



County of
Essex

CWATS Overview

Presentation to Municipality of Lakeshore Council

January 18, 2021

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Active Transportation
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County of Essex

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Town of Lakeshore
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



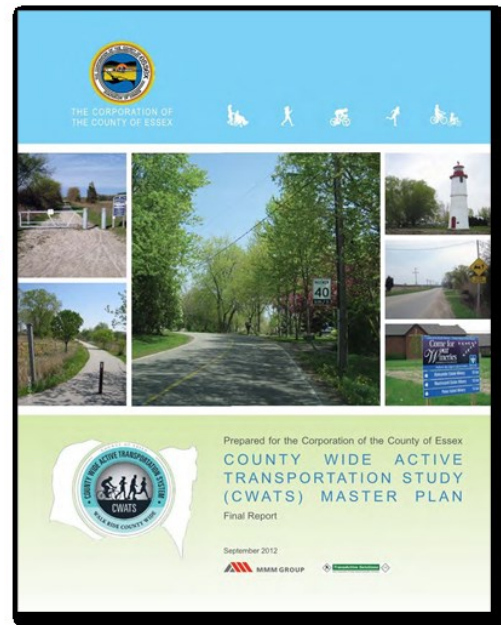
Working with local municipalities and partners to build routes, facilities and other supportive amenities.



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.



CWATS Vision

The County of Essex and its partners are working together to foster a safe, comfortable, bicycle-friendly and pedestrian-friendly environment. Well-designed and connected facilities inspire active travel as they make you feel safer and healthier, are a fun and affordable way to travel, and are better for the environment.

CWATS • ROUTE



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 annual 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



Genevieve Champagne



Jeff Hagan

External Partnerships



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

Proposed 2012 Network	Built to Date	Previously & Currently Proposed	Ultimate Network Length
793 km	582.5 km	495.2 km	1,077.7 km



128.9 KM of proposed CWATS routes in Lakeshore







Notes:

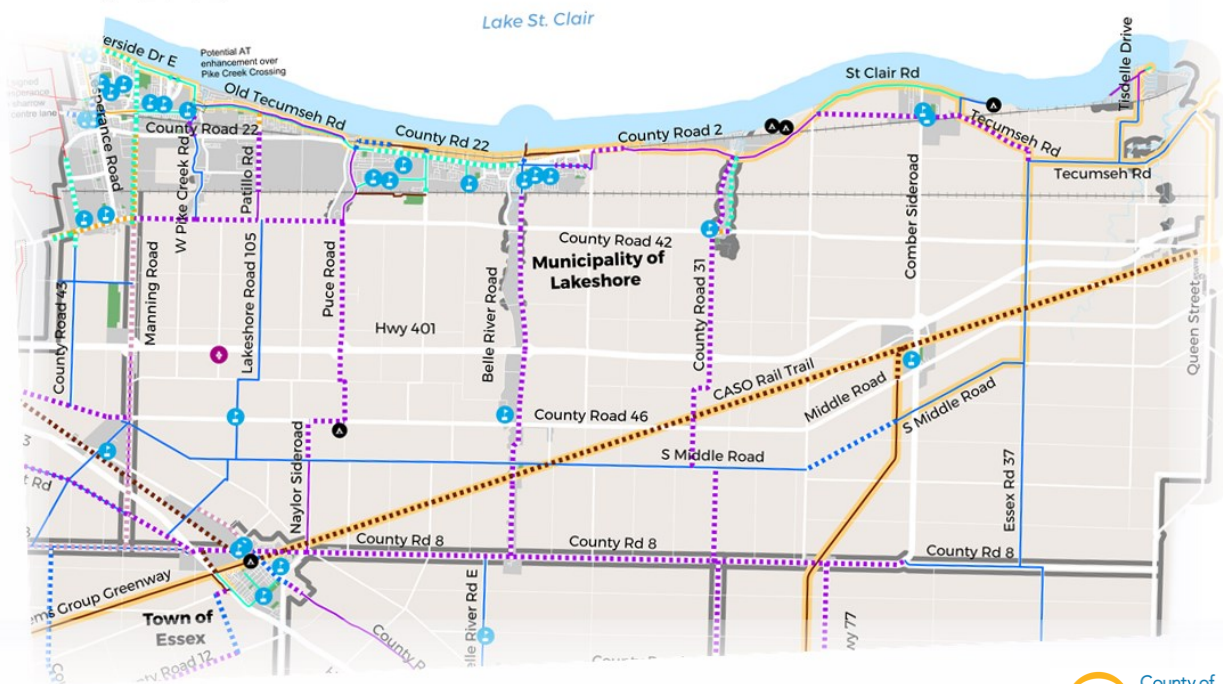
1. For segments along common municipal boundaries, it is assumed that 50% of the distance would be attributed to the total length for Lakeshore.

CWATS Network

Existing

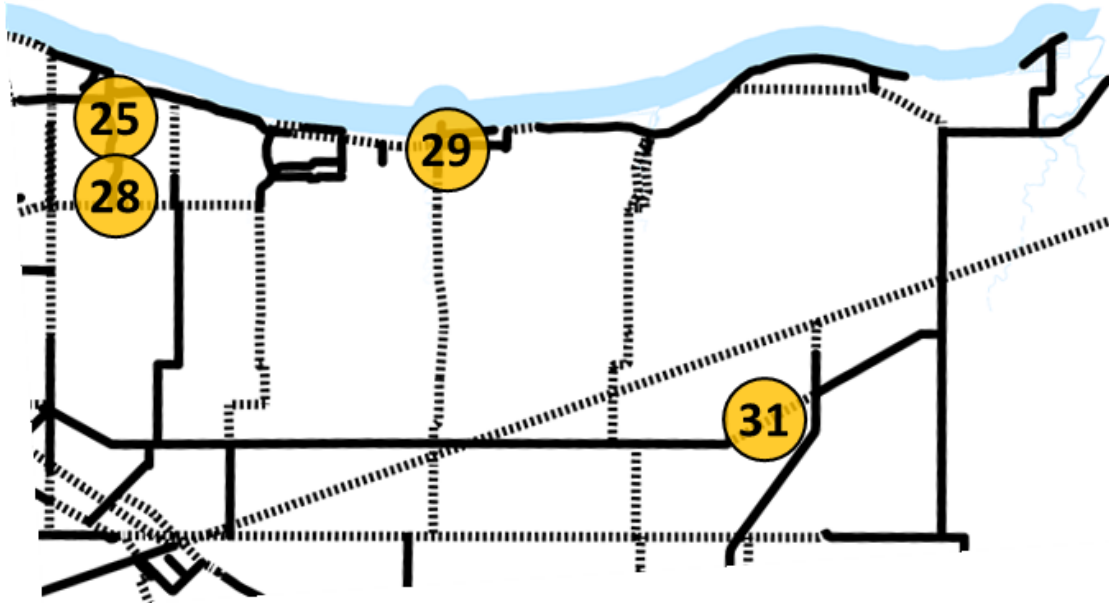
Proposed

	 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 Lakeshore

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



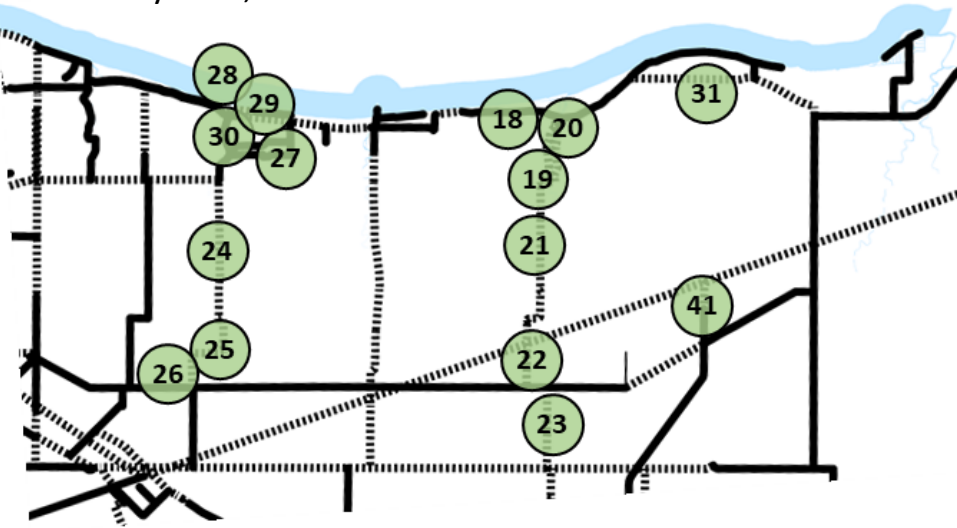
#	Segment
25	Paved Shoulder along Brighton Rd from Rail Corridor to Old Tecumseh Rd (Previously Proposed and Implemented as Signed Route)
28	Paved Shoulder along W Pike Creek Rd from Rail Corridor to County Rd 22 (Previously Proposed and Implemented as Signed Route)
29	Paved Shoulder along Notre Dame St from 11 th St to County Road 22 (Previously Proposed and Implemented as Signed Route)
31	Signed Route along S Middle Rd from Rochester Townline to Trans Canada Trail (Previously Proposed as Paved Shoulders)

Notes:

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

Summary of New CWATS Routes in Lakeshore

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:



Notes:

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

#	Segment
18	Paved Shoulder along West Ruscom River Rd from County Rd 2 to County Road 49
19	Bike Lane along County Rd 42 from County Rd 31 to East Ruscom River Rd
20	Multi-Use Pathway along East Ruscom River Rd from County Rd 2 to County Road 42
21	Paved Shoulder along County Rd 31 from County Rd 42 to Hwy 401
22	Paved Shoulder along County Rd 31 from Hwy 401 to S Middle Rd
23	Paved Shoulder along County Rd 31 from S Middle Rd to County Rd 8
24	Paved Shoulder along Puce Rd from County Rd 42 to County Rd 46
25	Paved Shoulder along County Rd 46 from County Rd 25 to County Rd 23
26	Paved Shoulder along County Rd 23 from County Rd 46 to S Middle Road
27	Multi-Use Pathway along Renaud Line Rd from Marla Cres to Earthwalk Trail
28	Signed Route along Renaud Line Rd from Shoreline Avenue to County Road 22
29	Signed Route along Lilydale Ave from Waterfront Trail to Puce Rd
30	Signed Route along Puce Rd from Lilydale Ave to County Rd 22
31	Paved Shoulder along County Rd 2 from St Clair Rd to Claireview Dr
41	Multi-Use Pathway from County Road 8 to County Road 46

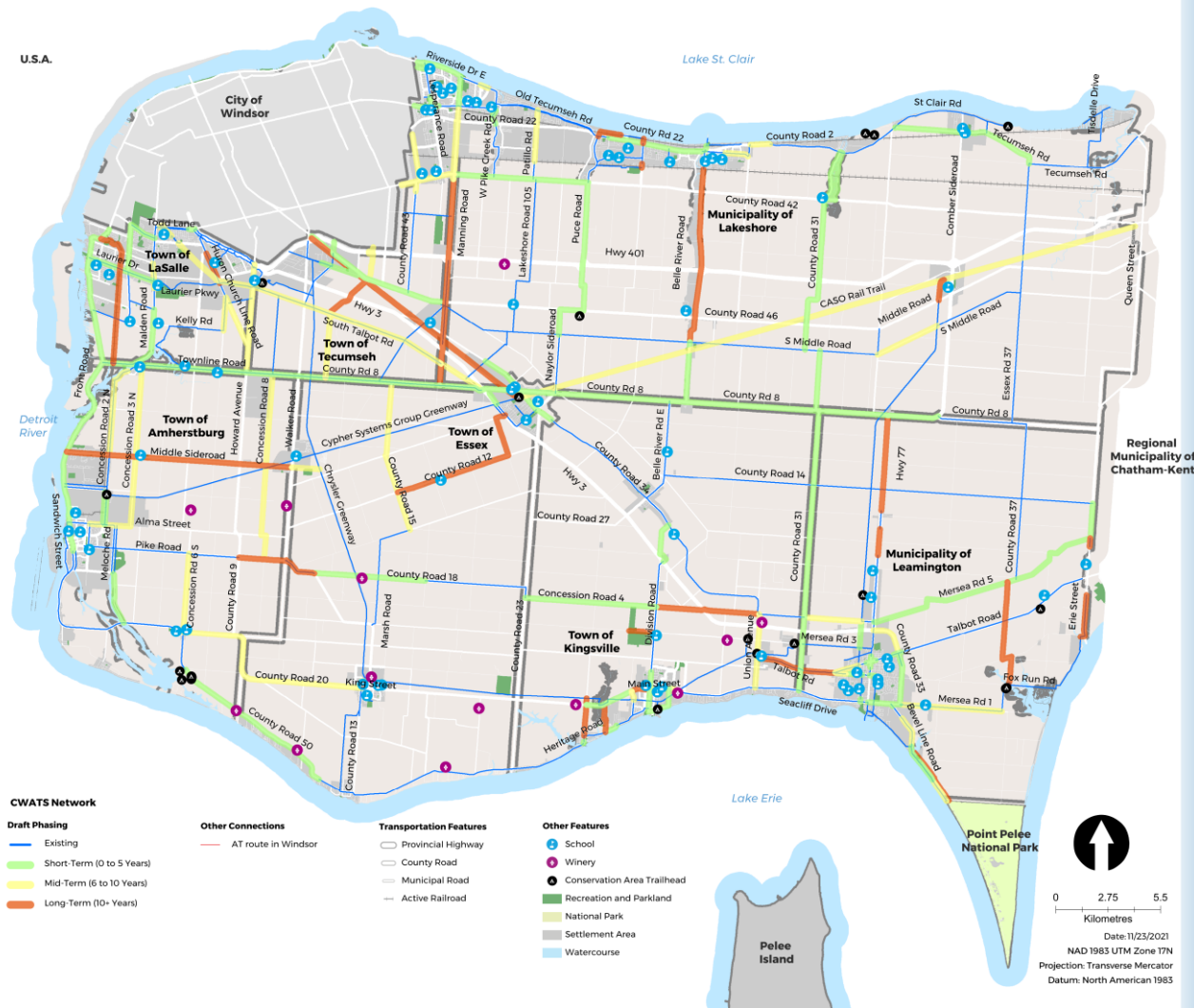
Proposed CWATS Network Phasing

Horizons:

Short-Term (0 to 5 Years)

Mid-Term (5 to 10 years)

Long-Term (10+ Years)



Lakeshore CWATS Network Phasing (Proposed)

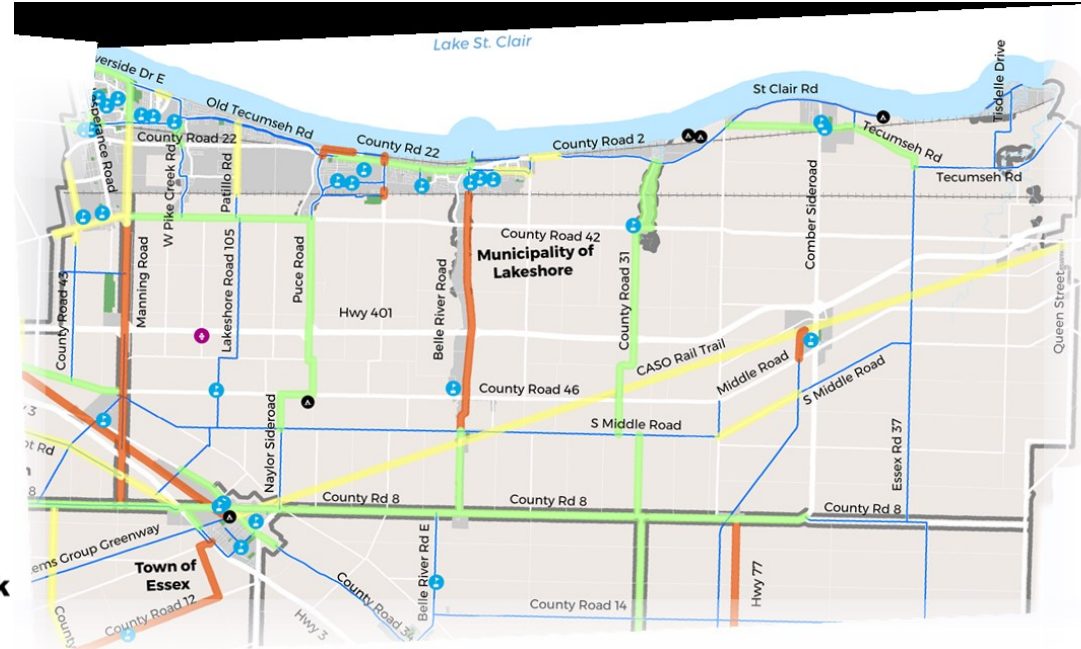
The proposed CWATS Network was prioritized using the following criteria:

- 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 municipality)

Lakeshore 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	\$ -	32.4	\$8,743,071	4.1	\$2,052,394	36.4	\$10,795,465
Multi-Use Path	7.5	\$3,812,975	1.8	\$858,618	0.2	\$116,026	9.6	\$4,787,620
Separated Bike Lane	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -
Cycle Track	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -
Buffered Paved Shoulder	1.1	\$375,065	0.0	\$ -	5.5	\$1,840,616	6.6	\$2,215,681
Paved Shoulder	52.4	\$14,094,715	10.4	\$2,807,499	9.2	\$2,488,113	72.0	\$19,390,828
Bike Lane	0.4	\$25,833	2.1	\$454,654	0.0	\$ -	2.5	\$480,487
Signed Route	0.2	\$356	0.0	\$ -	1.6	\$2,636	1.8	\$2,993
Total	61.6	\$18,308,946	46.7	\$12,863,842	20.6	\$6,499,785	128.9	\$37,672,573
% of Total Network	48%	49%	36%	34%	16%	17%	100%	100%

Total Short-Term
Investment:
\$18,308,946

Total Mid-Term
Investment:
\$12,863,842

Total Long-Term
Investment:
\$6,499,785

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. Municipality of Lakeshore to provide comments on draft Network to County by February 11, 2022



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



3. County to return to Lakeshore Council with full draft of Master Plan Update Report for approval later in 2022

Thank

you

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CWATS Committee
Member

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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	10.8%	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	5.3%	0.9	\$453,693	20.7%	2.0	\$3,200	0.0%	54.6	\$11,455,644	8.7%
Kingsville	40.3	\$8,980,491	13.0%	10.8	\$3,546,497	\$177,325	7.5%	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	\$8,940,896	\$447,045	18.9%	0.0	\$0	0.0%	36.4	\$10,795,465	81.7%	128.9	\$37,672,573	28.6%
LaSalle	18.7	\$5,648,690	8.2%	27.6	\$10,043,675	\$502,184	21.3%	0.0	\$0	0.0%	0.0	\$0	0.0%	46.3	\$15,692,365	11.9%
Learnington	42.7	\$8,815,707	12.7%	22.7	\$8,056,895	\$402,845	17.1%	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	19.1%	0.0	\$0	0.0%	8.9	\$2,415,231	18.3%	69.7	\$21,210,165	16.1%
Total	300.3	\$69,192,456	100.0%	140.2	\$47,210,117	\$2,360,506	100.0%	7.3	\$2,192,554	100.0%	47.4	\$13,213,896	100.0%	495.2	\$131,809,023	100.0%

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

Total Local Municipal
Investment:
\$47,210,117

Total Provincial
Investment:
\$2,192,554

Total ERCA
Investment:
\$13,213,896

Notes:

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- 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.
- 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.

CWATS Update – What is the Investment Estimate in Lakeshore? (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%	36.4	\$10,795,465	100%	36.4	\$10,795,465	29%
Multi-Use Path	2.7	\$1,345,331	8%	6.9	\$3,442,289	\$172,114	39%	0.0	\$ -	0%	0.0	\$ -	0%	9.6	\$4,787,620	13%
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	5.9	\$2,002,552	11%	0.6	\$213,129	\$10,656	2%	0.0	\$ -	0%	0.0	\$ -	0%	6.6	\$ 2,215,681	6%
Paved Shoulder	53.5	\$14,409,099	80%	18.6	\$4,981,228	\$249,061	56%	0.0	\$ -	0%	0.0	\$ -	0%	72.0	\$19,390,328	51%
Bike Lane	0.8	\$176,238	1%	1.7	\$304,249	\$15,212	3%	0.0	\$ -	0%	0.0	\$ -	0%	2.5	\$480,487	1%
Signed Route	1.8	\$2,993	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	1.8	\$2,993	0%
Total	64.7	\$17,936,213	100%	27.8	\$8,940,896	\$447,045	100%	0.0	\$ -	0%	36.4	\$10,795,465	100%	128.9	\$37,672,573	100%

Total County
of Essex Investment:
\$17,936,213

Total Local Municipal
Investment: **\$8,940,896**

Total Provincial
Investment: **\$ -**

Total ERCA
Investment:
\$10,795,465

Notes:

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- 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.
- 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.

Lakeshore 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%
Multi-Use Path	2.0	\$1,001,883	8%	5.6	\$2,811,092	\$562,218	49%	0.0	\$ -	0%	0.0	\$ -	0%	7.5	\$3,812,975	20%
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	1.1	\$375,065	2%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	1.1	\$375,065	2%
Paved Shoulder	41.7	\$11,240,662	89%	10.7	\$2,854,054	\$570,811	50%	0.0	\$ -	0%	0.0	\$ -	0%	52.4	\$14,094,715	76%
Bike Lane	0.1	\$10,333	1%	0.2	\$15,500	\$3,100	1%	0.0	\$ -	0%	0.0	\$ -	0%	0.4	\$25,833	1%
Signed Route	0.2	\$356	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.2	\$356	1%
Total	45.2	\$12,628,300	100%	16.5	\$5,680,646	\$1,136,129	100%	0.0	\$ -	0%	0.0	\$ -	0%	61.6	\$18,308,946	100%

Total County of Essex Investment:
\$12,628,300

Total Local Municipal Investment:
\$5,680,646

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.

Lakeshore 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%	32.4	\$8,743,071	100%	32.4	\$8,743,071	68%
Multi-Use Path	0.7	\$343,447	22%	1.1	\$515,171	\$103,034	20%	0.0	\$ -	0%	0.0	\$ -	0%	1.8	\$858,618	7%
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	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Paved Shoulder	3.9	\$1,049,340	67%	6.5	\$1,758,159	\$351,632	69%	0.0	\$ -	0%	0.0	\$ -	0%	10.4	\$2,807,499	22%
Bike Lane	0.6	\$165,905	11%	1.5	\$288,749	\$57,750	11%	0.0	\$ -	0%	0.0	\$ -	0%	2.1	\$454,654	4%
Signed Route	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Total	5.2	\$1,558,693	100%	9.1	\$2,562,079	\$512,416	100%	0.0	\$ -	0%	32.4	\$8,743,071	100%	46.7	\$12,863,842	100%

Total County of Essex Investment: **\$1,558,693**

Total Local Municipal Investment: **\$2,562,079**

Total Provincial Investment: **\$0**

Total ERCA Investment: **\$8,743,071**

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.

Lakeshore 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%	4.1	\$2,052,394	100%	4.1	\$2,052,394	31%
Multi-Use Path	0.0	\$ -	0%	0.2	\$116,026	\$11,603	17%	0.0	\$ -	0%	0.0	\$ -	0%	0.2	\$116,026	2%
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	43%	0.6	\$213,129	\$21,313	31%	0.0	\$ -	0%	0.0	\$ -	0%	5.5	\$1,840,616	28%
Paved Shoulder	7.8	\$2,119,098	56%	1.4	\$369,016	\$36,902	53%	0.0	\$ -	0%	0.0	\$ -	0%	9.2	\$2,488,113	38%
Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Signed Route	1.6	\$2,636	1%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	1.6	\$2,636	1%
Total	14.3	\$3,749,221	100%	2.2	\$698,171	\$69,817	100%	0.0	\$0	0%	4.1	\$2,052,394	100%	20.6	\$6,499,785	100%

Total County
of Essex Investment:
\$3,749,221

Total Local Municipal
Investment: **\$698,171**

Total Provincial
Investment: **\$0**

Total ERCA
Investment:
\$2,052,394

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 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.
- 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.