



County of
Essex

CWATS Overview Presentation to LaSalle Council

January 11, 2021

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Town of LaSalle
CWATS Committee Members

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



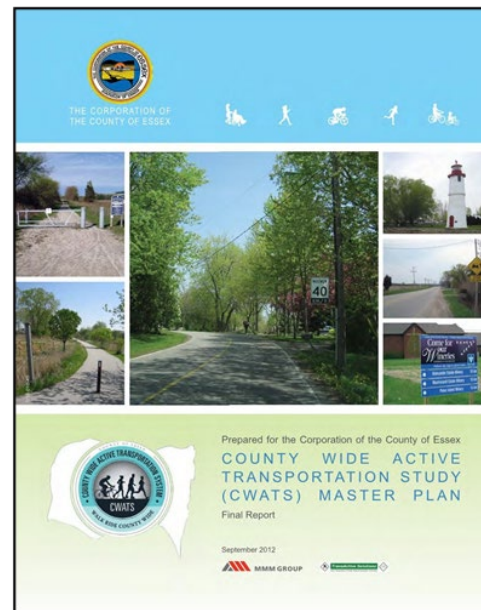
Working with local municipalities and partners to build routes, facilities and other supportive amenities.



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

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
Michael Cappucci



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

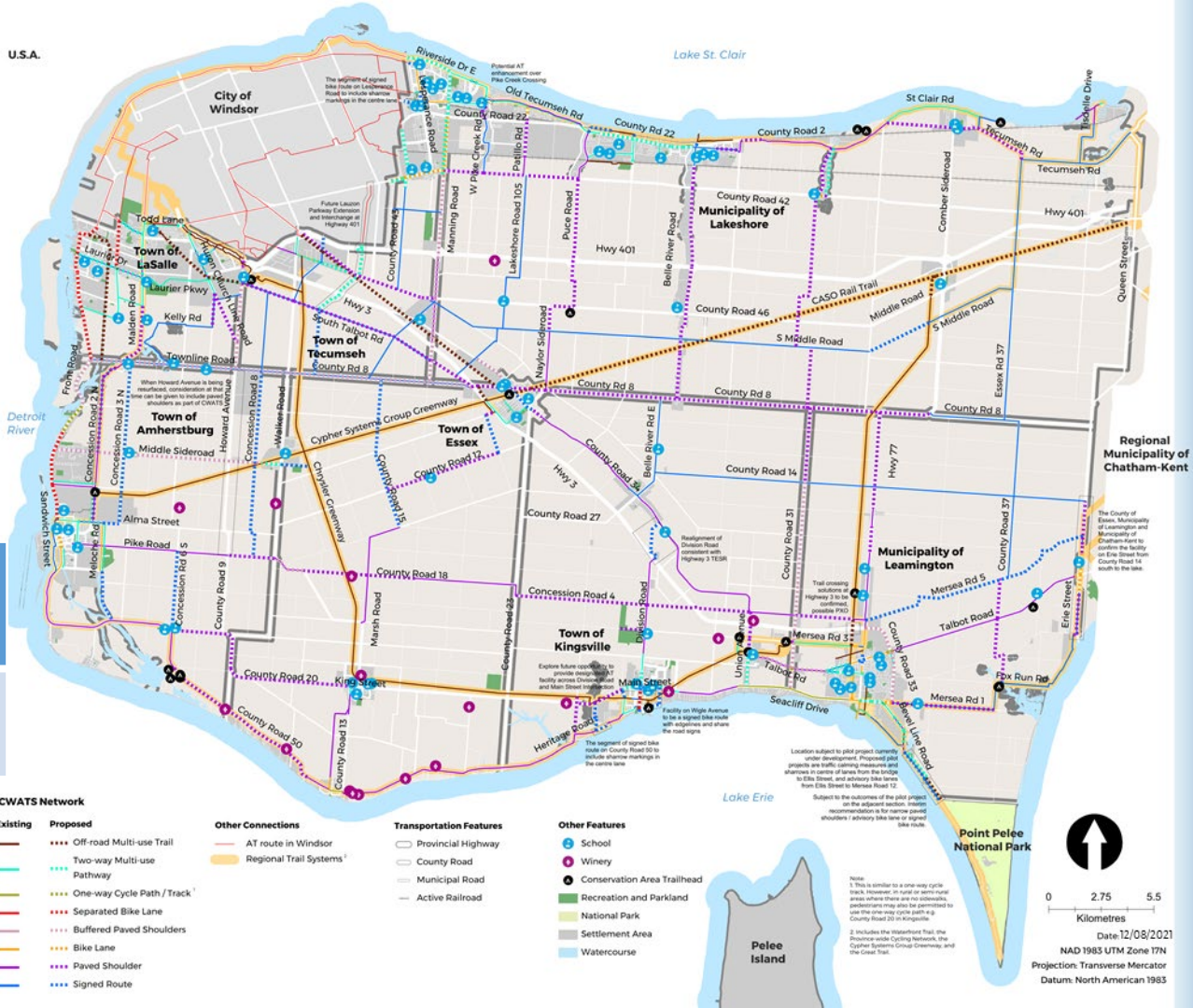


Meetings with
CWATS Committee

Proposed CWATS Network

Timeline:
20+ year plan

U.S.A.



















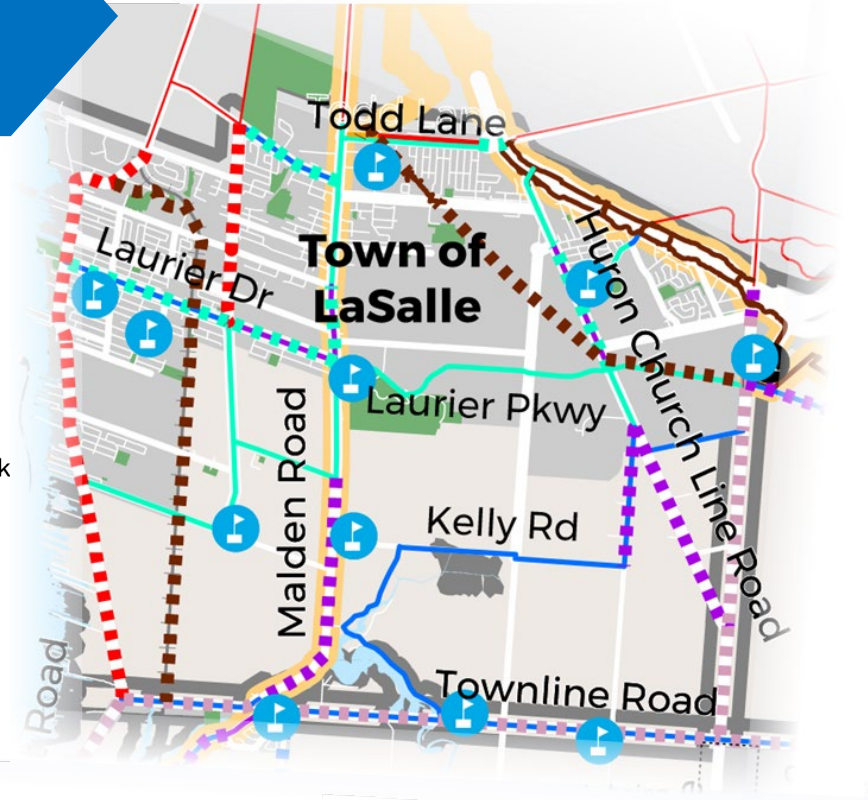
46.3 KM of proposed CWATS routes in LaSalle

Notes:

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

CWATS Network

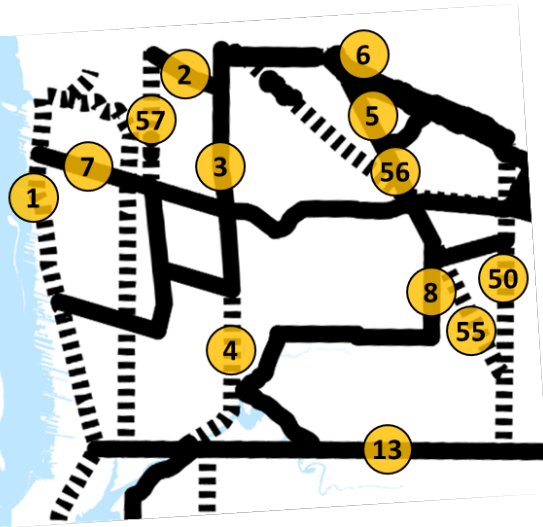
Existing	Proposed
	 Off-road Multi-use Trail
	 Two-way Multi-use Pathway
	 One-way Cycle Path / Track
	 Separated Bike Lane
	 Buffered Paved Shoulders
	 Bike Lane
	 Paved Shoulder
	 Signed Route



Summary of Changes to Previously Proposed CWATS Routes in LaSalle

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

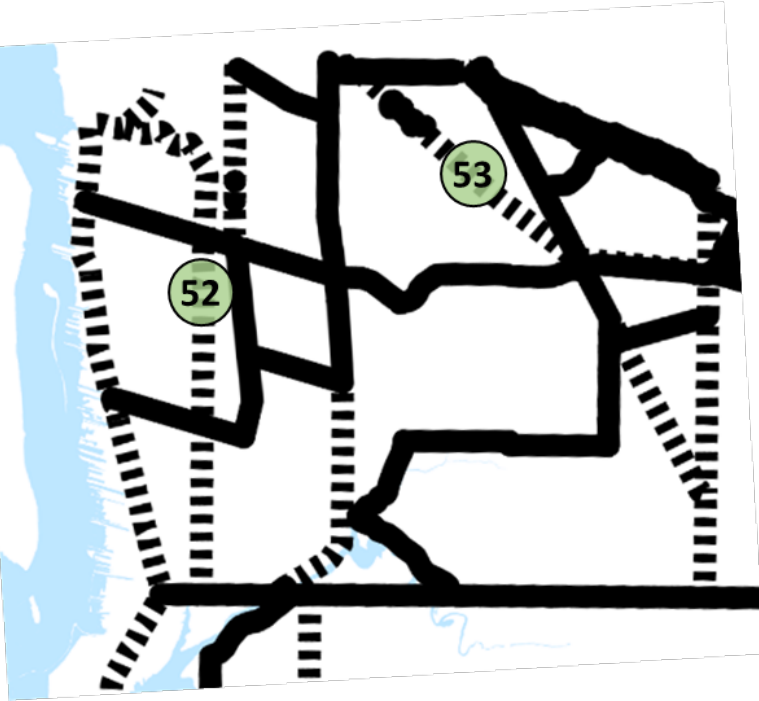
#	Segment
1	Separated Bike Lane along Front Rd from Morton Dr to Malden Rd (Previously Proposed as Signed Route)
2	Multi-Use Pathway along Sprucewood Ave from Malden Rd to Matchette Rd (Previously Proposed and Implemented as Signed Route)
3	Multi-Use Pathway along Malden Rd from Reaume Ave to Mike Raymond Dr (Previously Proposed and Implemented as Paved Shoulder)
4	Paved Shoulder along Malden Rd from County Road 8 to Golf View Dr (Previously Proposed as Context Sensitive Solution)
5	Multi-Use Pathway along Huron Church Line from Disputed Rd to Sandwich West Pkwy (Previously Proposed as Context Sensitive Solution)
6	Multi-Use Pathway along Todd Ln from Tenth St to Highway 3 (Previously Proposed as Multi-Use Path on On-Side and Bike Lane on Other Side)
7	Multi-Use Pathway along Laurier Dr from Front Rd to Matchette Rd (Previously Proposed and Implemented as Signed Route)
8	Paved Shoulder along Broderick Rd from Kelly Rd to Huron Church Line (Previously Proposed and Implemented as Signed Route)
13	Buffered Paved Shoulder along County Rd 8 from Front Rd to County Road 9 (Previously Proposed and Implemented as Signed Route)
50	Buffered Paved Shoulder along Howard Ave from Laurier Pkwy to County Rd 8 (Previously Proposed as Paved Shoulders)
55	Paved Shoulders along County Rd 7 from Broderick Rd to County Rd 9 (Previously Proposed as Context Sensitive Solution)
56	Multi-Use Pathway along County Rd 7 from Sandwich West Pkwy to Laurier Pkwy (Previously Proposed as Context Sensitive Solution and Existing Paved Shoulder)
57	Separated Bike Lane along Matchette Rd from Sprucewood Ave to Laurier Dr (Previously Proposed as Signed Route)



Notes:

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

Summary of New CWATS Routes in LaSalle



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
52	Off-Road Trail from Front Rd to County Rd 3
53	Off-Road Trail from County Rd 9 to Windsor Boundary

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)



LaSalle CWATS Network Phasing (Proposed)

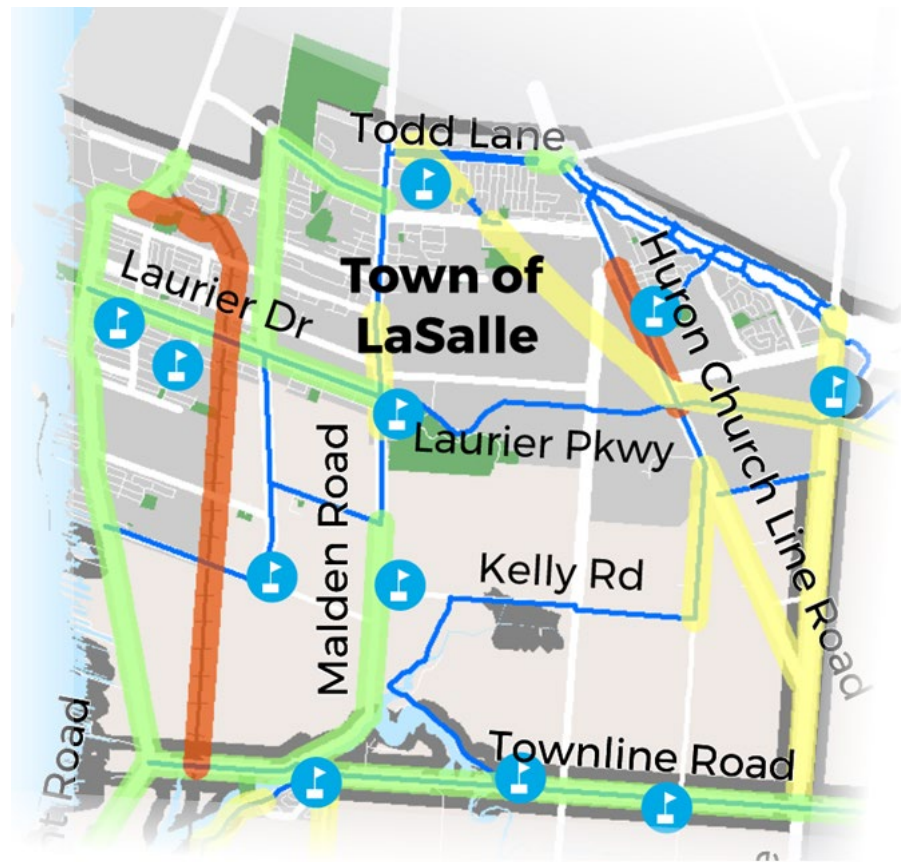
The proposed CWATS Network was prioritized using the following criteria:

- 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)

LaSalle 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	\$ -	5.7	\$2,131,201	7.4	\$2,764,871	13.1	\$4,896,072
Multi-Use Path	5.4	\$2,724,763	1.3	\$654,260	1.7	\$869,376	8.4	\$4,248,399
Separated Bike Lane	10.3	\$2,192,501	0.0	\$ -	0.0	\$ -	10.3	\$2,192,501
Cycle Track	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -
Buffered Paved Shoulder	2.9	\$970,656	3.6	\$1,225,977	0.0	\$ -	6.5	\$2,196,633
Paved Shoulder	3.3	\$880,054	4.7	\$1,278,706	0.0	\$ -	8.0	\$2,158,760
Bike Lane	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -
Signed Route	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -
Total	21.9	\$6,767,974	15.3	\$5,290,144	9.1	\$3,634,247	46.3	\$15,692,365
% of Total Network	47%	43%	33%	34%	20%	23%	100%	100%

Total Short-Term
Investment: **\$6,767,974**

Total Mid-Term
Investment: **\$5,290,144**

Total Long-Term
Investment: **\$3,634,247**

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 LaSalle to provide comments on draft Network to County by February 8, 2022



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



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

Thank you



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CWATS Committee Members

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	\$2,797,659	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:

- 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.

CWATS Update – What is the Investment Estimate in LaSalle? (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%	13.1	\$4,896,072	\$ 244,804	49%	0.0	\$ -	0%	0.0	\$ -	0%	13.1	\$4,896,072	31%
Multi-Use Path	1.9	\$962,476	17%	6.5	\$3,285,923	\$164,296	33%	0.0	\$ -	0%	0.0	\$ -	0%	8.4	\$4,248,399	27%
Separated Bike Lane	4.6	\$ 981,431	17%	5.7	\$ 1,211,071	\$ 60,554	12%	0.0	\$ -	0%	0.0	\$ -	0%	10.3	\$2192,501	14%
Cycle Track	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Buffered Paved Shoulder	6.1	\$2,049,951	36%	0.4	\$146,682	\$7,334	1%	0.0	\$ -	0%	0.0	\$ -	0%	6.5	\$ 2,196,633	14%
Paved Shoulder	6.1	\$1,654,833	29%	1.9	\$503,927	\$25,196	5%	0.0	\$ -	0%	0.0	\$ -	0%	8.0	\$2,158,760	14%
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	18.7	\$5,648,690	100%	27.6	\$10,043,675	\$502,184	100%	0.0	\$ -	0%	0.0	\$ -	0%	46.3	\$15,692,365	100%

Total County
of Essex Investment:
\$5,648,690

Total Local Municipal
Investment: **\$10,043,675**

Total Provincial
Investment: **\$ -**

Total ERCA Investment: **\$ -**

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.

LaSalle 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	0.7	\$353,022	11%	4.7	\$2,371,741	\$474,348	66%	0.0	\$ -	0%	0.0	\$ -	0%	5.4	\$2,724,763	40%
Separated Bike Lane	4.6	\$981,431	31%	5.7	\$1,211,071	\$242,214	34%	0.0	\$ -	0%	0.0	\$ -	0%	10.3	\$2,192,501	32%
Cycle Track	0.0	\$ -	0%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%
Buffered Paved Shoulder	2.9	\$970,656	30%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	2.9	\$970,656	14%
Paved Shoulder	3.3	\$880,054	28%	0.0	\$ -	\$ -	0%	0.0	\$ -	0%	0.0	\$ -	0%	3.3	\$880,054	13%
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	11.5	\$3,185,162	100%	10.4	\$3,582,812	\$716,562	100%	0.0	\$ -	0%	0.0	\$ -	0%	21.9	\$6,767,974	100%

Total County
of Essex Investment:
\$3,185,162

Total Local Municipal
Investment: **\$3,582,812**

Total Provincial
Investment: **\$ 0**

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.

LaSalle 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%	5.7	\$2,131,201	\$426,240	67%	0.0	\$ -	0%	0.0	\$ -	0%	5.7	\$2,131,201	40%
Multi-Use Path	0.5	\$261,704	12%	0.8	\$392,556	\$78,511	12%	0.0	\$ -	0%	0.0	\$ -	0%	1.3	\$654,260	12%
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	3.2	\$1,079,295	51%	0.4	\$146,682	\$29,336	5%	0.0	\$ -	0%	0.0	\$ -	0%	3.6	\$1,225,977	23%
Paved Shoulder	2.9	\$774,779	37%	1.9	\$503,927	\$100,785	16%	0.0	\$ -	0%	0.0	\$ -	0%	4.7	\$1,278,706	24%
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	6.6	\$2,115,778	100%	8.8	\$3,174,366	\$634,873	100%	0.0	\$ -	0%	0.0	\$ -	0%	15.3	\$5,290,144	100%

Total County
of Essex Investment:
\$2,115,778

Total Local Municipal
Investment: **\$3,174,366**

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.

LaSalle 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%	7.4	\$2,764,871	\$276,487	84%	0.0	\$ -	0%	0.0	\$ -	0%	7.4	\$2,764,871	76%
Multi-Use Path	0.7	\$347,751	100%	1.0	\$521,626	\$52,163	16%	0.0	\$ -	0%	0.0	\$ -	0%	1.7	\$869,376	24%
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	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	0.7	\$347,751	100%	8.4	\$3,286,497	\$328,650	100%	0.0	\$0	0%	0.0	\$0	0%	9.1	\$3,634,247	100%

Total County
of Essex Investment:
\$347,751

Total Local Municipal
Investment: **\$3,286,497**

Total Provincial
Investment: **\$0**

Total ERCA Investment: **\$0**

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.