



County of
Essex

CWATS Overview

Presentation to Essex Council

December 6, 2021

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County of Essex

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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



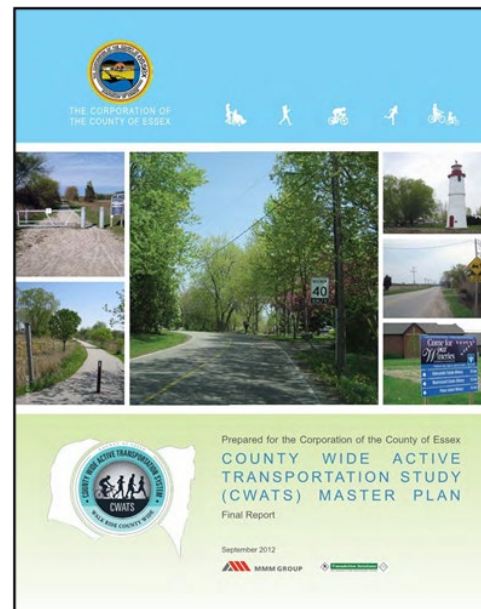
Working with local municipalities and partners to build routes, facilities and other supportive amenities.



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.



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

Previously approved annual budget: \$1,500,000

(amount pending County Council approval for 2022)

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*

* Pending County council approval for 2022

CWATS Committee Members



Diana Radulescu
Jerry Behl



Jonathan Osborne



Todd Hewitt



Corinne Chiasson



John Pilmer



Brian Hillman



Tim Del Greco



Tammie Ryall



Kevin Morse



MINISTRY OF TRANSPORTATION

Matthew Fabilli



Kevin Money



Genevieve Champagne



Jeff Hagan

External Partnerships



Waterfront
Regeneration
Trust



Your Trail. Your Journey.



Essex CWATS Achievements: 2012-2022

- East section of CR 50 connecting wineries, fruit wagon, scenic drive, Colchester to Kingsville
- Links to the Greenway, and Sadlers pond and Participark
- Fix it stations, signage, benches
- Greenway Crossing improvements at Harrow, with Harrow Streetscape
- “Harrow Cut” from Greenway down to Dunn Rd linking Harrow to Colchester and historic areas
- South Talbot connecting link to Maidstone, Victoria, and the Greenway
- Bike racks in the downtowns of Essex, Harrow, McGregor, Colchester
- Since 2012 – excellent yearly support of over ---- CWATS Educational initiatives and programs for youth



**Multi-Use Trails Along
Murdock**



**41.7 kms of infrastructure
built in Essex since 2012**

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



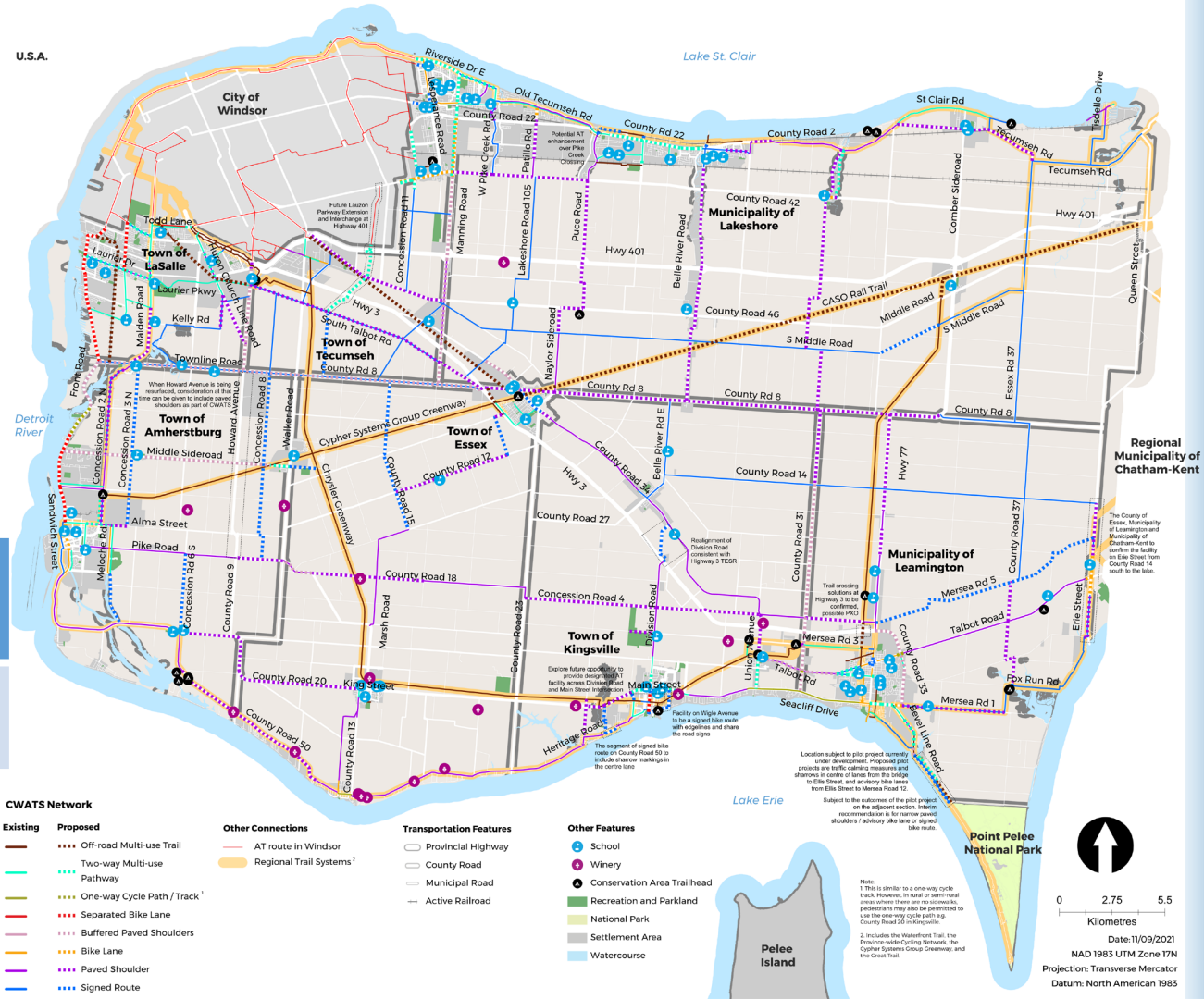
Meetings with
CWATS Committee

U.S.A.

Lake St. Clair

Proposed CWATS Network

Timeline:
20+ year plan



54.6 KM of proposed CWATS routes in Essex

Notes:

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

CWATS Network

Existing



Proposed

Off-road Multi-use Trail

Two-way Multi-use Pathway

One-way Cycle Path / Track

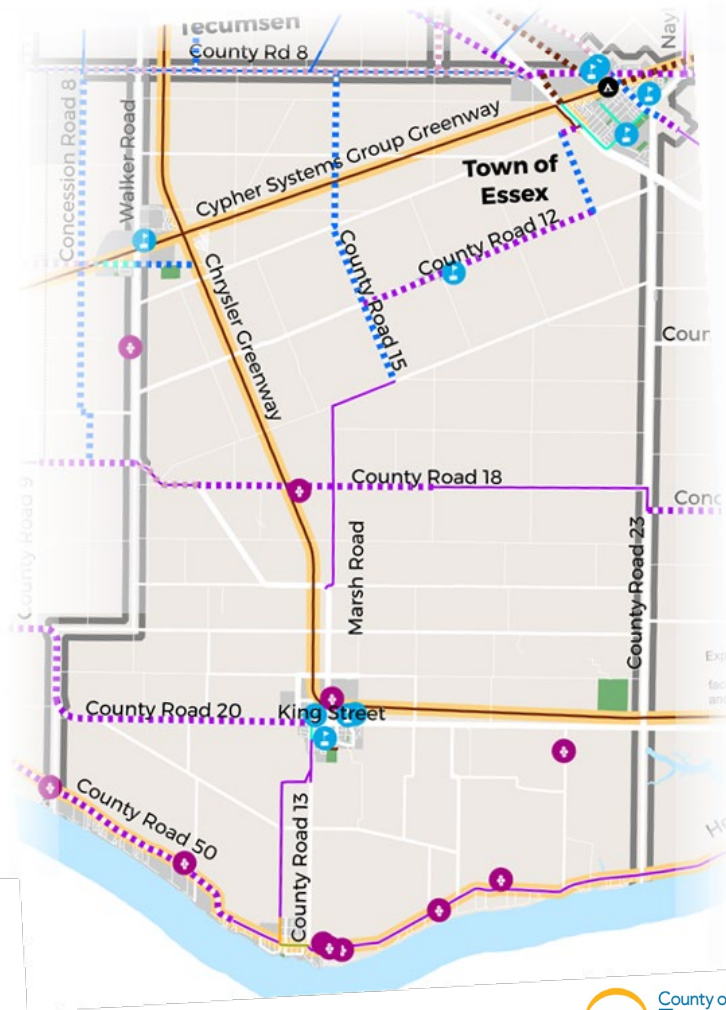
Separated Bike Lane

Buffered Paved Shoulders

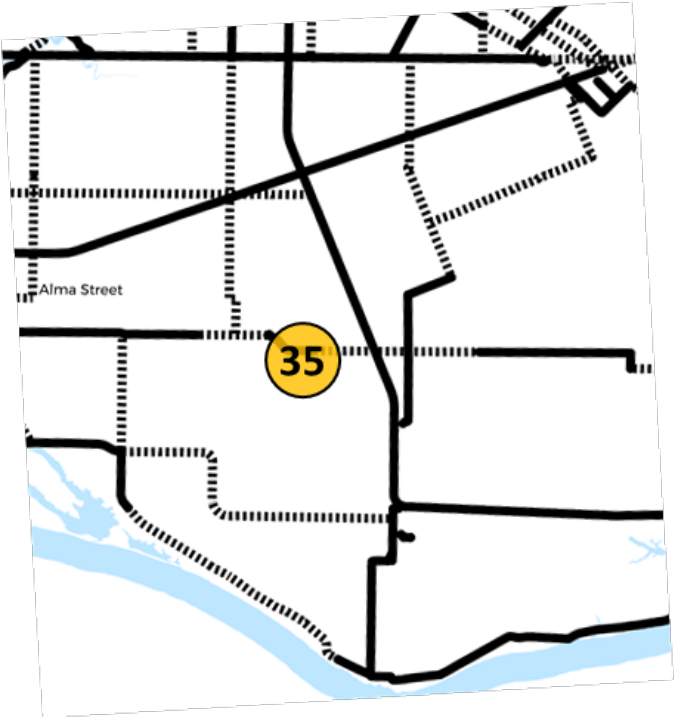
Bike Lane

Paved Shoulder

Signed Route



Summary of Changes to Previously Proposed CWATS Routes in Essex

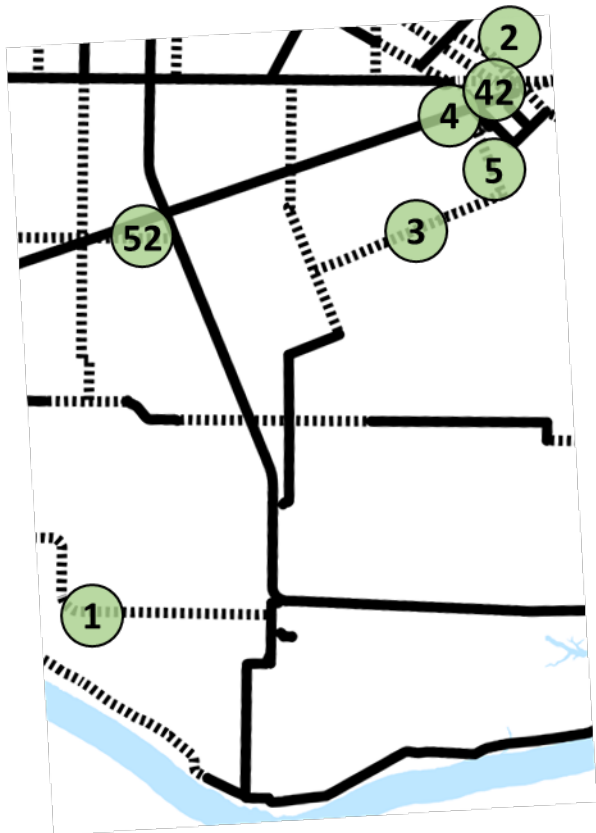


Since the 2012 Plan, the following previously proposed routes were reviewed and modified to better reflect current data and updated design guidelines:

#	Segment
35	Buffered Paved Shoulder along Walker Rd from Smith Rd to County Rd 18 (Previously Proposed and Implemented as Paved Shoulder)

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

Summary of New CWATS Routes in Essex



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
1	Paved Shoulder along County Road 20 from County Road 50 to County Road 13
2	Buffered Paved Shoulder along County Road 34 from County Road 8 to Wilson Sideroad
3	Paved Shoulder along County Road 12 from County Road 15 to Batten Road
4	Paved Shoulder along North Malden Road from Batten Road to Highway 3
5	Signed Route along Batten Road from County Road 12 to North Malden Road
42	Multi-Use Trail along Maidstone Trail from Amherstburg-Essex Greenway to County Rd 8
52	Signed Route along Concession 11 from County Road 11 to Chrysler Greenway

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

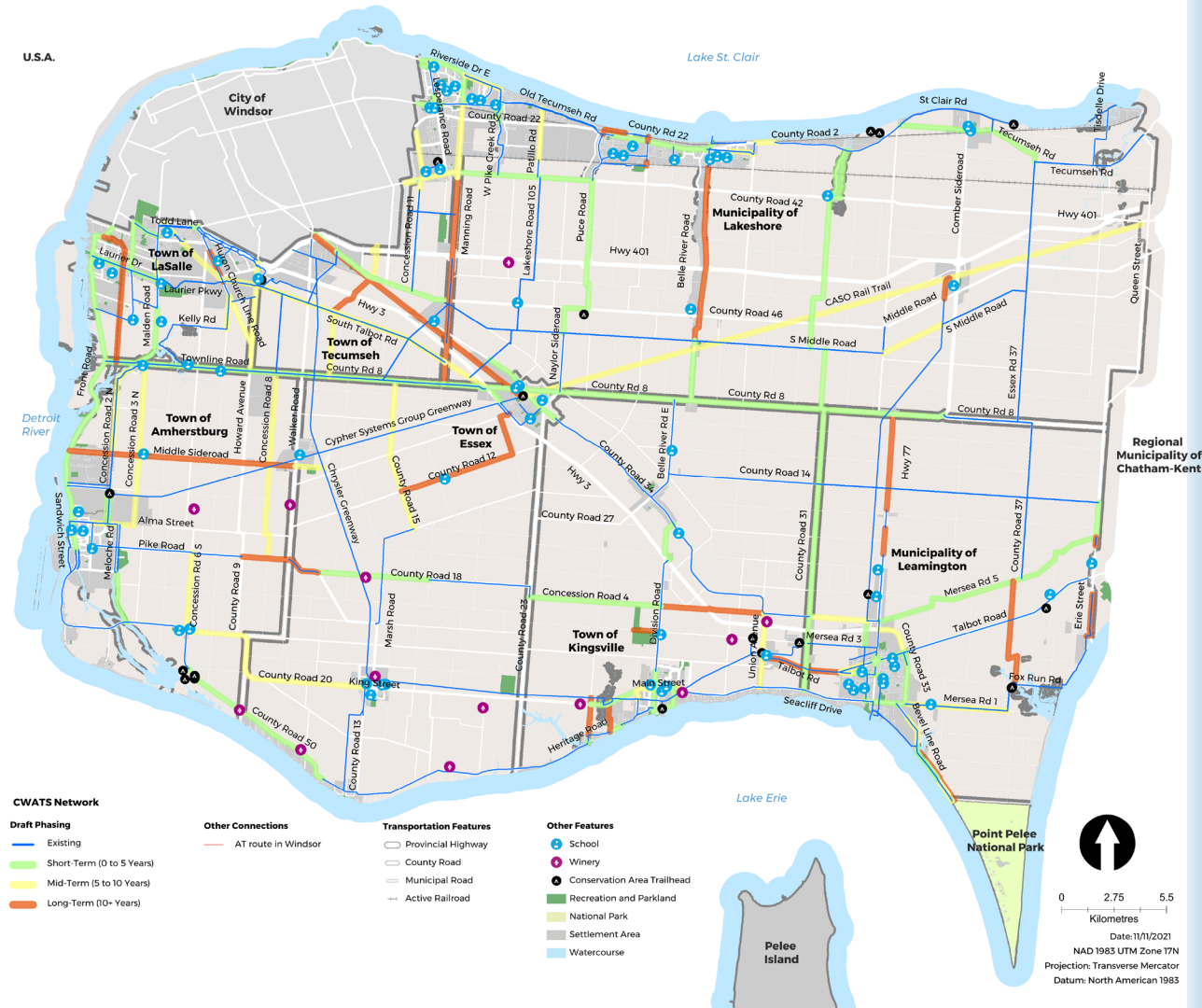
Proposed CWATS Network Phasing

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

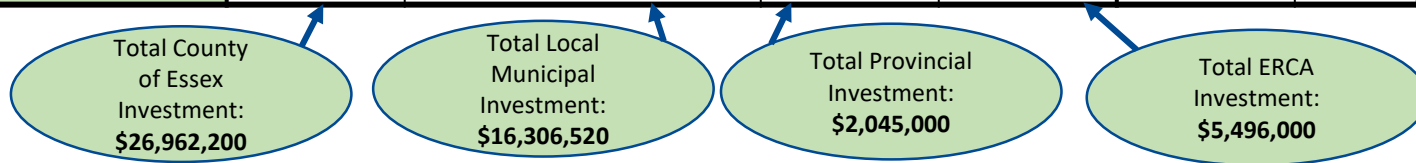
Draft Phasing

- 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%

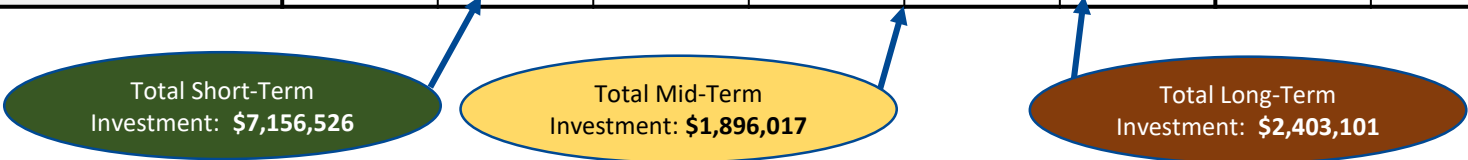


Notes:

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)

Essex 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	0.9	\$453,693	1.2	\$2,002	0.7	\$1,199	2.9	\$456,894
Multi-Use Path	0.0	\$0	0.2	\$106,352	0.0	\$0	0.2	\$106,352
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	7.3	\$2,454,720	0.0	\$0	1.8	\$605,081	9.1	\$3,059,800
Paved Shoulder	15.6	\$4,215,035	6.6	\$1,772,277	6.6	\$1,793,424	28.8	\$7,780,736
Bike Lane	0.4	\$30,425	0.0	\$0	0.0	\$0	0.4	\$30,425
Signed Route	1.6	\$2,653	9.5	\$15,386	2.1	\$3,398	13.2	\$21,436
Total	25.8	\$7,156,526	17.5	\$1,896,017	11.3	\$2,403,101	54.6	\$11,455,644
% of Total Network		38%		27%		35%		100%



Notes:

- Costs subject to change following further CWATS Network refinement. Costs represent the network as of November 2021.
- 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.

Next Steps



1. Town of Essex to provide comments on draft Network to County by January 10, 2022



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



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

Thank you

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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	55.6	\$9,528,801	13.8%	17.1	\$5,336,485	\$266,824	9.5%	0.0	\$ -	0.0%	0.0	\$ -	0.0%	72.7	\$14,865,286	11.3%
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%	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%	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	17.9%	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%	71.8	\$18,611,462	14.1%
Tecumseh	37.3	\$9,721,456	14.1%	25.9	\$8,850,037	\$442,502	15.8%	0.0	\$0	0.0%	8.9	\$2,415,231	54.0%	72.2	\$20,986,725	15.9%
Total	302.2	\$69,148,065	100.0%	140.7	\$55,999,599	\$2,799,980	100.0%	7.3	\$2,192,554	100.0%	47.4	\$4,470,825	100.0%	497.6	\$131,811,043	100.0%

Total County
of Essex Investment:
\$69,148,065

Total Local Municipal
Investment: **\$55,999,599**

Total Provincial
Investment: **\$2,192,554**

Total ERCA Investment:
\$4,470,825

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 Essex? (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%	0.9	\$453,693	100%	2.0	\$3,200	100%	2.9	\$456,894	4%
Multi-Use Path	0.0	\$ -	0%	0.2	\$106,352	\$5,318	4%	0.0	\$ -	0%	0.0	\$ -	0%	0.2	\$106,352	1%
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	7.6	\$2,564,582	30%	1.5	\$495,218	\$24,761	20%	0.0	\$ -	0%	0.0	\$ -	0%	9.1	\$3,059,800	27%
Paved Shoulder	21.9	\$5,918,517	69%	6.9	\$1,862,219	\$93,111	75%	6.4	\$ 1,738,860	100%	0.0	\$ -	0%	28.8	\$7,780,736	68%
Bike Lane	0.2	\$12,170	0%	0.3	\$18,255	\$913	1%	0.0	\$ -	0%	0.0	\$ -	0%	0.4	\$30,425	0%
Signed Route	13.2	\$21,436	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	13.2	\$21,436	0%
Total	42.9	\$8,516,706	100%	8.8	\$2,482,044	\$124,102	100%	0.9	\$453,693	100%	2.0	\$3,200	100%	54.6	\$11,455,644	100%

Total County
of Essex Investment:
\$8,516,706

Total Local Municipal
Investment: **\$2,482,044**

Total Provincial
Investment: **\$453,693**

Total ERCA Investment:
\$3,200

Notes:

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- 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: 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%	0.9	\$453,693	100%	0.0	\$ -	100%	0.9	\$453,693	6%
Multi-Use Path	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
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	5.8	\$1,959,502	36%	1.5	\$495,218	\$99,044	40%	0.0	\$ -	0%	0.0	\$ -	0%	7.3	\$2,454,720	34%
Paved Shoulder	12.9	\$3,485,005	64%	2.7	\$730,030	\$146,006	59%	0.0	\$ -	0%	0.0	\$ -	0%	15.6	\$4,215,035	59%
Bike Lane	0.2	\$12,170	0%	0.3	\$18,255	\$3,651	1%	0.0	\$ -	0%	0.0	\$ -	0%	0.4	\$30,425	0%
Signed Route	1.6	\$2,653	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	1.6	\$2,653	0%
Total	20.5	\$5,459,329	100%	4.4	\$1,243,503	\$248,701	100%	0.9	\$453,693	100%	0.0	\$0	0%	25.8	\$7,156,526	100%

Total County
of Essex Investment:
\$5,459,329

Total Local Municipal
Investment: **\$1,243,503**

Total Provincial
Investment: **\$453,693**

Total ERCA Investment: **\$0**

Notes:

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- 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.

Essex 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%	1.2	\$2,002	100%	1.2	\$2,002	0%
Multi-Use Path	0.0	\$ -	0%	0.2	\$106,352	\$21,270	100%	0.0	\$ -	0%	0.0	\$ -	0%	0.2	\$106,352	6%
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	6.6	\$1,772,277	99%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	6.6	\$1,772,277	93%
Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Signed Route	9.5	\$15,386	1%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	9.5	\$15,386	1%
Total	16.1	\$1,787,663	100%	0.2	\$106,352	\$21,270	100%	0.0	\$ -	0%	1.2	\$2,002	100%	17.5	\$1,896,017	100%

Total County
of Essex Investment:
\$1,787,663

Total Local Municipal
Investment: **\$106,352**

Total Provincial
Investment: **\$0**

Total ERCA Investment:
\$2,002

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 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%	0.7	\$1,199	100%	0.7	\$1,199	0%
Multi-Use Path	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
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	1.8	\$605,081	48%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	1.8	\$605,081	25%
Paved Shoulder	2.4	\$661,235	52%	4.2	\$1,132,189	\$113,219	100%	0.0	\$ -	0%	0.0	\$ -	0%	6.6	\$1,793,424	75%
Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Signed Route	2.1	\$3,398	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	2.1	\$3,398	0%
Total	6.3	\$1,269,714	100%	4.2	\$1,132,189	\$113,219	100%	0.0	\$0	0%	0.7	\$1,199	100%	11.3	\$2,403,101	100%

Total County
of Essex Investment:
\$1,269,714

Total Local Municipal
Investment: **\$1,132,189**

Total Provincial
Investment: **\$0**

Total ERCA Investment:
\$1,199

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.