County Wide Active Transportation System Update

County of Essex

WINDSOR

LAKESHORE

TECUMSEH

LASALLE

AMHERSTBURG

LEAMINGTON

ESSEX

KINGSVILLE
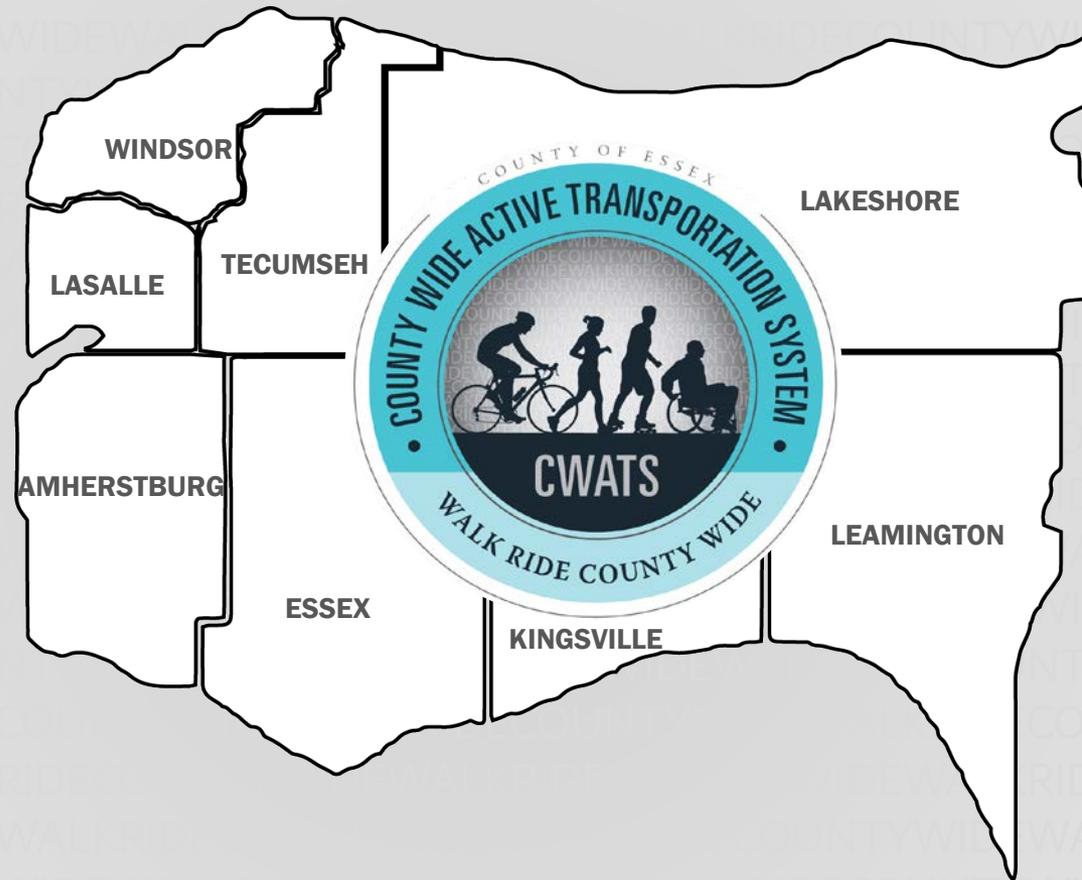
Survey Results | March 4th, 2019

WSP

in association with SHARE THE ROAD CYCLING COALITION and TNS

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.

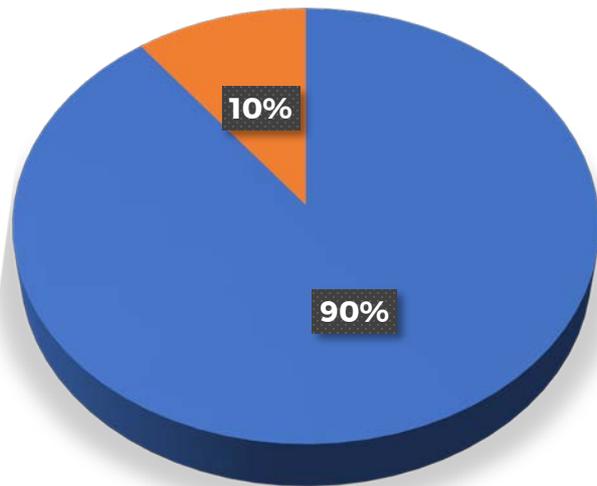survey launched November 2018 → survey closed February 2019 → 145 responses

Online Survey Results
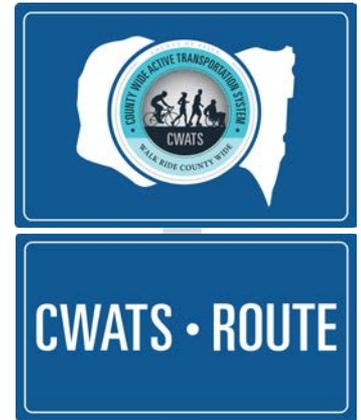
145 responses to date

The following provides the results of the survey
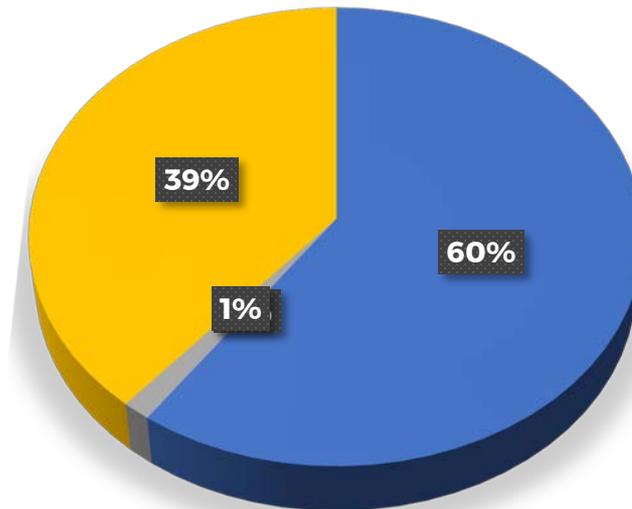
Q1. Do you live in the County of Essex?

10%

90%

■ Yes ■ No

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?

39%

60%

1%

■ Yes, I work in the County of Essex

■ Yes, I go to school in the County of Essex

■ Yes, I work and go to school in the County of Essex

■ No, I do not work or go to school in the County of Essex

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

Town of Tecumseh	Municipality of Leamington	Town of LaSalle	Town of Essex	Town of Kingsville	Town of Amherstburg	None of the above	Town of Lakeshore
4%	4%	8%	13%	16%	17%	17%	21%
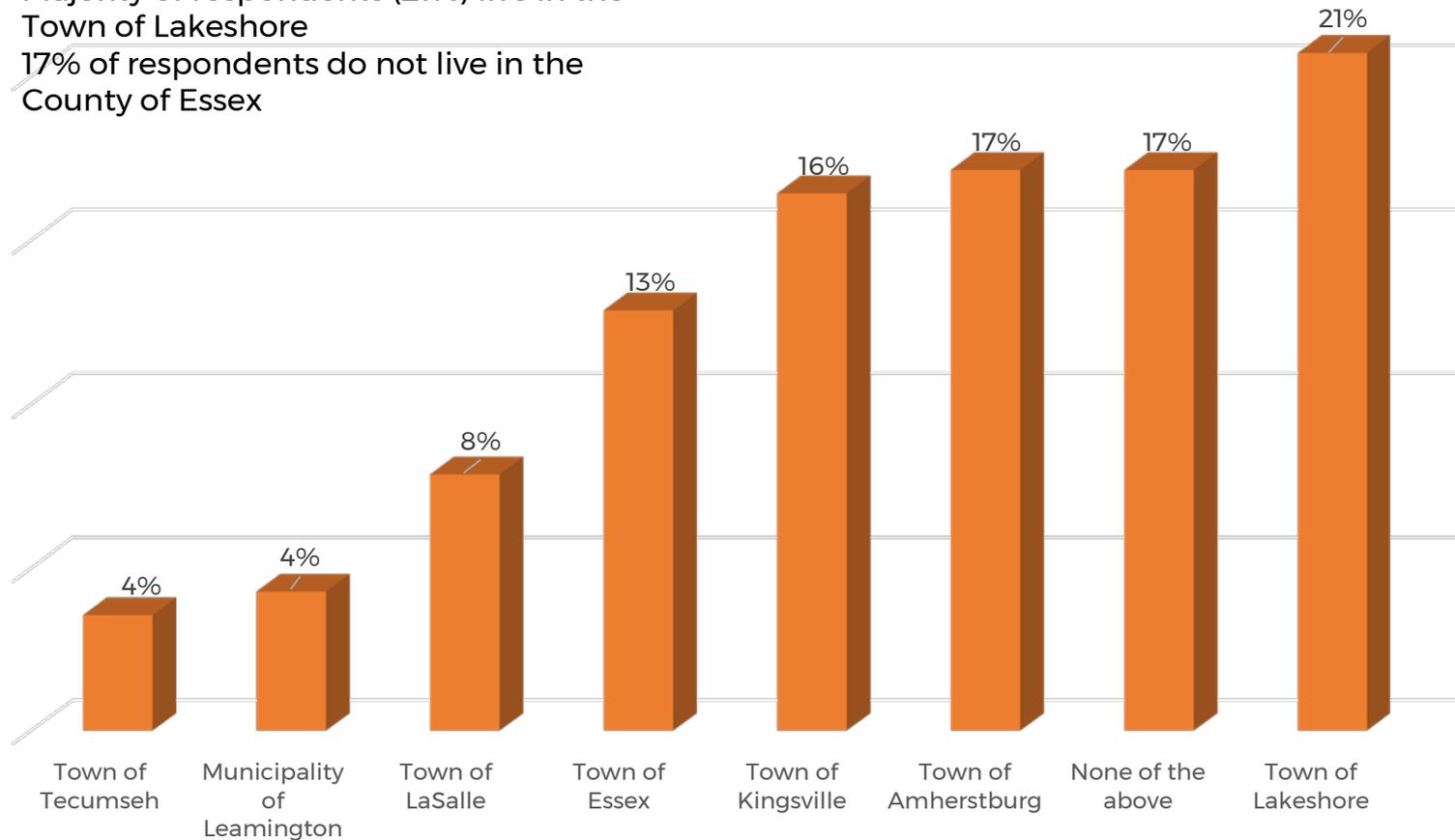
Q4. Which municipality in the County of Essex do you work/ go to school in?

key findings
- Majority of respondents (33%) do not work or go to school in the County of Essex
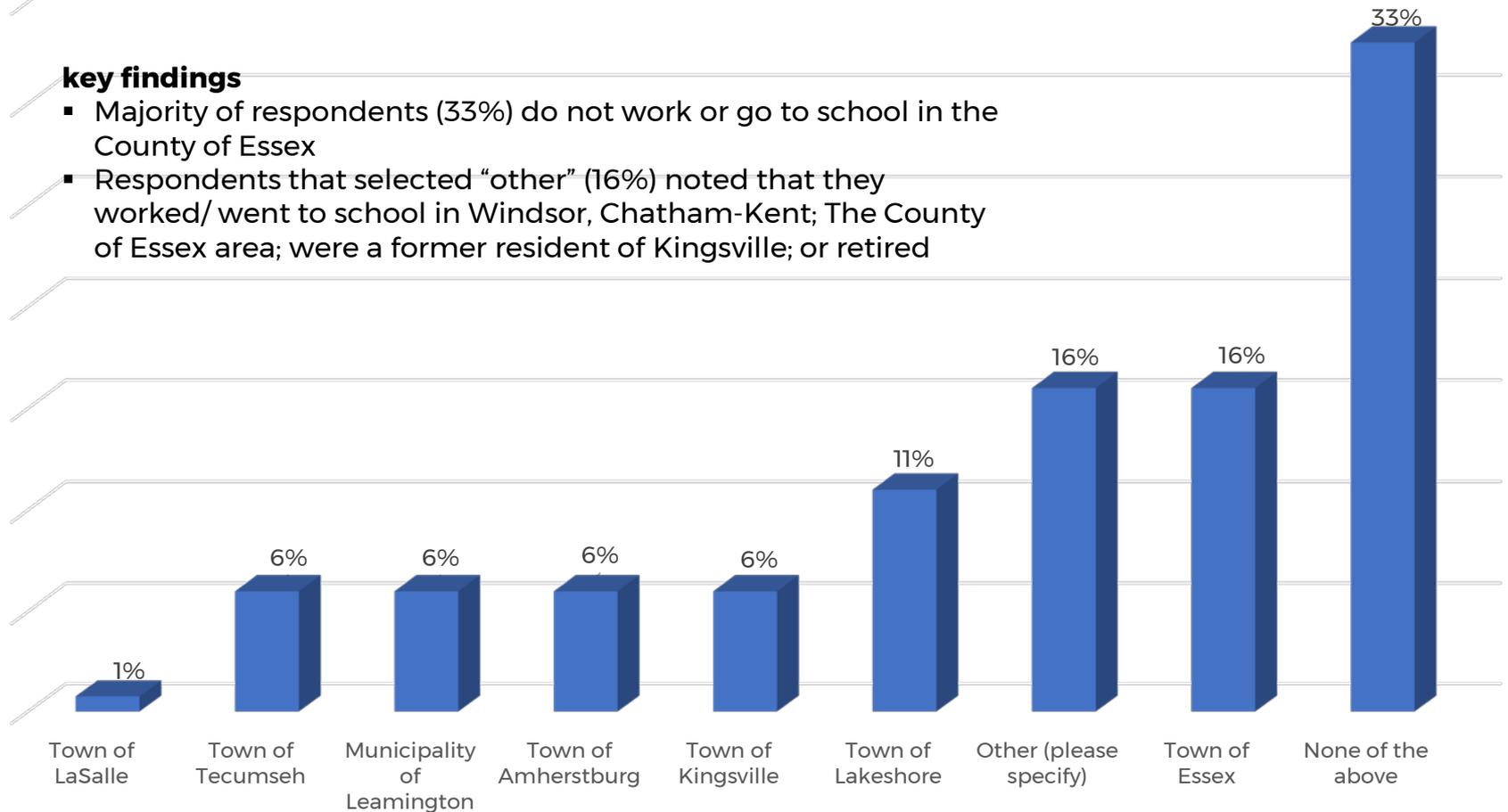- Respondents that selected "other" (16%) noted that they worked/ went to school in Windsor, Chatham-Kent; The County of Essex area; were a former resident of Kingsville; or retired

Municipality	Percentage
Town of LaSalle	1%
Town of Tecumseh	6%
Municipality of Leamington	6%
Town of Amherstburg	6%
Town of Kingsville	6%
Town of Lakeshore	11%
Other (please specify)	16%
Town of Essex	16%
None of the above	33%

Q5. What active transportation user group do you most identify with? Pick up to 2 user groups.

Legend:
- Pedestrian
- Cyclist
- Hiker
- Mobility-assisted User
- In-line Skater / Rollerblader/ Skateboarder
- Other (please specify)

Chart values: 44%, 40%, 9%, 2%, 5%
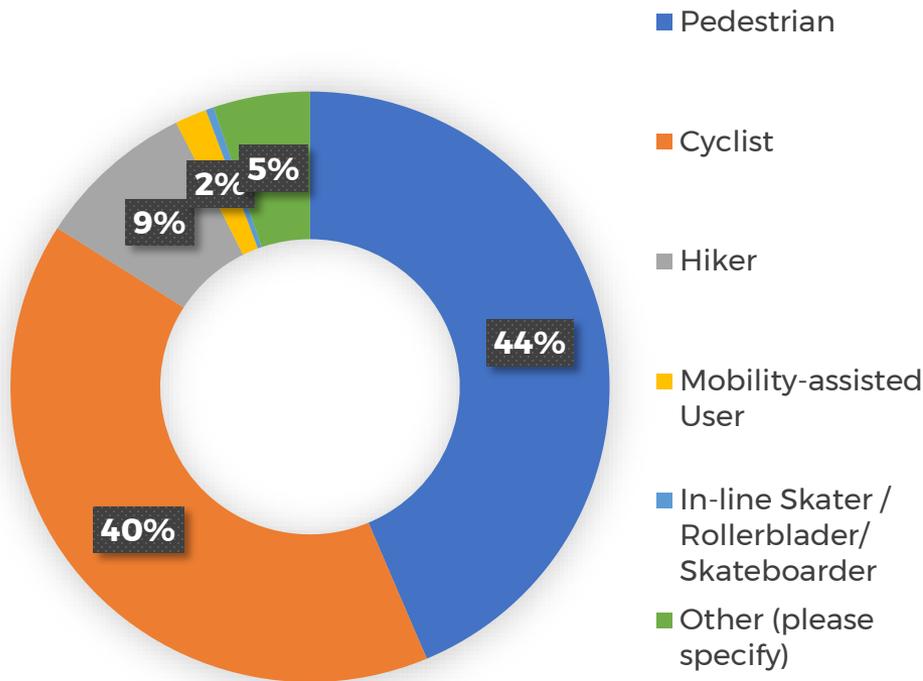
key findings
- Majority of respondents are pedestrians or cyclists
- Respondents that identified as "other" included: dog walkers, runners/joggers, ATV users

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

Chart values: 1%, 8%, 91%

Legend:
- Strongly agree
- Agree
- Disagree
- Strongly disagree
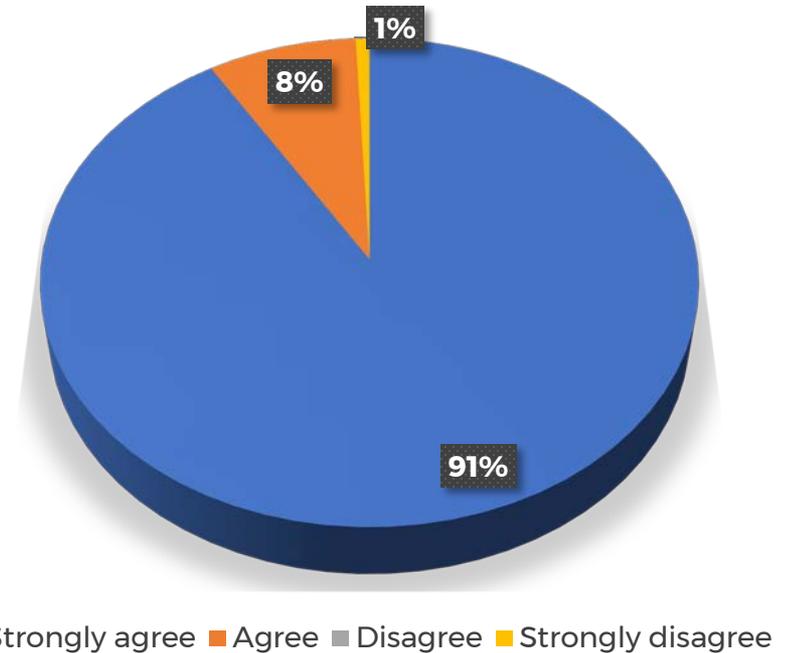
key findings
- Majority of respondents (91%) strongly agree that the County and local municipalities should keep investing in AT enhancement opportunities.
- Note: 0% of respondents disagree

Q7. How often do you do the following for **commuting** purposes?

Legend: ■ Everyday ■ A few days a week ■ A few days a month ■ A few days a year ■ Never
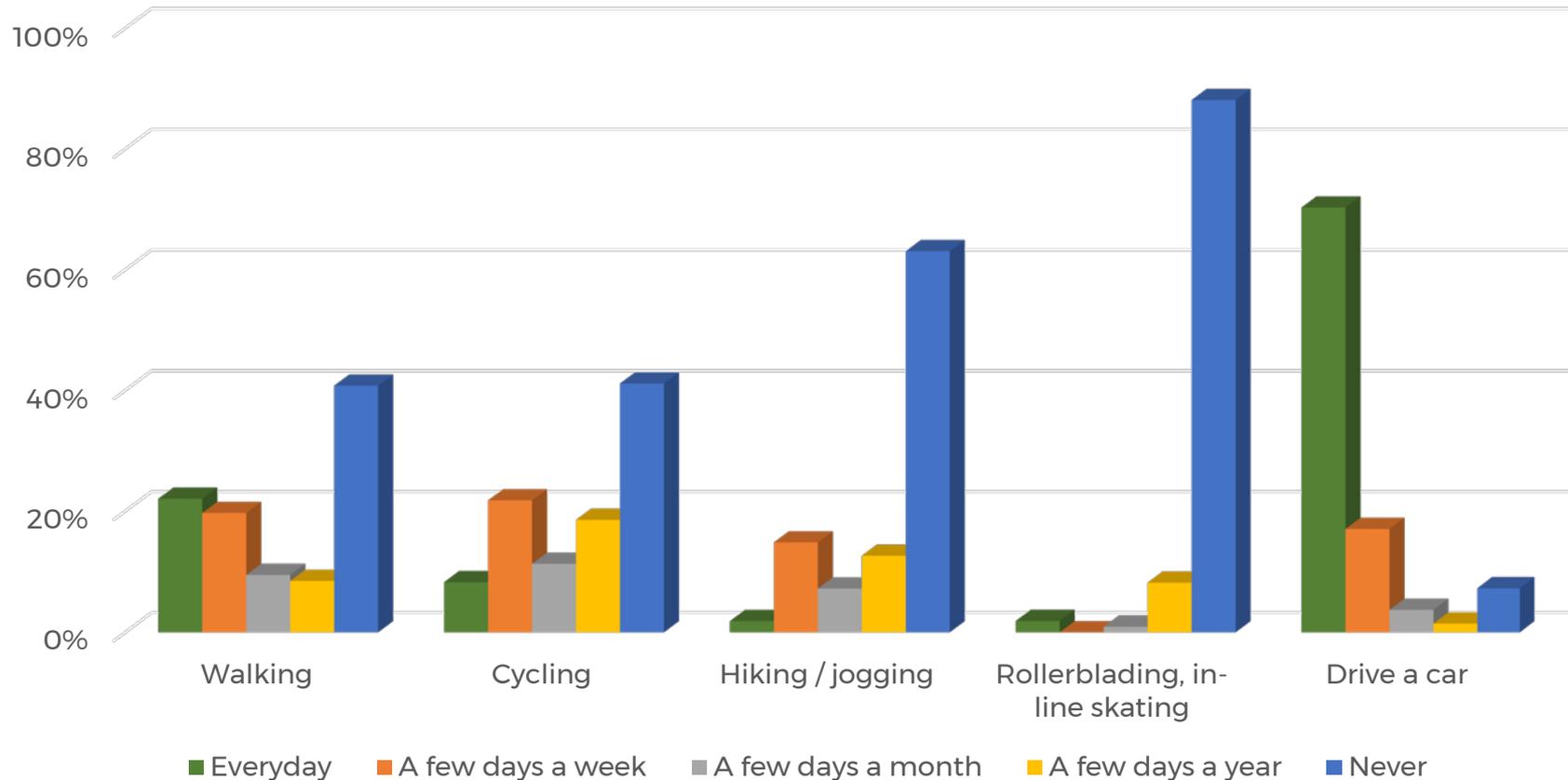
key findings
- walking category: 22% of respondents walk everyday and 20% walk a few days a week
- cycling category: less than 10% of respondents bike everyday and 20% bike a few days a week

Q8. How often do you do the following for **recreation**, **fitness** and / or **tourism**?

Legend: ■ Everyday ■ A few days a week ■ A few days a month ■ A few days a year ■ Never
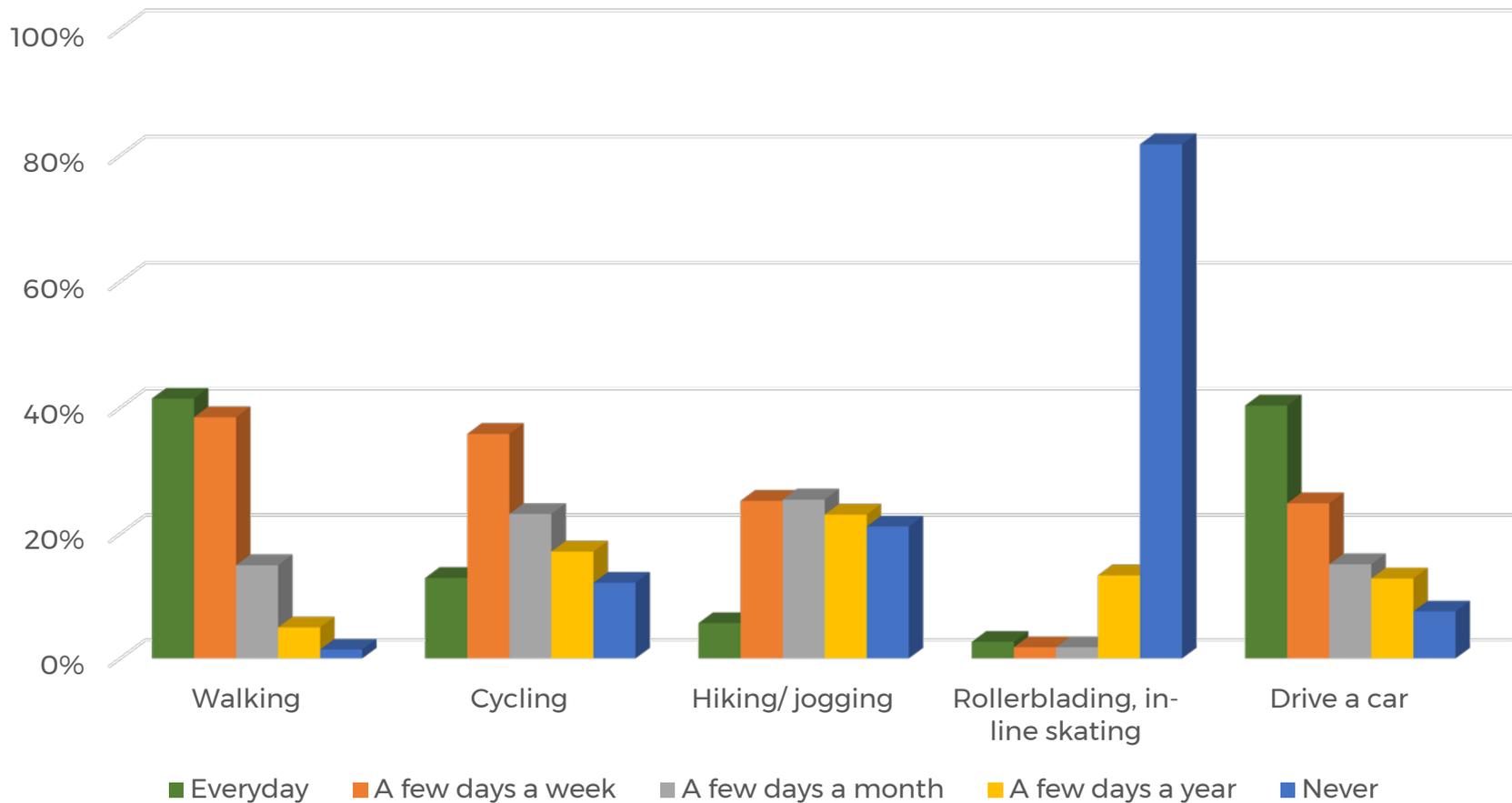
key findings
- walking category: 41% of respondents walk everyday and 39% walk a few days a week
- cycling category: 13% of respondents bike everyday and 36% bike a few days a week

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?

Least Effective ■ **Somewhat Effective** ■ **Most Effective**
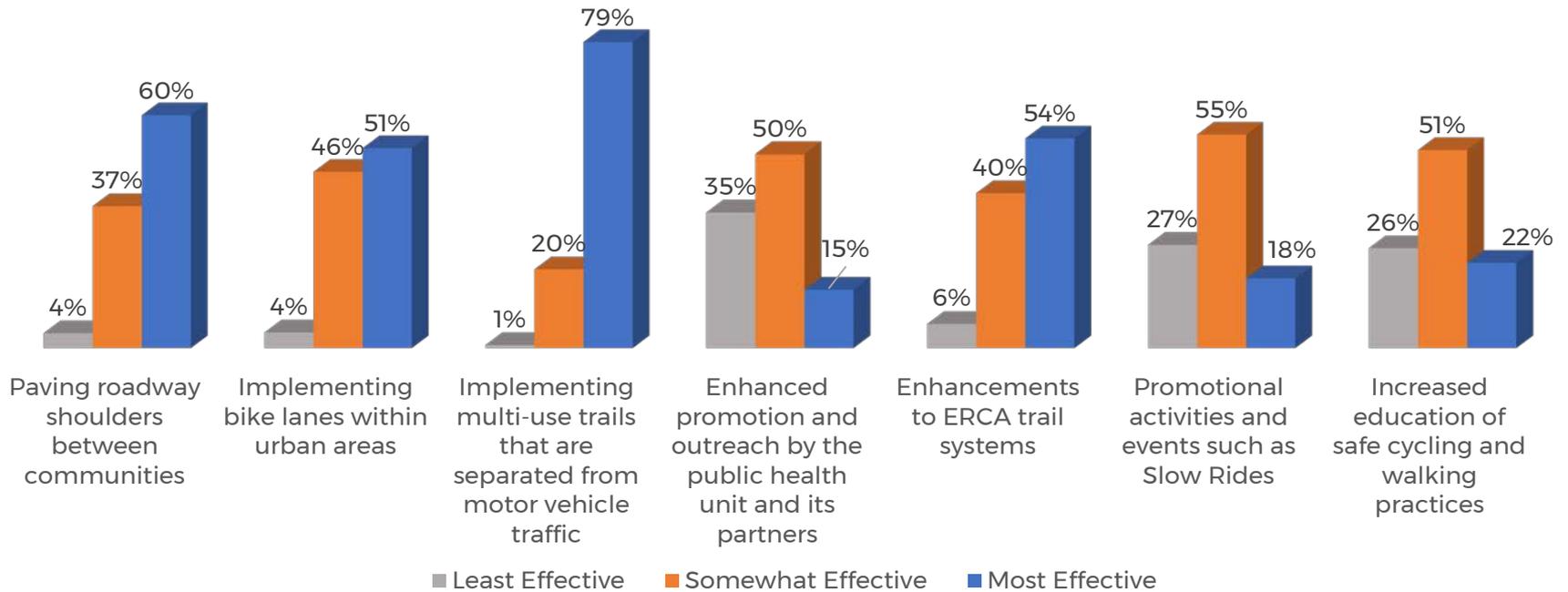
key findings
- 79% of respondents feel that implementing multi-use trails that are separated from motor vehicle traffic has been the more effective change
- Majority of respondents indicated that the listed initiatives and programs have been somewhat effective

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	End-of-trip facilities
Connectivity	Funding/ Cost
Accessibility	Design of AT and trails infrastructure
Signage and Wayfinding	Lack of AT and trails infrastructure
Attitudes / Education	Distance

Major barriers to improving active transportation:

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

Motor vehicles use bike lanes to pass vehicles on the right

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

More safe routes

Perception of safety

Safety

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

Making safe bike ways

Speeding cars

Paved trails and level of access to the trails

Safe and connected routes, particularly those physically separated from vehicles

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

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

Improve 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

Connectivity between areas and towns

Need to have continuous bike lanes. Too many of them are too short and do not connect

Need more trail start points

Connecting the areas so you can travel the whole distance safely

Connectivity

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

Lack of proper and continuous trails

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

Eliminating the system gaps between key destinations so cyclists can get to where they're wanting to go without interruption

Lack of linked trails and bike lanes

Connectivity between communities due to geographic distance

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

Major barriers to improving active transportation:

Need more infrastructure where people feel safe and protected from vehicles

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

Trails should have safety beacon/ alarm booth every so often and better lighting for evening use

Repairing the terrible conditions of our roadways and sidewalks

Poor conditions of trails

Lack of room on the roadways

Design of AT Infrastructure

- Not enough space for cyclists
- Types of materials used/ Consistency of materials used across municipalities
- Poor conditions of facilities

Need for more separated paths

No two CWATS designated roadways have the same infrastructure

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

Urban design in many areas is creating low walkability neighbourhoods

Not creating wide enough shoulders on County roads to support cycling

Major barriers to improving active transportation:

Lack of mapping and wayfinding signage to enable cyclists to easily determine the way while cycling and whether its 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

Signage / Wayfinding & Promotion

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?

Most people don't know what CWATS stands for

- Knowledge of CWATS Network
- What is CWATS?
- Routes to take
- How to navigate CWATS Network

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

Major barriers to improving active transportation:

Still a lot of unsafe roads with **no paved shoulders**

Availability of **bike trails** at the side of the road

Lack of proper and continuous trails

Lack of **trails**

Need more **sidewalks** for all ages and abilities

Lack of Infrastructure

Need to have more **paved trails**

Not enough **dedicated paths** in the County

Lack of **paved trails.** People are snooty and want to see the asphalt

- Not enough AT and trails infrastructure and support facilities (i.e trails, crosswalks, bike lanes, sidewalks)

There are **limited safe and dedicated crosswalks** for young children to use to safely cross high traffic areas to access pathways, trails, parks

Lack of cycling lanes

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 cyclers. 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

Attitudes / Education

- Attitudes of AT and non-AT users
- Education of how to use AT facilities for both drivers and AT users

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

Busy roads and people who drive cars don't care

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)**

car first attitude

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

Major barriers to improving active transportation:

Additional funds to advance CWATS projects

More money and government support

Cost of infrastructure

More financing

Funding / Cost

- Cost to build
- Funding to build

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:

The need for **easy access pathways.** People should not have to drive somewhere to access a trail

Hard for people in rural areas to walk / ride on County or rural roads

Accessibility

- Easy to access facilities
- Rural connections
- Other users (i.e. special needs,
- joggers, runners etc.)

Need more areas for **runners**

Need under passes and overpasses... at highway 3 Essex... path needs to go under the new highway 3 when building it... I have special needs kids that will use that trail

Lack of rest/shelter areas for elderly on longer stretches of trails.

End-of-Trip Facilities

- Rest areas, benches, bathrooms etc.

Making **trails more accessible** and having **benches for breaks along trails**

Checkpoints for **toilet facilities** would help for the aged/ disabled and general population

Work is needed to further connect trails so that people can **travel greater distances** on them

Distance

- Distance between towns/ municipalities
- Distance to key destinations

Distance between communities is too far

The amount of space to cover

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% / 27% / 70%

Providing supportive infrastructure and end-of-trip facilities (e.g. bicycle parking) — 4… / 34% / 63%

Strengthen existing partnerships (e.g. ERCA, local municipalities, local organizations) and seek opportunities for new partnerships — 6% / 35% / 59%

Providing improved CWATS connections in urban areas. — 1% / 29% / 70%

Connecting rural areas to urban centres and new development areas — 4% / 25% / 71%

Accommodating different trip types (e.g. recreation, commuting) — 10% / 38% / 53%

Integrating multiple modes of transportation (e.g. walking, cycling, public transit) — 4% / 22% / 75%

Promoting sustainable choices and healthy lifestyles — 9% / 33% / 57%

■ Least Important   ■ Somewhat Important   ■ 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?

	Do Not Know	No Progress	Some Progress	Significant Progress
New / extended on-road cycling facilities	10%	15%	58%	18%
New / extended off-road trails	10%	19%	59%	13%
Connections from the municipality you live / work in to surrounding areas	7%	28%	56%	9%
Bike and pedestrian safety at intersections	9%	41%	43%	8%
Infrastructure for all travel modes, all users, all abilities	14%	28%	56%	4%
Connections within your municipality	12%	26%	60%	2%
Implementation of secure bike parking at key destinations	25%	58%	16%	1%

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.
- Unsure: 38%
- Least Successful: 17%
- Somewhat Successful: 34%
- Very Successful: 12%

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.
- Unsure: 31%
- Least Successful: 18%
- Somewhat Successful: 39%
- Very Successful: 13%

Walk, Ride County Wide Promotion (2016) Special events across the County designed to encourage people to explore CWATS infrastructure.
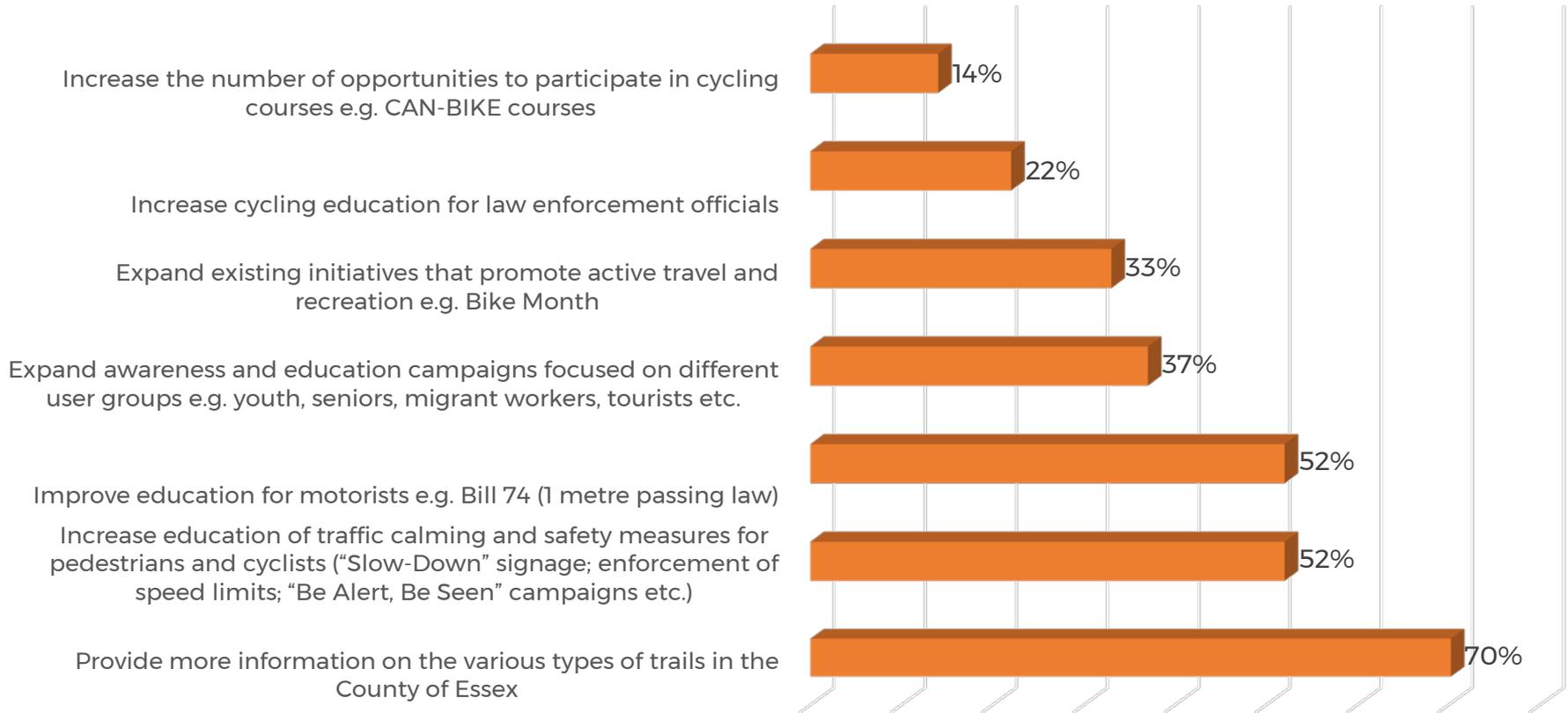- Unsure: 34%
- Least Successful: 22%
- Somewhat Successful: 36%
- Very Successful: 8%

CWATS Website & Newsletter Includes information about routes, events, programs, new projects and bike safety.
- Unsure: 34%
- Least Successful: 20%
- Somewhat Successful: 40%
- Very Successful: 7%

Windsor Essex Communities In Motion A health promotion strategy to create a culture of physical activity in the County and City of Windsor.
- Unsure: 31%
- Least Successful: 22%
- Somewhat Successful: 43%
- Very Successful: 4%

Legend: ■ Unsure ■ Least Successful ■ Somewhat Successful ■ Very Successful

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.

Activity	Percentage
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?
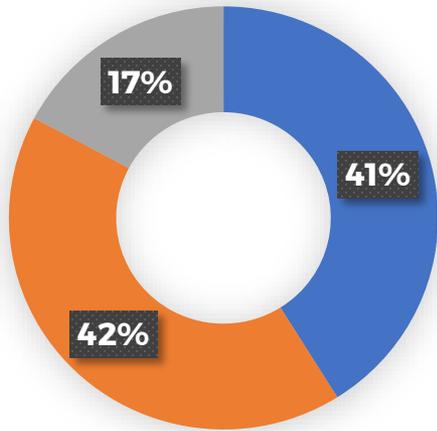

Legend:
- ■ Improving connections between all local municipalities in the County
- ■ Increasing connections to key destinations and major trail systems in the County
- ■ Implementing active transportation routes within urban areas of the local municipalities

Chart values: 41%, 42%, 17%

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?
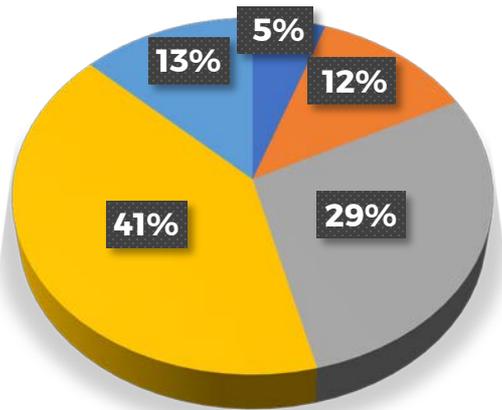
Legend:
- ■ Shared
- ■ Designated Facility
- ■ Separated Facility
- ■ Off-Road Trails
- ■ Sidewalk

Chart values: 5%, 12%, 13%, 29%, 41%

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?

Legend:
- 18 or younger
- 19-25
- 26-40
- 41-54
- 55-65
- Over 65

Pie chart values: 2%, 17%, 9%, 26%, 46%
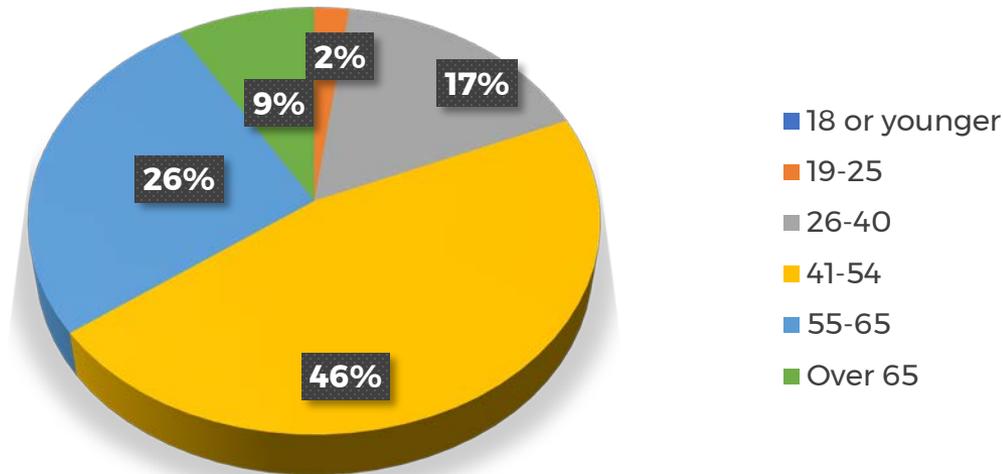
key findings
- 46% of respondents are 41-54 years of age
- There were no respondents 18 years or younger

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.

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.

2. Launch MetroQuest tool in Spring 2019.