



# CWATS Overview

## Presentation to Town of Kingsville Council

November 22, 2021

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County of Essex

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Town of Kingsville  
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



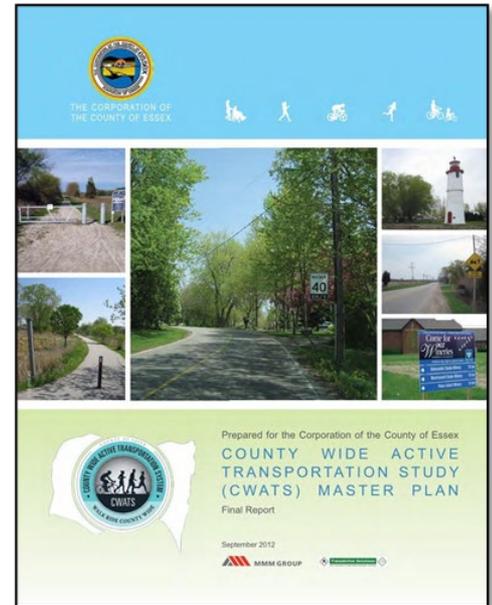
Working with local municipalities and partners to build routes, facilities and other supportive amenities.



## 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](http://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.

### Personal & Community Safety

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

### 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.

### Health and Well-being

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

### Community Cohesion and Prosperity

Active transportation encourages social interaction and boosts local economic vitality.

### Equity

Regular, active transportation is a universally affordable way to travel that allows residents to live more independently.

### 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 Cost-Sharing Formula (2012 CWATS Master Plan)

### 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)

Facility Type	County of Essex Share	Local Municipality Share	ERCA Share
<b>On Street Bike Lanes / Paved Shoulder / Context Sensitive Solution</b> - on a County Road in a Rural Area	100%	0%	0%
<b>On Street Bike Lanes / Paved Shoulder / Multi-use Trail with or without separation/ Context Sensitive Solution</b> - on a County Road in an Urban Area	40%	60%	0%
<b>On Street Bike Lanes / Paved Shoulder / Multi-use Trail with or without separation/ Context Sensitive Solution</b> - on a Local Road anywhere.	0%	100%	0%
<b>Signed Routes</b> - anywhere on the AT Network	100%	0%	0%
<b>Sidewalks</b> - anywhere on the AT Network	0%	100%	0%
<b>Multi-Use Trails</b> - outside of County and/or Local Right-of-way	0%	0%	100%
<b>Multi-Use Trails</b> - outside of County and/or Local Right-of-way and owned by Municipality	0%	100%	0%
<b>Note:</b> 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**



**Larry Silani**



**Todd Hewitt**



**Corinne Chiasson**



**John Pilmer**



**Brian Hillman**



**Tim Del Greco**



**Tammy Ryall**



**Kevin Morse**



MINISTRY OF TRANSPORTATION

**Matthew Fabilli**



**Kevin Money**



**Genevieve Champlain**



**Jeff Hagan**

# External Partnerships



Waterfront  
Regeneration  
Trust



*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

Proposed 2012 Network	Built to Date	Previously & Currently Proposed	Ultimate Network Length
793 km	582.5 km	497.3 km	1,079.8 km



# 51.1 KM of proposed CWATS routes in Kingsville

**Notes:**

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

**CWATS Network**

**Existing**

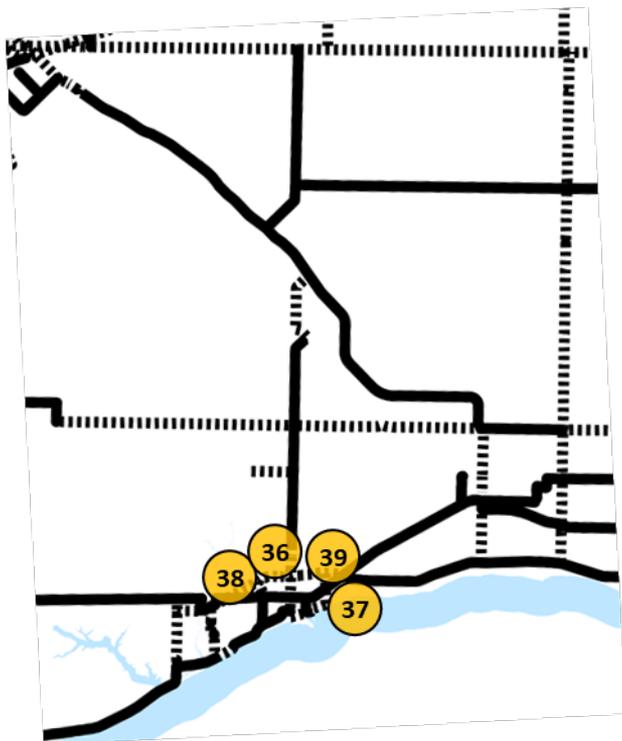


**Proposed**

- 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 Kingsville



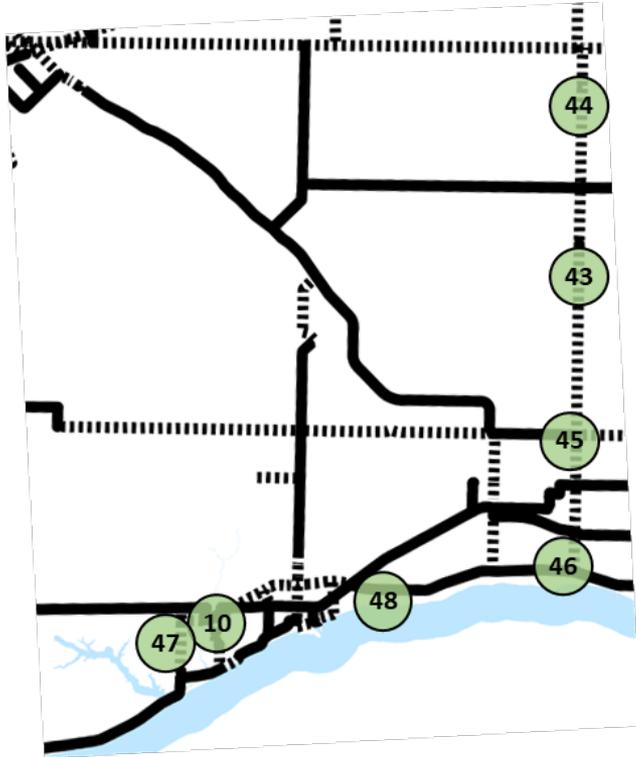
Since the 2012 Plan, the following previously proposed routes were reviewed and modified to better reflect current data and updated design guidelines:

#	2021 Proposed Facility and Segment
36	Multi-Use Pathway along Division St from Thorncrest St to Palmer Dr (Previously Proposed Signed Route / Paved Shoulder)
37	Signed Route with Edgelines along Wagle Ave from Lakeview Ave to Main St E (Previously Proposed as Signed Route)
38	Multi-Use Pathway along Main St W from Heritage Rd to Queen St (Previously Proposed as Signed Route)
39	Multi-Use Pathway along Main St E from Spruce St to Chrysler Greenway (Previously Proposed as Signed Route)

**Notes:**

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

# Summary of New CWATS Routes in Kingsville



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:

#	New Proposed Facility and Segment
10	Signed Route along Conservation Boulevard from County Road 20 to County Road 50
43	Buffered Paved Shoulder along County Rd 31 from County Rd 8 to County Rd 14
44	Buffered Paved Shoulder along County Rd 31 from County Rd 14 to County Rd 34
45	Buffered Paved Shoulder along County Rd 31 from County Rd 34 to 175 m S of County Rd 34
46	Buffered Paved Shoulder along County Rd 31 from 175 m S of County Rd 34 to County Rd 20
47	Signed Route along County Rd 20 from McCain Sideroad to Heritage Rd
48	Paved Shoulder along McCain Sideroad from Chrysler Greenway to Heritage Rd

**Notes:**

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

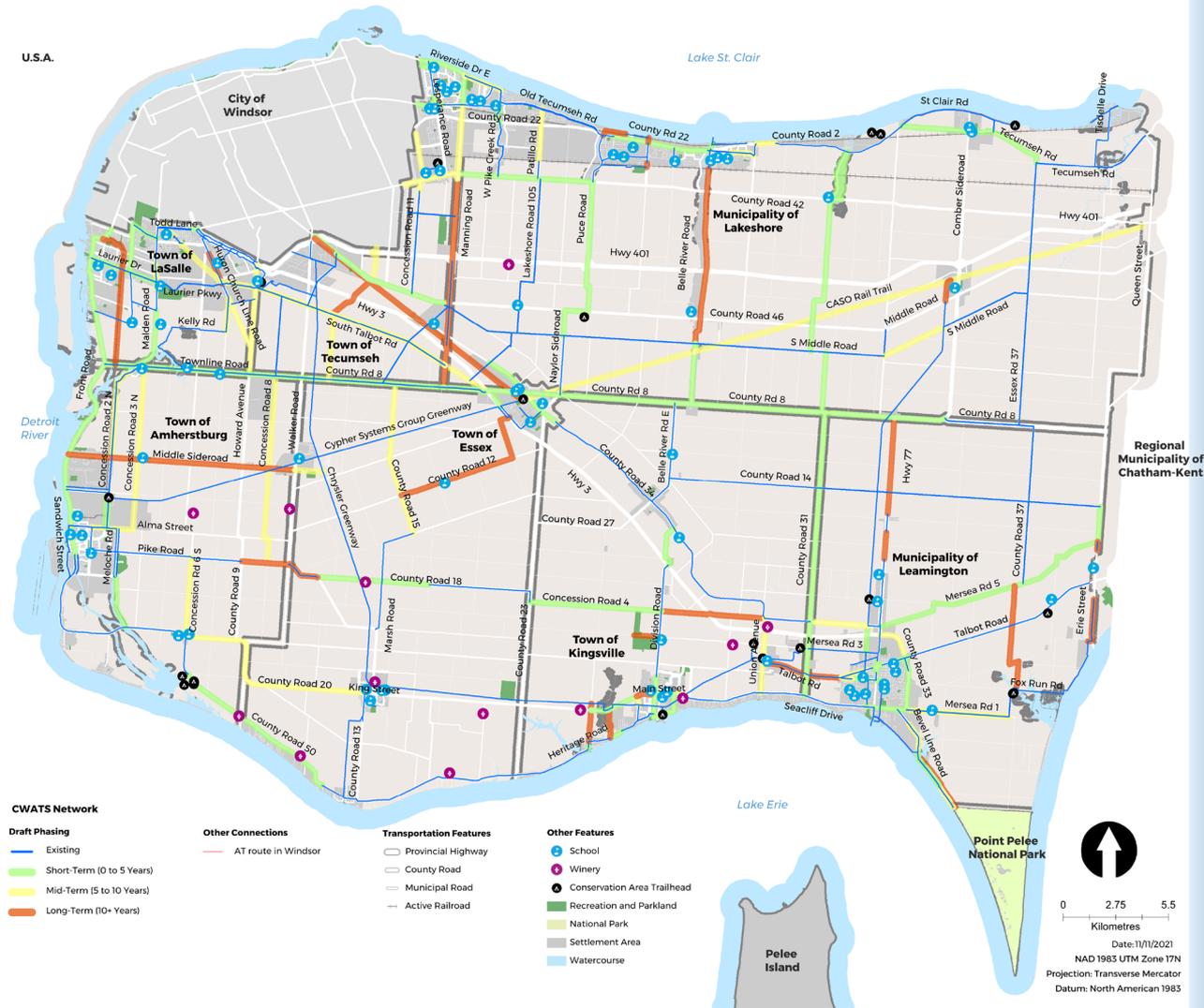
# Proposed CWATS Network Phasing

## Horizons:

Short-Term (0 to 5 Years)

Mid-Term (5 to 10 years)

Long-Term (10+ Years)



### CWATS Network

#### Draft Phasing

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

#### Other Connections

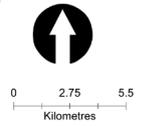
- AT route in Windsor

#### Transportation Features

- Provincial Highway
- County Road
- Municipal Road
- Active Railroad

#### Other Features

- School
- Winery
- Conservation Area Trailhead
- Recreation and Parkland
- National Park
- Settlement Area
- Watercourse



Date: 11/1/2021  
 NAD 1983 UTM Zone 17N  
 Projection: Transverse Mercator  
 Datum: North American 1983

# Kingsville 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

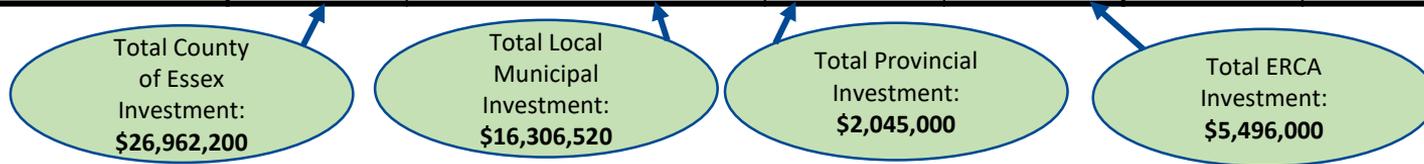
### Draft Phasing

- 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%
<b>TOTAL – NETWORK</b>	<b>\$26,962,200</b>	<b>\$16,306,520</b>		<b>\$2,045,000</b>	<b>\$5,496,000</b>	<b>\$50,809,720</b>	<b>100%</b>



## 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)

# Kingsville CWATS Network by Phase (Draft)

FACILITY TYPE	SHORT 0 TO 5 YEARS		MID 5 TO 10 YEARS		LONG 10+ YEARS		TOTAL	
	KM	\$	KM	\$	KM	\$	KM	\$
Multi-Use Trail	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -
Multi-Use Path	0.7	\$341,540	2.8	\$1,436,157	0.8	\$390,287	4.3	\$2,167,985
Separated Bike Lane	1.0	\$205,592	0.0	\$ -	0.0	\$ -	1.0	\$205,592
Cycle Track	0.1	\$47,287	0.0	\$ -	0.0	\$ -	0.1	\$47,287
Buffered Paved Shoulder	5.4	\$1,813,401	0.0	\$ -	2.4	\$634,778	7.8	\$2,448,179
Paved Shoulder	11.9	\$3,206,189	2.3	\$632,973	17.3	\$3,798,351	31.5	\$7,637,513
Bike Lane	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -
Signed Route	5.5	\$18,821	1.0	\$1,612	0.0	\$ -	6.5	\$ 20,433
<b>Total</b>	<b>24.5</b>	<b>\$5,632,828</b>	<b>6.2</b>	<b>\$2,070,743</b>	<b>20.4</b>	<b>\$4,823,417</b>	<b>51.1</b>	<b>\$12,526,988</b>
<b>% of Total Network</b>		<b>45%</b>		<b>17%</b>		<b>39%</b>		<b>100%</b>

Total Short-Term  
Investment: **\$5,632,828**

Total Mid-Term  
Investment: **\$2,070,743**

Total Long-Term  
Investment: **\$4,823,417**

## 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 Kingsville to provide comments on draft Network to County by December 21, 2021



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



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

# Thank you



**Diana Radulescu**  
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Coordinator  
County of Essex

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Manager of Engineering  
Town of Kingsville  
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	55.6	\$9,528,801	13.8%	17.1	\$5,336,485	\$266,824	9.6%	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	\$2,235,356	\$111,768	4.0%	0.9	\$453,693	20.7%	2.0	\$3,200	0.1%	54.6	\$11,208,956	8.5%
Kingsville	40.9	\$8,980,491	13.0%	10.2	\$3,546,497	\$177,325	6.4%	0.0	\$ -	0.0%	0.0	\$ -	0.0%	51.1	\$12,526,988	9.5%
Lakeshore	64.7	\$17,936,213	26.0%	27.8	\$17,683,967	\$884,198	31.8%	0.0	\$ -	0.0%	36.4	\$2,052,394	45.9%	128.9	\$37,672,573	28.7%
LaSalle	18.7	\$5,648,690	8.2%	27.6	\$10,043,675	\$502,184	18.1%	0.0	\$ -	0.0%	0.0	\$ -	0.0%	46.3	\$15,692,365	11.9%
Leamington	42.5	\$8,752,156	12.7%	22.5	\$7,961,568	\$398,078	14.3%	6.4	\$1,738,860	79.3%	0.0	\$ -	0.0%	71.5	\$18,452,584	14.1%
Tecumseh	37.3	\$9,721,456	14.1%	25.9	\$8,850,037	\$442,502	15.9%	0.0	\$ -	0.0%	8.9	\$2,415,231	54.0%	72.2	\$20,986,725	16.0%
<b>Total</b>	<b>302.7</b>	<b>\$69,084,514</b>	<b>100.0%</b>	<b>139.9</b>	<b>\$55,657,584</b>	<b>\$2,782,879</b>	<b>100.0%</b>	<b>7.3</b>	<b>\$2,192,554</b>	<b>100.0%</b>	<b>47.4</b>	<b>\$4,470,825</b>	<b>100.0%</b>	<b>497.3</b>	<b>\$131,405,477</b>	<b>100.0%</b>

Total County of Essex Investment: **\$69,084,514**

Total Local Municipal Investment: **\$55,657,584**

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

Total ERCA Investment: **\$4,470,825**

**Notes:**

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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 Kingsville (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%	0.0	\$ -	0%	0.0	\$ -	0%
Multi-Use Path	1.7	\$867,194	10%	2.6	\$1,300,791	\$65,040	38%	0.0	\$ -	0%	0.0	\$ -	0%	4.3	\$2,167,985	18%
Separated Bike Lane	0.4	\$82,237	1%	0.6	\$123,355	\$6,168	3%	0.0	\$ -	0%	0.0	\$ -	0%	1.0	\$205,592	2%
Cycle Track	0.04	\$18,915	0%	0.1	\$28,372	\$1,419	1%	0.0	\$ -	0%	0.0	\$ -	0%	0.1	\$47,287	0%
Buffered Paved Shoulder	7.2	\$2,261,999	25%	0.6	\$186,180	\$9,309	5%	0.0	\$ -	0%	0.0	\$ -	0%	7.8	\$2,448,179	20%
Paved Shoulder	24.4	\$5,729,714	64%	7.1	\$1,907,799	\$95,390	56%	0.0	\$ -	0%	0.0	\$ -	0%	31.5	\$7,637,513	62%
Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Signed Route	6.5	\$20,433	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	6.5	\$20,433	0%
<b>Total</b>	<b>40.3</b>	<b>\$8,980,491</b>	<b>100%</b>	<b>10.8</b>	<b>\$3,546,497</b>	<b>\$177,325</b>	<b>100%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>51.1</b>	<b>\$12,526,988</b>	<b>100%</b>

Total County  
of Essex Investment:  
**\$8,980,491**

Total Local Municipal  
Investment: **\$3,546,497**

Total Provincial  
Investment: **\$0**

Total ERCA Investment: **\$0**

#### Notes:

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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.

# Kingsville CWATS Network: Short-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%	0.0	\$ -	0%	0.0	\$ -	0%
Multi-Use Path	0.3	\$136,616	3%	0.4	\$204,924	\$10,246	22%	0.0	\$ -	0%	0.0	\$ -	0%	0.7	\$341,540	6%
Separated Bike Lane	0.4	\$82,237	2%	0.6	\$123,355	\$6,168	13%	0.0	\$ -	0%	0.0	\$ -	0%	1.0	\$205,592	4%
Cycle Track	0.0	\$18,915	0%	0.1	\$28,372	\$1,419	3%	0.0	\$ -	0%	0.0	\$ -	0%	0.1	\$47,287	1%
Buffered Paved Shoulder	5.1	\$1,719,220	37%	0.3	\$94,180	\$4,709	10%	0.0	\$ -	0%	0.0	\$ -	0%	5.4	\$1,813,401	32%
Paved Shoulder	10.0	\$2,710,487	58%	1.8	\$495,702	\$24,785	52%	0.0	\$ -	0%	0.0	\$ -	0%	11.9	\$3,206,189	57%
Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Signed Route	5.5	\$18,821	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	5.5	\$18,821	0%
<b>Total</b>	<b>21.4</b>	<b>\$4,686,295</b>	<b>100%</b>	<b>3.2</b>	<b>\$946,534</b>	<b>\$47,327</b>	<b>100%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>24.5</b>	<b>\$5,632,828</b>	<b>100%</b>

Total County  
of Essex Investment:  
**\$4,686,295**

Total Local Municipal  
Investment: **\$946,534**

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 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.

# Kingsville CWATS Network: Mid-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%	0.0	\$ -	0%	0.0	\$ -	0%
Multi-Use Path	1.1	\$574,463	51%	1.7	\$861,694	\$43,085	91%	0.0	\$ -	0%	0.0	\$ -	0%	2.8	\$1,436,157	69%
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	2.0	\$552,038	49%	0.3	\$80,936	\$4,047	9%	0.0	\$ -	0%	0.0	\$ -	0%	2.3	\$632,973	31%
Bike Lane	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Signed Route	1.0	\$1,612	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	1.0	\$1,612	0%
<b>Total</b>	<b>4.2</b>	<b>\$1,128,113</b>	<b>100%</b>	<b>2.0</b>	<b>\$942,630</b>	<b>\$47,131</b>	<b>100%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>6.2</b>	<b>\$2,070,743</b>	<b>100%</b>

Total County  
of Essex Investment:  
**\$1,128,113**

Total Local Municipal  
Investment: **\$942,630**

Total Provincial  
Investment: **\$0**

Total ERCA Investment: **\$0**

## 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.

# Kingsville 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%	0.0	\$ -	0%	0.0	\$ -	0%
Multi-Use Path	0.3	\$156,115	5%	0.5	\$234,172	\$11,709	14%	0.0	\$ -	0%	0.0	\$ -	0%	0.8	\$90,287	8%
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	2.1	\$542,779	17%	0.3	\$91,999	\$4,600	6%	0.0	\$ -	0%	0.0	\$ -	0%	2.4	\$634,778	13%
Paved Shoulder	12.3	\$2,467,190	78%	4.9	\$1,331,162	\$66,558	80%	0.0	\$ -	0%	0.0	\$ -	0%	17.3	\$3,798,351	79%
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%
<b>Total</b>	<b>14.8</b>	<b>\$3,166,083</b>	<b>100%</b>	<b>5.7</b>	<b>\$1,657,333</b>	<b>\$82,867</b>	<b>100%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>20.4</b>	<b>\$4,823,417</b>	<b>100%</b>

Total County  
of Essex Investment:  
**\$3,166,083**

Total Local Municipal  
Investment: **\$1,657,333**

Total Provincial  
Investment: **\$0**

Total ERCA Investment: **\$0**

## Notes:

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