County Wide Active Transportation System Update

Survey Results | March 4th, 2019
Survey Overview

As part of the CWATS Update, the consultant team worked with County staff and partners to prepare and conduct an online survey to gather input from residents, stakeholders and the public on existing policies and programs supportive of active transportation, and how they can be improved through the CWATS Master Plan Update.

It should be noted that this survey was not statistically valid as the respondents were generally active transportation or trails users and not representative of the general public.

- Survey launched November 2018
- Survey closed February 2019
- 145 responses
Online Survey Results
145 responses to date

The following provides the results of the survey

Q1. Do you live in the County of Essex?

- **Yes**: 90%
- **No**: 10%

**key findings**
- Majority of respondents (90%) live in the County of Essex

Q2. Do you work or go to school in the County of Essex?

- **Yes, I work in the County of Essex**: 60%
- **Yes, I go to school in the County of Essex**: 39%
- **Yes, I work and go to school in the County of Essex**: 1%
- **No, I do not work or go to school in the County of Essex**: 1%

**key findings**
- Majority of respondents (60%) work in the County of Essex
- No respondents (0%) solely go to school in the County of Essex
Q3. Which municipality in the County of Essex do you live in?

**key findings**
- Majority of respondents (21%) live in the Town of Lakeshore
- 17% of respondents do not live in the County of Essex
Q4. Which municipality in the County of Essex do you work/go to school in?

**Key findings**

- Majority of respondents (33%) do not work or go to school in the County of Essex.
- Respondents that selected “other” (16%) noted that they worked/went to school in Windsor, Chatham-Kent; The County of Essex area; were a former resident of Kingsville; or retired.
Q5. What active transportation user group do you most identify with? Pick up to 2 user groups.

- Pedestrian: 44%
- Cyclist: 40%
- Hiker: 9%
- Mobility-assisted User: 2%
- In-line Skater/Rollerblader/Skateboarder: 5%
- Other (please specify): 2%

Key findings:
- Majority of respondents are pedestrians or cyclists.
- Respondents that identified as “other” included: dog walkers, runners/joggers, ATV users.

Q6. Do you agree that the County and its local municipalities should continue to invest in improvements to enhance opportunities for AT?

- Strongly agree: 91%
- Agree: 8%
- Disagree: 1%
- Strongly disagree: 0%

Key findings:
- Majority of respondents (91%) strongly agree that the County and local municipalities should keep investing in AT enhancement opportunities.
- Note: 0% of respondents disagree.
Q7. How often do you do the following for **commuting** purposes?

**key findings**
- **walking category**: 22% of respondents walk everyday and 20% walk a few days a week
- **cycling category**: less than 10% of respondents bike everyday and 20% bike a few days a week
Q8. How often do you do the following for recreation, fitness and/or tourism?

key findings

- **walking category:** 41% of respondents walk everyday and 39% walk a few days a week
- **cycling category:** 13% of respondents bike everyday and 36% bike a few days a week
Q9. What do you think has been the most effective change towards creating a more active transportation friendly County that has occurred in the past 5 years?

key findings
- 79% of respondents feel that implementing multi-use trails that are separated from motor vehicle traffic has been the more effective change
- Majority of respondents indicated that the listed initiatives and programs have been somewhat effective
Q10. What do you think are the major barriers to improving active transportation in the County for people of varying ages and abilities?

84% of respondents provided feedback on what they consider to be the major barriers to improving active transportation in the County of Essex.

122 Comments were received from this question.

Responses can be categorized into 10 key themes:

- Safety
- Connectivity
- Accessibility
- Attitudes / Education
- Signage and Wayfinding
- Design of AT and trails infrastructure
- Lack of AT and trails infrastructure
- Funding / Cost
- End-of-trip facilities
- Distance
Major barriers to improving active transportation:

**Safety**
- Car speed
- Perception of safety
- Lighting
- Space for cyclists on the road
- Improper use of AT facilities

**Safety, it’s a risk every time you head out on a bike ride**

Paved trails and level of access to the trails

Motor vehicles use bike lanes to pass vehicles on the right

More safe routes

People ‘feel’ cycling is dangerous in our region, need to build the connected infrastructure so an 8 year old and 80 year old feel safe

Perception of safety
- Making safe bike ways
- Speeding cars

Safe and connected routes, particularly those physically separated from vehicles

Motor vehicles use bike lanes to pass vehicles on the right

Safety in the bike lanes. Cars use this for passing. On occasion, there were **vehicles parked in the bike lane**

Higher speeds and lack of lighting on County roads leads to safety issues

Improves lighting. In winter, it’s often dark by 5 p.m.

Safety, although my partner, friends and I would bike around the County, and my aunt/uncle would occasionally join, **the perception of safety for families is poor. Routes must be safe enough for children/elderly to have the option of participating**
Major barriers to improving active transportation:

- There is no connectivity between routes
- Need more trail start points
- Lack of proper and continuous trails
- Connectivity between areas and towns
- Connectivity between areas so you can travel the whole distance safely
- Need to have continuous bike lanes. Too many of them are too short and do not connect
- Lack of connected routes along key arteries that connect municipalities. In particular, the stretch of Hwy 18 from River Ave to Morton that connects LaSalle to Windsor
- Lack of linked trails and bike lanes
- Connectivity between communities due to geographic distance
- Eliminating the system gaps between key destinations so cyclists can get to where they're wanting to go without interruption
- Addressing gaps between the City of Windsor and the outer County – there needs to be safe, direct routes to cycle between areas
- Breaks in the pathways between communities

Connectivity
- Continuous/Continuity of trails and facilities
- Connections to surrounding municipalities
- Connections between routes/areas
- Connections between urban and rural areas

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Major barriers to improving active transportation:

- Need more infrastructure where people feel safe and protected from vehicles
- Trails should have safety beacon/alarm booth every so often and better lighting for evening use
- Poor conditions of trails
- Need for more separated paths
- I do not find it practical to use a bike lane and then have to get back onto the road with no facility within minutes

**Design of AT Infrastructure**

- Breaks in the pathways between communities. The section of County Road 50 where the speed limit is 80 km has very narrow shoulders and looks pretty scary for bike riders
- Repairs of the terrible conditions of our roadways and sidewalks
- Breaks in the pathways between communities
- Need for more infrastructure where people feel safe and protected from vehicles
- I do not find it practical to use a bike lane and then have to get back onto the road with no facility within minutes

**Design of AT Infrastructure**

- Not enough space for cyclists
- Types of materials used/Consistency of materials used across municipalities
- Poor conditions of facilities
- Urban design in many areas is creating low walkability neighbourhoods
- Not creating wide enough shoulders on County roads to support cycling
- No two CWATS designated roadways have the same infrastructure
- Lack of room on the roadways
Major barriers to improving active transportation:

- Lack of mapping and wayfinding signage to enable cyclists to easily determine the way while cycling and whether it's suitable for them.
- Lack of reliable directional signage that tells users whether they're on a facility that'll be comfortable for their ability and will take them somewhere they want to go.
- Knowledge of the system.
- Most people don't know what CWATS stands for.
- There is no connectivity between the routes. They just randomly show up in different parts of the County.
- The marking of trails and cycling routes. What is CWATS?? This means nothing to a resident or a tourist. In all my years living in Windsor-Essex County and seeing all these CWATS route signs I never knew what they meant or what these signs are indicating.

Signage / Wayfinding & Promotion:

- Knowledge of CWATS Network
- What is CWATS?
- Routes to take
- How to navigate CWATS Network
- There is no easy to find route map that recommends the best way to cycle from Point A to Point B. For example, if I want to bike from LaSalle to Amherstburg, what is the best designated route?
Major barriers to improving active transportation:

- Lack of Infrastructure
  - Not enough AT and trails infrastructure and support facilities (i.e. trails, crosswalks, bike lanes, sidewalks)
- Still a lot of unsafe roads with no paved shoulders
- Lack of proper and continuous trails
- Need to have more paved trails
- Lack of paved trails. People are snooty and want to see the asphalt
- Lack of cycling lanes
- Availability of bike trails at the side of the road
- Need more sidewalks for all ages and abilities
- Not enough dedicated paths in the County
- There are limited safe and dedicated crosswalks for young children to use to safely cross high traffic areas to access pathways, trails, parks
Major barriers to improving active transportation:

Motorists understand that we **share the road with cyclists** etc. and obey what the cyclist lanes mean. All cyclists obey the rules of the road etc.

**Educating drivers about cyclists.** Specifically that a cyclist on the shoulder is not illegal. I have had people try to hit me, give me the finger and say they are calling the cops for riding on the shoulder.

Some drivers have a lack of respect and knowledge of how to **share the road with cyclists and walking pedestrians**.

**Driver awareness** and lack of "share the road" mentality.

The need for safe, protected bike lanes and **more education.** People ‘feel’ cycling is dangerous in our region.

Busy roads and people who drive cars don’t care.

**The biggest barrier may be peoples thinking.** Lots of folks think that these are only for people who don’t have other means of transport.

**Aggressive drivers**

For a roadway to be for All Ages and Abilities, every user has to feel safe and confident in their cross-section within the roadway. I believe a lot of this has to do with **general education on how to interact with one another (pedestrian, cyclists, vehicles)**.

**Battling the car-only mindset** by educating people that for certain trips **cycling can be a preferred option**.

**Attitudes / Education**

- Attitudes of AT and non-AT users
- Education of how to use AT facilities for both drivers and AT users
Major barriers to improving active transportation:

- **Funding / Cost**
  - Cost to build
  - Funding to build

- Additional funds to advance CWATS projects

- More money and government support

- Cost of infrastructure

- More financing

- Provide more funding

Cost and rural areas. Need ability to walk/ride on county/rural roads. Need to ensure there is a connection at start and end points.

**Money. Council is not willing to put enough into this.** They have done a token lane in the Town of Essex by putting a 1 km separated bike lane on Fairview avenue that starts nowhere and ends nowhere. It is completely useless. Put some bike lanes in that actually go somewhere, get some mileage.
### Major barriers to improving active transportation:

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<thead>
<tr>
<th>Accessibility</th>
<th>End-of-Trip Facilities</th>
<th>Distance</th>
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<td>Easy access pathways.</td>
<td>Lack of rest/shelter</td>
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Q11. How would you rank the level of importance for each of the following policy topics

- Planning and designing to account for users of all ages and abilities: 4% Least Important, 27% Somewhat Important, 70% Very Important
- Providing supportive infrastructure and end-of-trip facilities (e.g., bicycle parking): 4% Least Important, 34% Somewhat Important, 63% Very Important
- Strengthening existing partnerships (e.g., ERCA, local municipalities, local organizations) and seek opportunities for new partnerships: 6% Least Important, 35% Somewhat Important, 59% Very Important
- Providing improved CWATS connections in urban areas: 1% Least Important, 29% Somewhat Important, 70% Very Important
- Connecting rural areas to urban centres and new development areas: 4% Least Important, 25% Somewhat Important, 71% Very Important
- Accommodating different trip types (e.g., recreation, commuting): 10% Least Important, 38% Somewhat Important, 53% Very Important
- Integrating multiple modes of transportation (e.g., walking, cycling, public transit): 4% Least Important, 22% Somewhat Important, 75% Very Important
- Promoting sustainable choices and healthy lifestyles: 9% Least Important, 33% Somewhat Important, 57% Very Important

**Key Findings**
- Majority of respondents (75%) indicated that integrating multiple modes of transportation as very important policy topic followed by connecting rural areas to urban areas and new development areas.
Q12. How would you rate the progress on the following in your local municipality?

- Implementation of secure bike parking at key destinations: 58% for Significant Progress, 16% for Some Progress, 10% for No Progress, 1% for Do Not Know.
- New / extended on-road cycling facilities: 58% for Significant Progress, 18% for Some Progress, 15% for No Progress, 10% for Do Not Know.
- New / extended off-road trails: 59% for Significant Progress, 19% for Some Progress, 10% for No Progress, 7% for Do Not Know.
- Connections from the municipality you live / work in to surrounding areas: 56% for Significant Progress, 28% for Some Progress, 9% for No Progress, 7% for Do Not Know.
- Bike and pedestrian safety at intersections: 43% for Significant Progress, 41% for Some Progress, 8% for No Progress, 9% for Do Not Know.
- Infrastructure for all travel modes, all users, all abilities: 56% for Significant Progress, 28% for Some Progress, 14% for No Progress, 4% for Do Not Know.
- Connections within your municipality: 60% for Significant Progress, 26% for Some Progress, 12% for No Progress, 2% for Do Not Know.

**key findings**

- Respondents noted that majority of the active transportation opportunities had achieved some progress.
- Respondents noted that new/extended on-road cycling facilities had made significant progress (18%).
Q13. How would you rank the level of success and effectiveness for each program listed below?

- MyCWATS Interactive Mapping Tool: A web-based map that illustrates up-to-date information on existing CWATS routes. 38% Very Successful, 34% Somewhat Successful, 17% Least Successful, 12% Unsure.
- Annual Bike Month Events and Local Municipal Celebrations: Includes events like group bike tours, ride-to-work initiatives, Fall Harvest Ride, Ontario 150 Celebrate by Bike. 39% Very Successful, 39% Somewhat Successful, 18% Least Successful, 13% Unsure.
- Walk, Ride County Wide Promotion (2016): Special events across the County designed to encourage people to explore CWATS infrastructure. 36% Very Successful, 34% Somewhat Successful, 22% Least Successful, 8% Unsure.
- CWATS Website & Newsletter: Includes information about routes, events, programs, new projects and bike safety. 40% Very Successful, 34% Somewhat Successful, 20% Least Successful, 7% Unsure.
- Windsor Essex Communities In Motion: A health promotion strategy to create a culture of physical activity in the County and City of Windsor. 43% Very Successful, 31% Somewhat Successful, 22% Least Successful, 4% Unsure.

**key findings**
- Respondents indicated that annual bike month events and local municipal celebrations as well as MyCWATS interactive mapping tool were considered to be very successful programs.
Q14. What do you think are the most important activities and topics the County and its partners should address? Select up to three choices.

- Increase the number of opportunities to participate in cycling courses e.g. CAN-BIKE courses 14%
- Increase cycling education for law enforcement officials 22%
- Expand existing initiatives that promote active travel and recreation e.g. Bike Month 33%
- Expand awareness and education campaigns focused on different user groups e.g. youth, seniors, migrant workers, tourists etc. 37%
- Improve education for motorists e.g. Bill 74 (1 metre passing law) 52%
- Increase education of traffic calming and safety measures for pedestrians and cyclists (“Slow-Down” signage; enforcement of speed limits; “Be Alert, Be Seen” campaigns etc.) 52%
- Provide more information on the various types of trails in the County of Essex 70%

**key findings**
- Respondents indicated that the more information on the types of trails in the County of Essex was most important (70%)
Q15. Where do you think the County and its partners should prioritize active transportation investments in the next 5 years?

- **41%** of respondents indicated that the County and its partners should prioritize increasing connections to key destinations and major trail systems in the County and improving connections between local municipalities in the County (41%)
- **42%** of respondents indicated that improving connections between all local municipalities in the County (41%)
- **17%** of respondents indicated that implementing active transportation routes within urban areas of the local municipalities is a priority.

**Key Findings**
- 42% of respondents indicated that the County and its partners should prioritize increasing connections to key destinations and major trail systems in the County and improving connections between local municipalities in the County (41%)

Q16. Which active transportation infrastructure do you prefer for cycling and walking?

- **41%** of respondents indicated that they prefer using off-road trails.
- **29%** of respondents prefer using separated facilities.
- **12%** prefer designated facilities.
- **13%** prefer sidewalks.
- **5%** prefer shared facilities.

**Key Findings**
- 41% of respondents indicated that they prefer using off-road trails and 29% of respondents prefer using separated facilities.
Q18. What is your age group?

Respondents postal codes were also collected and this information can be provided to the County upon request.

32% of respondents indicated that they would like to be notified about upcoming dates and events related to the update of CWATS and provided us with their name, email and phone number.

Lessons Learned and Survey Sample Notes

It should be noted that some of the questions asked in the survey requested respondents to indicate their top 2 preferences from a list of options. Due to the technical constraints of the platform used to create the survey, it was not possible to prevent respondents from selecting more than 2 options which may have skewed the results.

**key findings**

- 46% of respondents are 41-54 years of age
- There were no respondents 18 years or younger
Next steps

1. Develop MetroQuest tool (interactive mapping and questionnaire tool) as part of CWATS Phase 3: Network to inform the network review and development process.