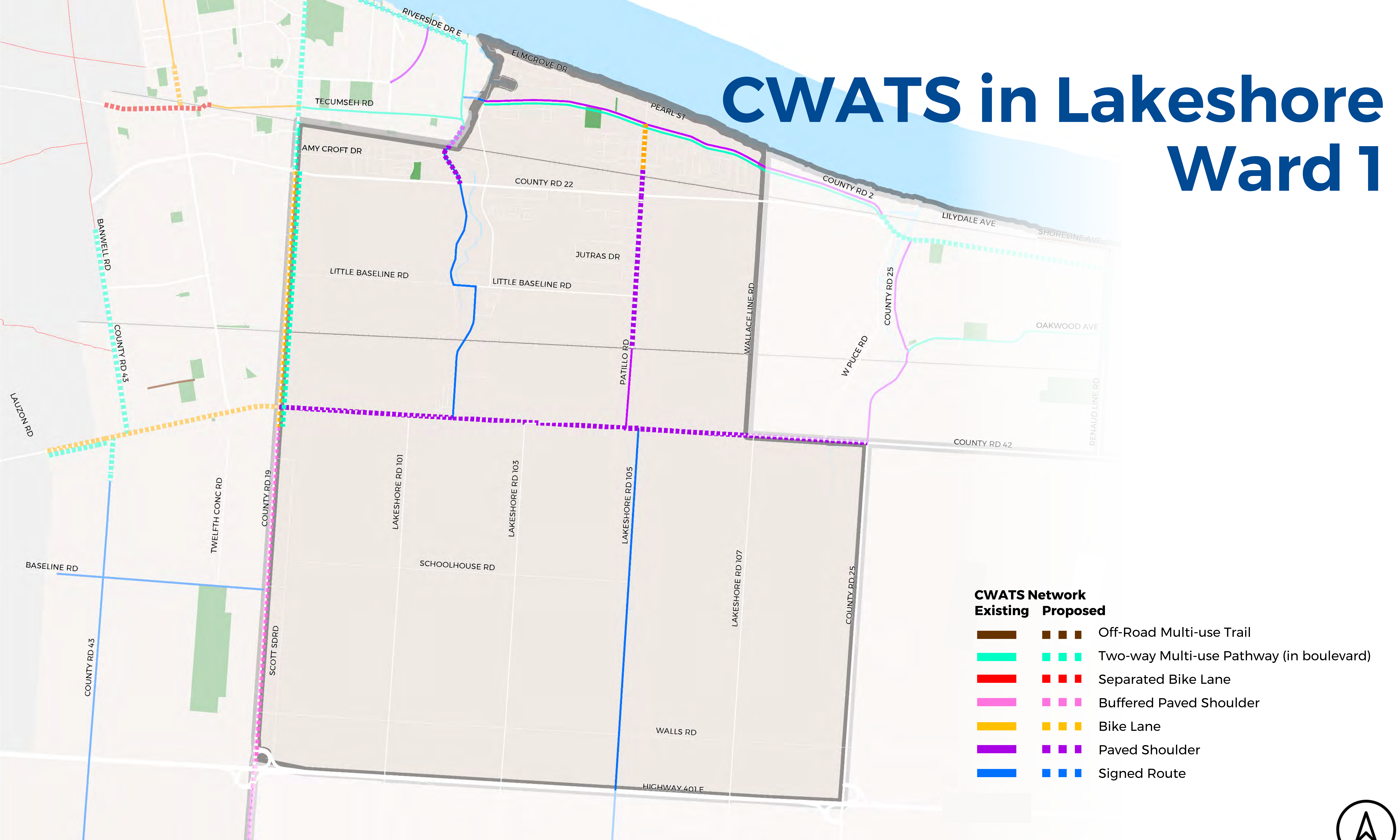
258 KM of existing and proposed CWATS routes in Lakeshore

CWATS Network Existing Proposed

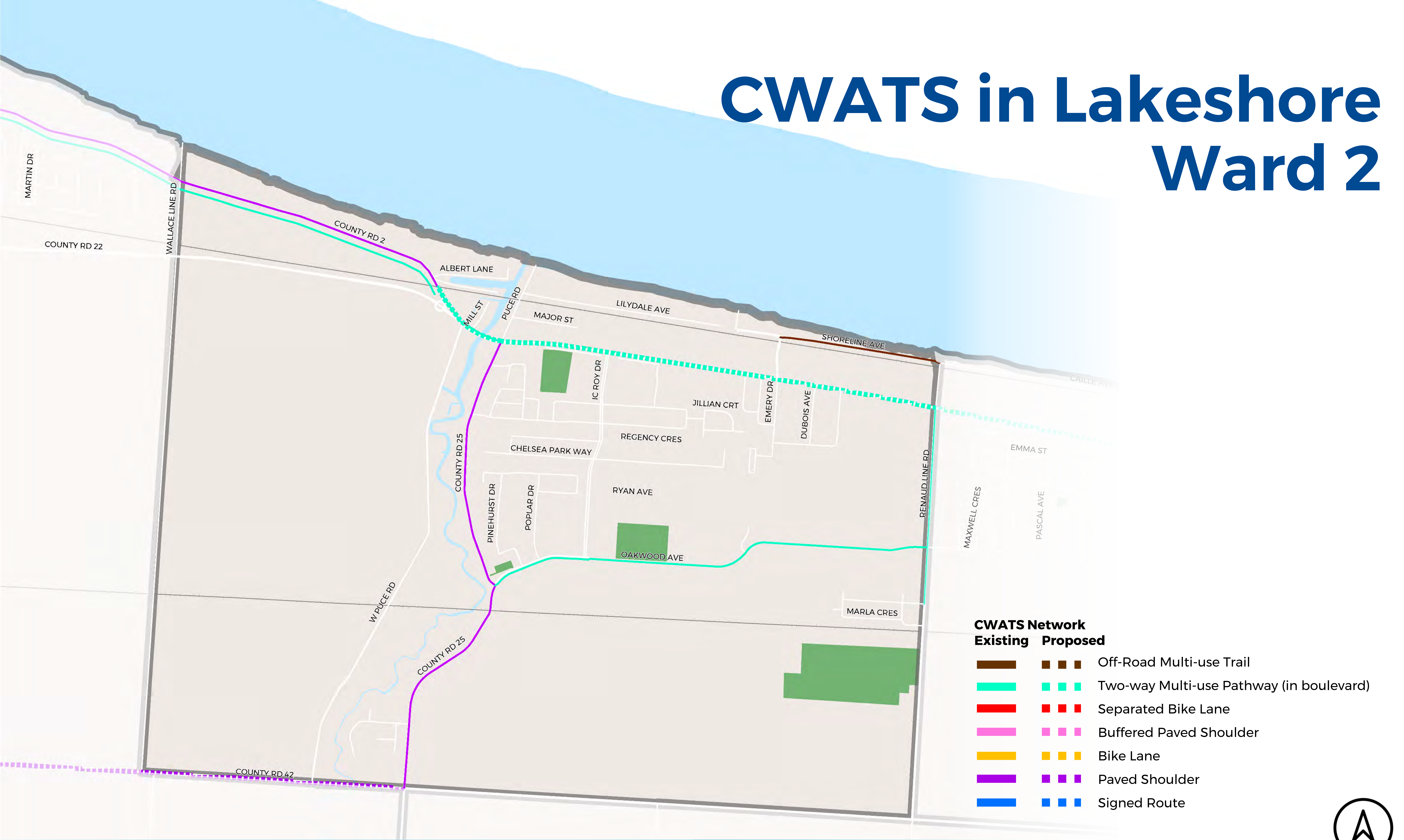
-   Off-Road Multi-use Trail
-   Two-way Multi-use Pathway (in boulevard)
-   Separated Bike Lane
-   Buffered Paved Shoulder
-   Bike Lane
-   Paved Shoulder
-   Signed Route



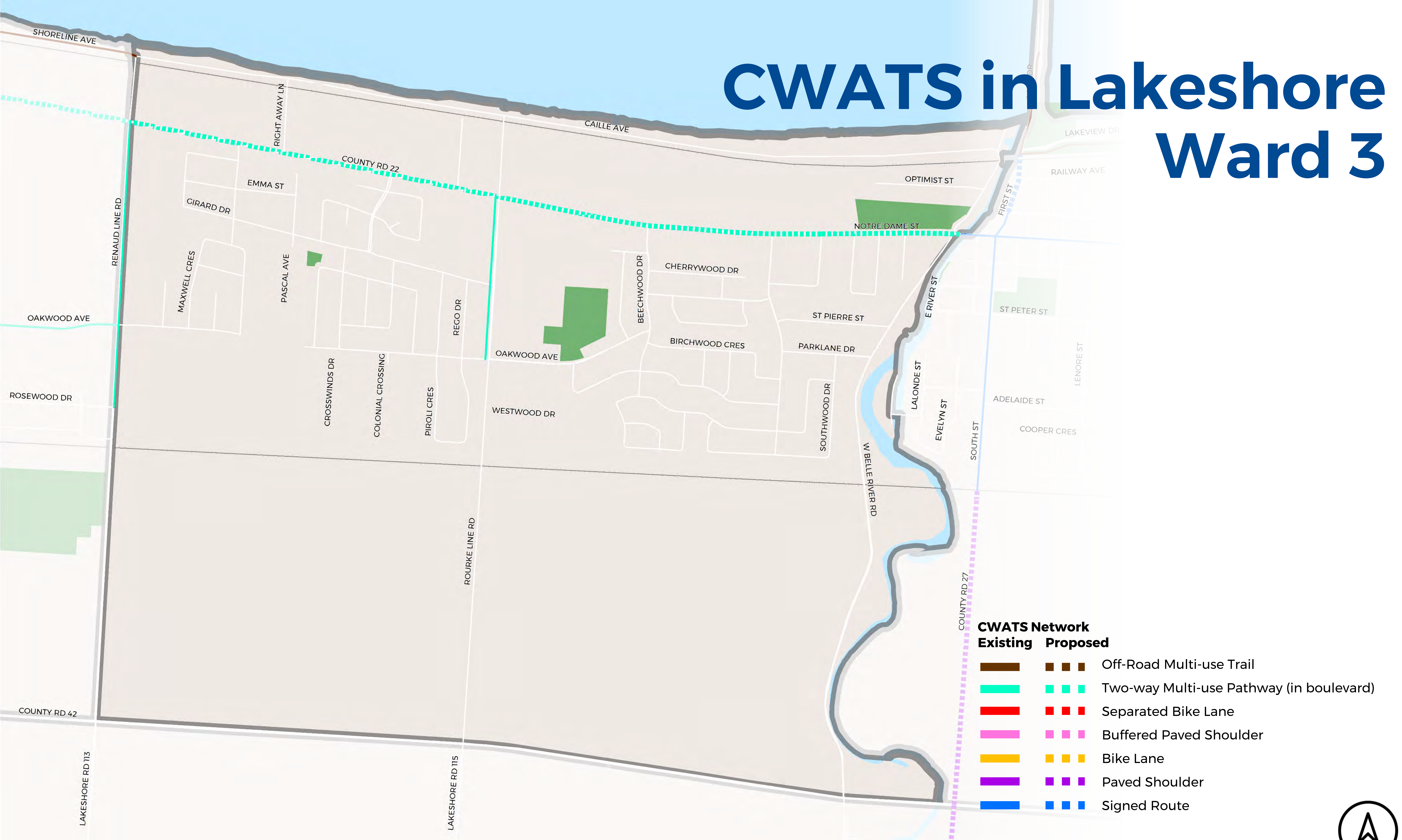
CWATS in Lakeshore Ward 1



CWATS in Lakeshore Ward 2



CWATS in Lakeshore Ward 3









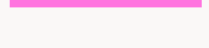







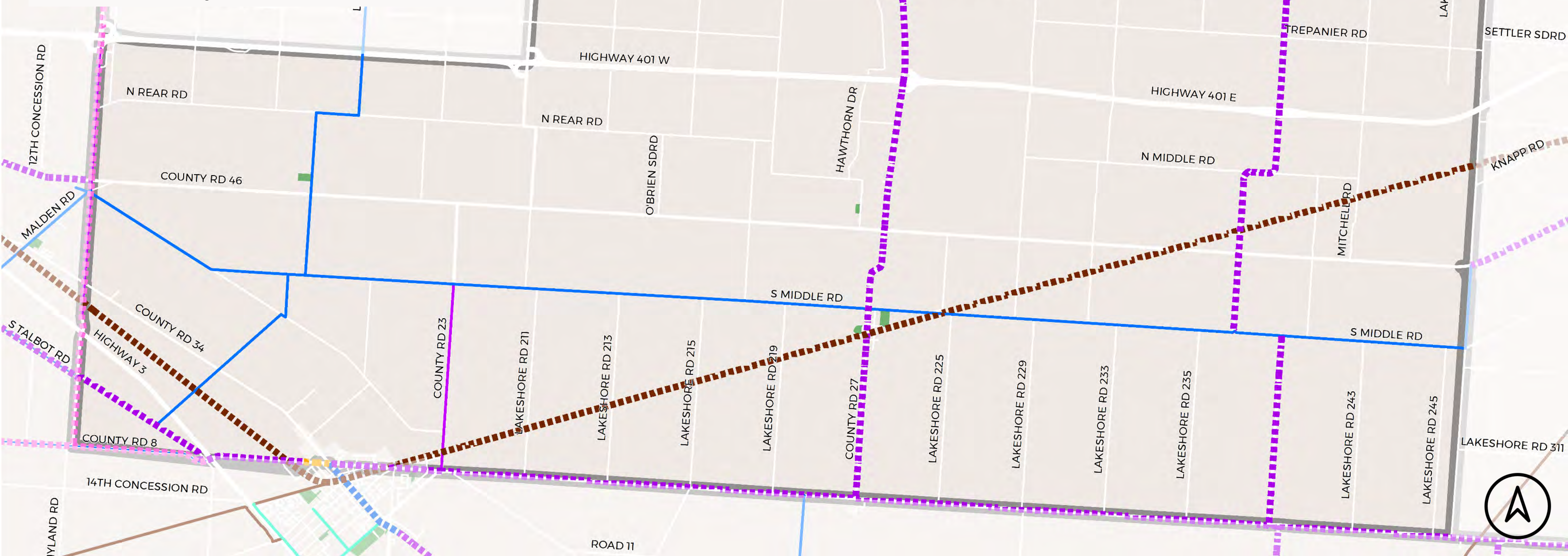
CWATS in Lakeshore Ward 4



CWATS in Lakeshore Ward 5

CWATS Network Existing Proposed

-   Off-Road Multi-use Trail
-   Two-way Multi-use Pathway (in boulevard)
-   Separated Bike Lane
-   Buffered Paved Shoulder
-   Bike Lane
-   Paved Shoulder
-   Signed Route



CWATS in Lakeshore Ward 6



CWATS Network Existing Proposed

- - - - Off-Road Multi-use Trail
- - - - Two-way Multi-use Pathway (in boulevard)
- - - - Separated Bike Lane
- - - - Buffered Paved Shoulder
- - - - Bike Lane
- - - - Paved Shoulder
- - - - Signed Route



CWATS in Lakeshore

Facility Type	Existing				Total Existing	Proposed				Total Proposed	Total
	Local	County	CCL	ERCA		Local	County	CCL	ERCA		
Off-Road Trail	3.1	0	0	7.1	10.2	0	0	0	37.6	37.6	47.8
Two-way Multi-use Pathway	12.8	2.2	0	0	15	0	8.7	0	0	8.7	23.7
Separated Bike Lane	0	0	0	0	0	0	0.6	0	0	0.6	0.6
Buffered Paved Shoulder	0	0	0	0	0	0	12.2	0	0	12.2	12.2
Bike Lane	0	0	0	0	0	0.6	3.07	0	0	3.7	3.7
Paved Shoulder	2.9	16.7	0	0	19.6	4.7	60.3	1.2	0	66.2	85.8
Signed Route	42.2	34.5	3.7	0	80.4	3.9	0	0	0	3.9	84.3
Total	61	53.4	3.7	7.1	125.2	9.2	84.8	1.2	37.6	132.8	258

Next Steps

1. The study team is currently reviewing and revising the Maintenance Chapter based on feedback received from the CWATS Committee.
2. The study team is currently drafting the Implementation Chapter including the revised phasing, costing, funding options, and other implementation considerations.

Thank you! Questions?

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