



County of  
Essex

# CWATS Overview Presentation to LaSalle Council

January 11, 2021

**Diana Radulescu**  
Active Transportation  
Coordinator  
County of Essex

**Jerry Behl**  
Manager, Transportation  
Planning & Development  
County of Essex

**Jonathan Osborne**  
Director, Public Works

**Michael Cappucci**  
Manager, Engineering

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



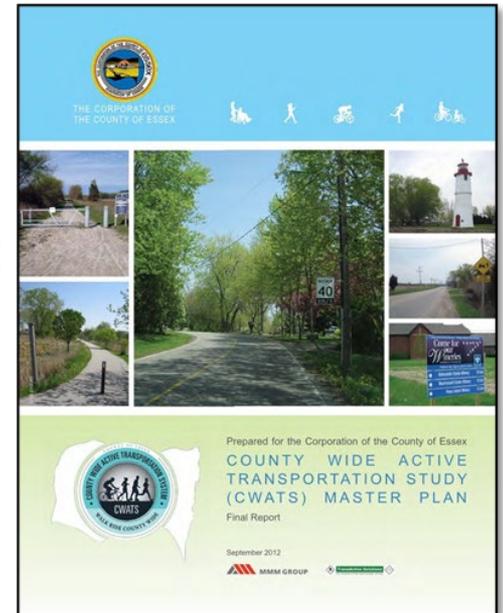
Working with local municipalities and partners to build routes, facilities and other supportive amenities.



## 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](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.

**Health and Well-being**

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

**Equity**

Regular, 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.



# 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

**2022 budget: \$1,500,000**

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**

# 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



*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



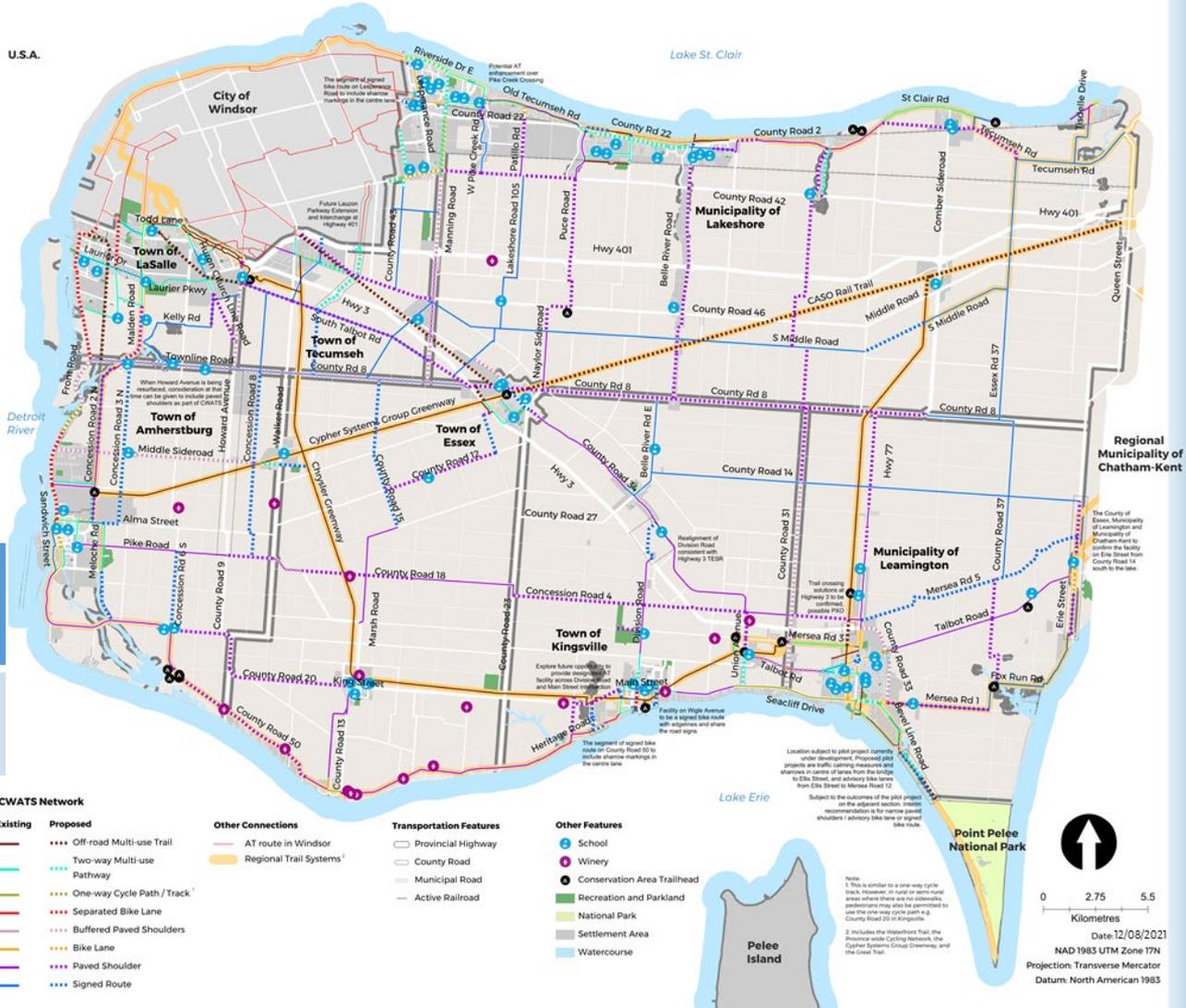
Bike Rides



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	495.2 km	1,077.7 km

### CWATS Network

- Existing**
- Off-road Multi-use Trail
  - Two-way Multi-use Pathway
  - One-way Cycle Path / Track<sup>1</sup>
  - Separated Bike Lane
  - Buffered Paved Shoulders
  - Bike Lane
  - Paved Shoulder
  - Signed Route

- Proposed**
- Off-road Multi-use Trail
  - Two-way Multi-use Pathway
  - One-way Cycle Path / Track<sup>1</sup>
  - Separated Bike Lane
  - Buffered Paved Shoulders
  - Bike Lane
  - Paved Shoulder
  - Signed Route

- Other Connections**
- AT route in Windsor
  - Regional Trail Systems<sup>2</sup>

- 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

Location subject to pilot project...  
Subject to the outcomes of the pilot project...  
Note:  
1. This is similar to a one-way cycle track...  
2. Includes the Waterford Trail, the Pelee Island Cycling Network, the Cypher Systems Group Greenway and the Great Trail.

0 2.75 5.5  
Kilometres

Date: 12/08/2021  
NAD 1983 UTM Zone 17N  
Projection: Transverse Mercator  
Datum: North American 1983

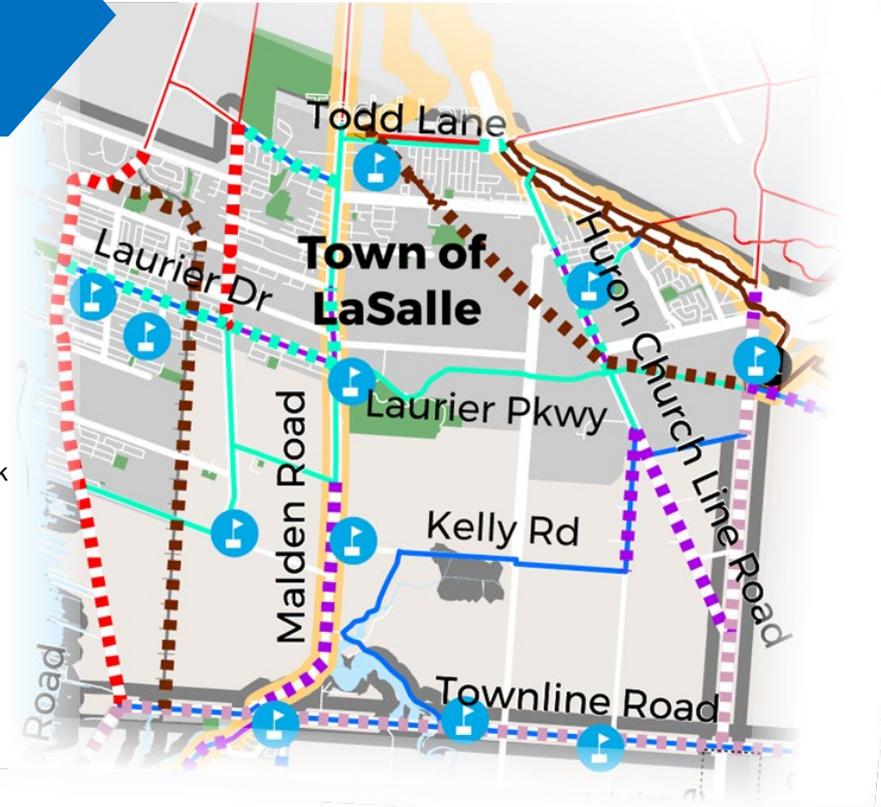
# 46.3 KM of proposed CWATS routes in LaSalle

**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.

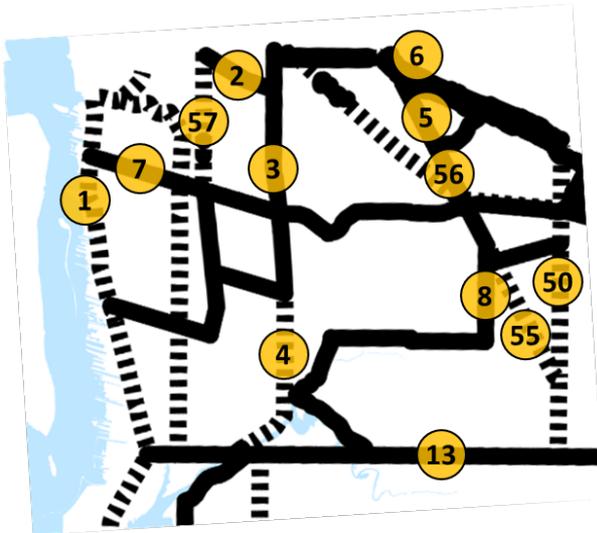
## CWATS Network

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:

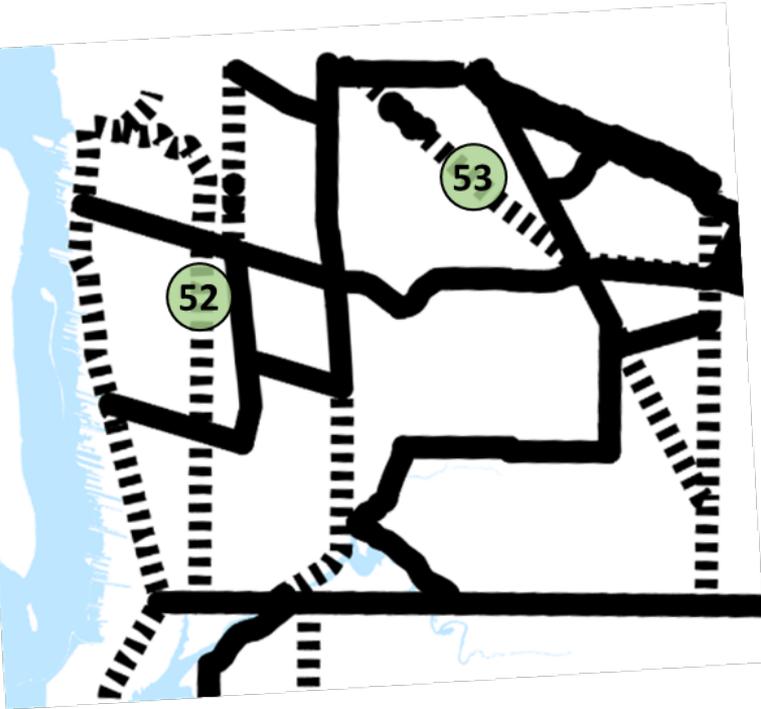


#	Segment
1	Separated Bike Lane along Front Rd from Morton Dr to Malden Rd (Previously Proposed as Signed Route)
2	Multi-Use Pathway along Sprucewood Ave from Malden Rd to Matchette Rd (Previously Proposed and Implemented as Signed Route)
3	Multi-Use Pathway along Malden Rd from Reaume Ave to Mike Raymond 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

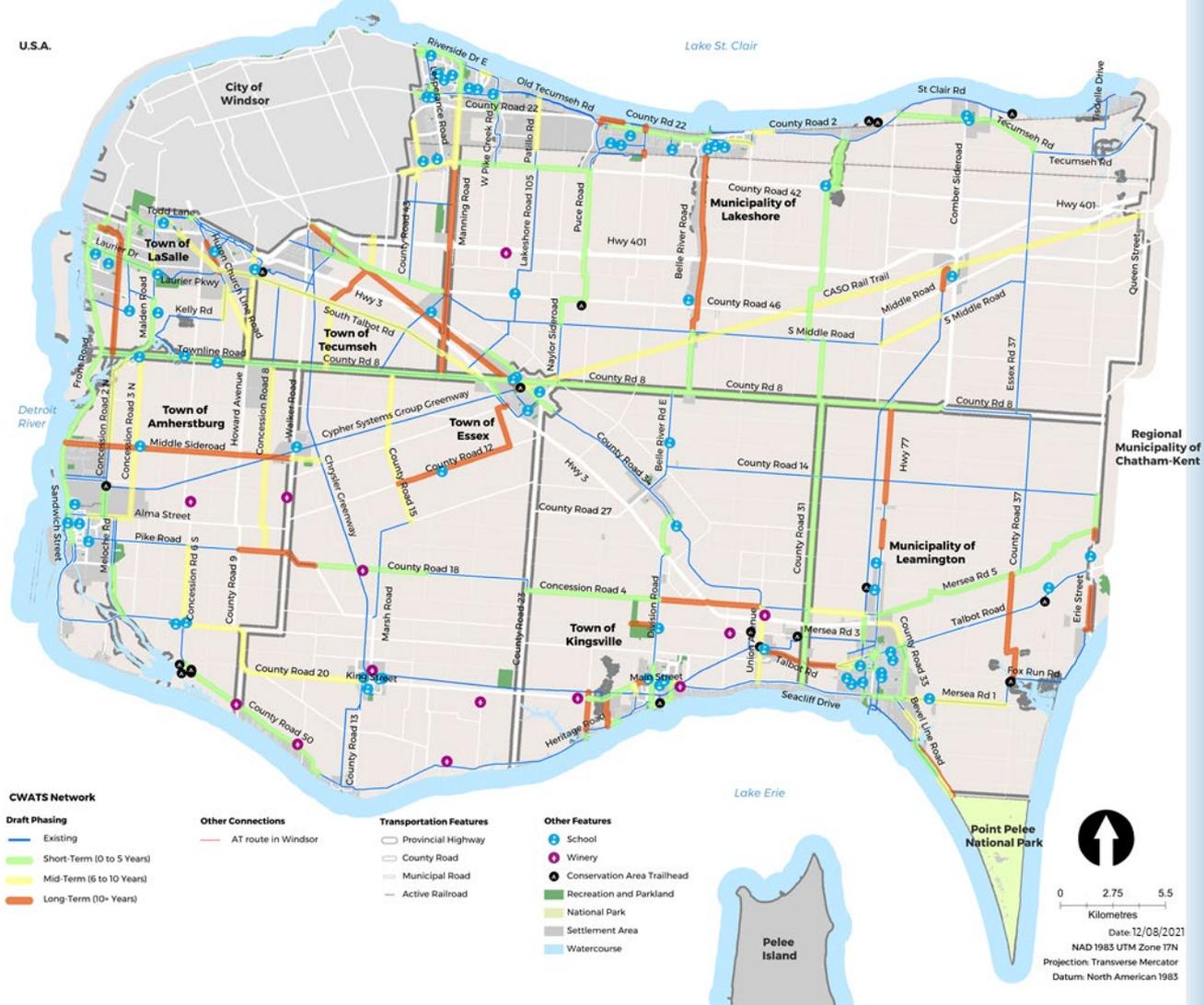
# Proposed CWATS Network Phasing

## Horizons:

Short-Term (0 to 5 Years)

Mid-Term (5 to 10 years)

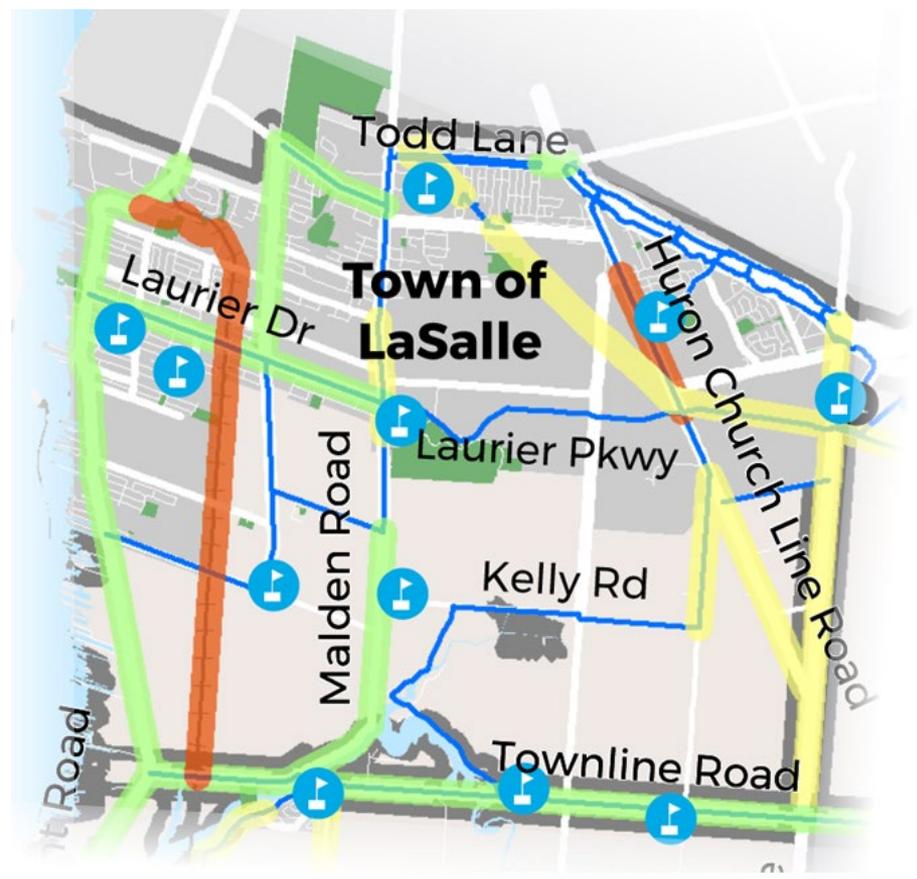
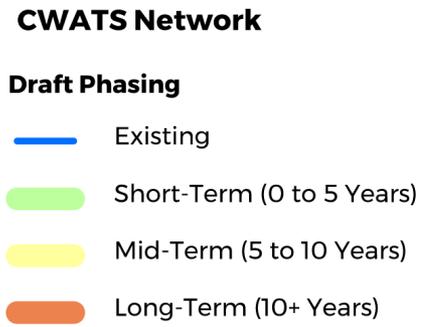
Long-Term (10+ Years)



# LaSalle CWATS Network Phasing (Proposed)

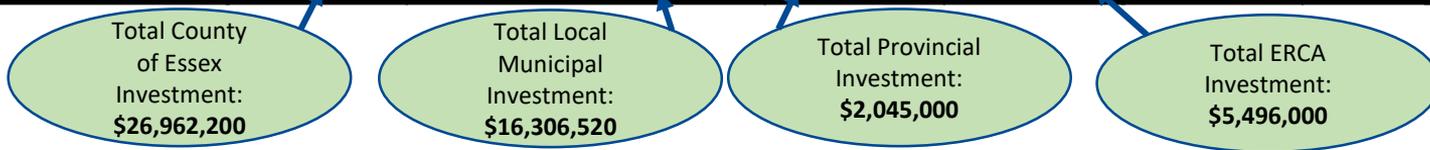
The proposed CWATS Network was prioritized using the following criteria:

- 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 – 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	<b>\$2,703,900</b>	<b>\$1,796,400</b>	<b>\$89,820</b>	-	<b>\$ 16,000</b>	<b>\$4,516,300</b>	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)

# 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	\$ -
<b>Total</b>	<b>21.9</b>	<b>\$6,767,974</b>	<b>15.3</b>	<b>\$5,290,144</b>	<b>9.1</b>	<b>\$3,634,247</b>	<b>46.3</b>	<b>\$15,692,365</b>
<b>% of Total Network</b>	<b>47%</b>	<b>43%</b>	<b>33%</b>	<b>34%</b>	<b>20%</b>	<b>23%</b>	<b>100%</b>	<b>100%</b>

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



**Diana Radulescu**  
Active Transportation  
Coordinator  
County of Essex

[dradulescu@countyofessex.ca](mailto:dradulescu@countyofessex.ca)

**Jerry Behl**  
Manager  
Transportation Planning &  
Development  
County of Essex

[jbehl@countyofessex.ca](mailto:jbehl@countyofessex.ca)

**Jonathan Osborne**  
Director, Public Works  
Town of LaSalle  
[josborne@lasalle.ca](mailto:josborne@lasalle.ca)

**Michael Cappucci**  
Manager, Engineering  
Town of LaSalle  
[mcappucci@lasalle.ca](mailto:mcappucci@lasalle.ca)

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%
<b>Total</b>	<b>300.3</b>	<b>\$69,192,456</b>	<b>100.0%</b>	<b>140.2</b>	<b>\$55,953,188</b>	<b>\$2,797,659</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>495.2</b>	<b>\$131,809,023</b>	<b>100.0%</b>

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:**

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 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.
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 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%
<b>Total</b>	<b>18.7</b>	<b>\$5,648,690</b>	<b>100%</b>	<b>27.6</b>	<b>\$10,043,675</b>	<b>\$502,184</b>	<b>100%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>46.3</b>	<b>\$15,692,365</b>	<b>100%</b>

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

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

Total Provincial  
Investment: **\$ -**

Total ERCA Investment: **\$ -**

#### 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 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.
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.

# 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%
<b>Total</b>	<b>11.5</b>	<b>\$3,185,162</b>	<b>100%</b>	<b>10.4</b>	<b>\$3,582,812</b>	<b>\$716,562</b>	<b>100%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>21.9</b>	<b>\$6,767,974</b>	<b>100%</b>

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

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

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 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.
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.

# 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%
<b>Total</b>	<b>6.6</b>	<b>\$2,115,778</b>	<b>100%</b>	<b>8.8</b>	<b>\$3,174,366</b>	<b>\$634,873</b>	<b>100%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>0.0</b>	<b>\$ -</b>	<b>0%</b>	<b>15.3</b>	<b>\$5,290,144</b>	<b>100%</b>

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

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

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 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.
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.

# 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%
<b>Total</b>	<b>0.7</b>	<b>\$347,751</b>	<b>100%</b>	<b>8.4</b>	<b>\$3,286,497</b>	<b>\$328,650</b>	<b>100%</b>	<b>0.0</b>	<b>\$0</b>	<b>0%</b>	<b>0.0</b>	<b>\$0</b>	<b>0%</b>	<b>9.1</b>	<b>\$3,634,247</b>	<b>100%</b>

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.