

# **County Wide Active Transportation System Report from the Chair**

## **Office of the Director of Infrastructure Services**

**To:** Jane Mustac, Director, Infrastructure Services/County Engineer

**From:** Katherine Wilson  
Active Transportation Coordinator - CWATS Chair

**Date:** Wednesday, January 15, 2020

**Subject:** 2020 CWATS Annual Update

**Report #:** 2020-0115-IS-R001-KW

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### **Purpose**

The purpose of this report is to provide County Council with an update on the County Wide Active Transportation System (CWATS) program and initiatives.

### **Background**

The CWATS Master Plan was developed in 2012 and set out to provide the framework to develop a continuous and connected network that builds upon, connects and supports existing & planned local routes. Partnerships were established to build active transportation infrastructure and develop associated programs between the province and the local municipalities. Further, network implementation priorities were established based on those partnerships with the CWATS Committee and key stakeholders.

The main elements of the CWATS Master Plan integrate the 5 'E's (Engineering, Education, Encouragement, Enforcement and Evaluation) and include the following:

- 1) **Policies (Evaluation and Enforcement)**-development of implementation policies, updates to Official Plans and promotion of the CWATS Charter;
- 2) **Programs (Education and Encouragement)**-lead, support and involvement in various education & outreach programs in the community to endorse active transportation with partners;

- 3) **Network (Engineering)**-construction of approximately 415 km of bike lanes, cycle paths, multi-use trails, paved shoulders and signed routes to date.

CWATS is more than a proposed network of on and off-road pedestrian and cycling facilities; it has been the guiding document to recommend, promote and accommodate safe walking and cycling, and to recognize and share in the economic, health and quality of life benefits that active transportation offers.

## **Progress to Date**

### **CWATS Policy Support**

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Existing policies influence the planning, design, implementation and operation of active transportation infrastructure and programming within the County of Essex. Promoting the use of bicycles to combat climate change, reduce obesity, tackle congestion and provide alternatives in the face of rising fuel prices requires a shift in our transportation policies and thinking.

Since the adoption of the 2012 CWATS Master Plan, a number of policies have been created and/or updated that continue to guide municipal planning, design and implementation of Active Transportation (AT) infrastructure, programs and initiatives.

A high-level overview of the policy updates that affect the CWATS Master Plan include, but are not limited to the following:

- **Federal Policies**

- Transport Canada
- Federation of Canadian Municipalities
- Canadian Physical Activity Guidelines

- **Provincial Policies**

- Planning Act
- Provincial Policy Statement
- Municipal Act
- Highway Traffic Act
- Ontario Trails Strategy

- Climate Change Strategy
- Ministry of Transportation - #CycleON Strategy
- Ministry of Heritage, Sport, Tourism, and Culture Industries - #TourbyBike
- Ontario Traffic Manual Book 18 – Cycling Facilities
- Ontario Traffic Manual Book 15 – Pedestrian Crossings
- Accessibility for Ontarians with Disabilities Act (AODA)
- Ontario Public Health Standards: Policy Framework for Public Health Programs and Services

- **County of Essex Policies**

- County of Essex Official Plan
- Essex Windsor Regional Transportation Master Plan (EWRTMP)
- County Wide Active Transportation Study (CWATS)
- Regional Transit Study

- **Local Municipal Policies**

- Local Municipal Official Plans
- Transportation Master Plans
- Strategic Plans
- Active Transportation Plans
- Local Transit Plans

Additional description of select policies that continue to evolve are described further.

## **Ontario Traffic Manual**

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The Province exerts considerable influence over the future evolution of active transportation facilities. Provincial influence extends to setting technical guidelines for roadway design (backed up by appropriate legislation and regulations). Through Bill 173, Highway Traffic Amendment Act, new Ontario Traffic Manuals (OTMs) were developed by the Ministry of Transportation (MTO) to provide information and guidance to promote uniformity of treatment in design, application and operation of facilities across the province. OTM Book 18 Cycling Facilities, and OTM Book 15 Pedestrian Crossing Treatments provide policy requirements to better support active transportation.

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- **OTM Book 18** is being updated as a result of rapid growth in active transportation infrastructure. Integrating walking and cycling into the overall transportation system has proven to be challenging both in and outside of the road right-of-way, particularly related to intersections and points of transition. Cycling planning and design has evolved since the publication of OTM 18. The current update will build upon lessons learned, integrate global best practices, enhance route and facility selection processes and explore innovative design solutions. Updates to OTM Book 18 are expected to be finalized and made public in 2020.
- **OTM Book 15** details categories and options for Pedestrian Crossing Treatments at controlled and uncontrolled locations. PXOs are a way for pedestrians to cross the road, integrating pedestrian safety into roadway design. A PXO is a crossing with defined pavement markings and signs, with some PXOs having pedestrian-activated flashing lights. In January 1, 2016, a new law was introduced under Bill 31: Making Ontario's Roads Safer Act. This law allows municipal road authorities to install PXOs on low-speed and low-volume roads. The County since installed a PXO on County Road 11 (Walker Road) between Highway 3 and South Talbot Road to allow pedestrians to cross the road at an uncontrolled location to allow access to the Greenway Trail.

In November 2019, the Government of Ontario announced a new e-scooter 5 year pilot project (beginning January 1, 2020) which lets municipalities decide whether e-scooters should be allowed on municipal roadways, including e-scooters on active transportation facilities. E-scooters are a relatively new technology and mode of transportation. The CWATS Committee will explore the feasibility and impact of this pilot project.

## **CWATS Master Plan Update**

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A comprehensive, phased update to the existing CWATS Master Plan is currently underway and will be delivered in six (6) phases.

There are six phases of the study process:

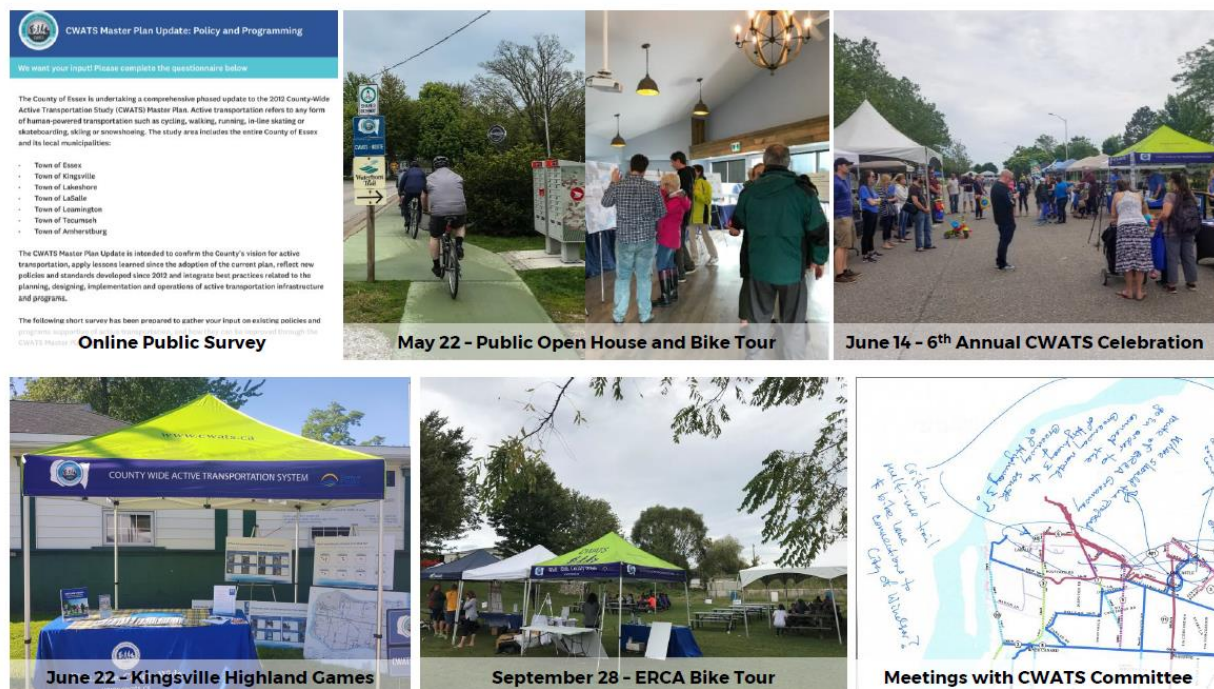


This update will confirm the vision and approach, apply lessons learned, review and integrate the most current best practices of active transportation, and respond to current community trends, emerging design guidelines, supportive legislation and best practices.

Each phase of the update will undergo on-going consultation and engagement opportunities through online surveys, open houses, pop-ups, and meetings with the CWATS committee.

## 2019 Consultation

### Consultation to date



The Consultant Team worked with County staff and partners to prepare and conduct an online survey for Phases 1 and 2 to gather public input on existing AT supportive policies and programs and how they can be improved through the CWATS Master Plan Update. The survey was launched in November 2018 and closed in 2019. A total of 145 participants completed the survey.

In May 2019 a public open house and bike tour was hosted at Colchester Community Centre. Approximately 30 people participated in the day's activities and the CWATS Bike Tour was led by Share the Road – Essex County and consisted of a 3.0 km or 7.0 km tour of Colchester. The purpose of the bike tour was to showcase existing CWATS infrastructure, including the green cycle path treatment along County Road 50. A review of the existing signage and the availability of bike racks and rest areas were showcased. The bike tour was followed by an Open House session to inform the public of the study process and to provide an overview of proposed policy and outreach initiatives. Members of the study team, including County staff and the CWATS Committee were available to answer any questions and collect input from the public. Additional materials were also provided at the Open House including CWATS maps, cycling handbooks and CWATS promotional brochures.

Additional consultation has been completed at the Kingsville Kilt Run at the Kingsville Highland Games, the annual ERCA Bike Tour and the 6th annual CWATS celebration, generating positive output and continued support for CWATS and the Master Plan Update.

Further, a public open house was held on December 10, 2019 to provide the public with an update on the CWATS Master Plan and present the 2020 Proposed CWATS Infrastructure Projects. This continued to generate positive output and allowed for input and feedback on the update of the Master Plan and the network.

## **Master Plan - Next Steps**

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The County's road network is currently being evaluated using a road rationalization methodology, in order to confirm that existing County Roads make sense to continue as County Roads in the future, and whether some local roads are suitable to become County Roads. The road rationalization is planned to be conducted based on the criteria identified by the Ontario Good Roads Association (OGRA), with minimum scores for County Roads developed based on required minimum levels of functionality. The intention of the first phase of the road rationalization process is to serve as an initial screen for the County and local municipal partners, to determine which roads should be discussed for a potential change in designation. Once this stage of the road rationalization process is

completed, it will be appropriate for the County and the local municipalities to initiate Phase 3 of the master plan update to review the active transportation network and the impact the change in designations will have.

The existing network will also be compared to the new recommendations provided in the OTM Book 15 and OTM Book 18 to identify network changes based on these recommendations. Additional routes and/or removal of segments will also be explored.

Maintenance standards will also be considered and accountabilities laid out in the updated Master Plan.

A final draft of the CWATS master plan is expected to be completed by the end of 2020.

## **CWATS Supportive Programs & Partnerships**

It is well documented that building infrastructure is not enough to support walking and/or cycling. Coordinated and comprehensive partnerships and programs are required in order to communicate to the public and targeted populations to help assist with the efforts required by CWATS through the following:

- Creating a vision and purpose for the CWATS Marketing and Outreach Plan;
- Continue branding, promoting and imaging the established CWATS logo;
- Delivering and monitoring the 'Walk Ride County Wide' Campaign; and
- Removing barriers and providing the necessary amenities to create safe environments.

Behavioral change strategies support active transportation efforts through the design and delivery of marketing and outreach programs that encourage the use of human powered modes of transportation while ensuring infrastructure elements provide the desired benefits.

While development of the cycling network infrastructure is a critical component to increasing cycling, the most substantial increases in cycling rates occur in cities that have also implemented a range of supporting programs and policies. These supporting programs and policies include land use and road network layout, cycling safety, bike parking and end-of-trip facilities, transit integration, bike share programs, cycling promotion and training programs.

An outreach and programming strategy is a necessary component for creating an active living culture in the region. Since its inception, the County implemented several initiatives using the “Walk. Ride. County Wide.” slogan.

Supportive programming and outreach are implemented or initiated with the goal of meeting one or more of the following E’s:

**Education** - Residents and visitors of a specific area increase their knowledge and understanding regarding the opportunities, practices and processes related to active transportation.

**Encouragement** - Individuals adapt or change their behaviors with the goal of becoming more active by using self-propelled forms of transportation i.e. active transportation.

**Evaluation** – Confirmation on how walking and cycling programs and/or infrastructure are used and how well they achieve community goals. It may also be used to consider how initiatives may need to be created or modified.

**Enforcement** - The safe use of active transportation infrastructure to help influence individual and community behaviours and increase the level of comfort of existing and potential users.

Annual encouragement, education and promotional initiatives supported to date are summarized in the following table and which of the associated 5'E’s they address. Engineering is not listed below in supportive programming as these initiatives look outside of infrastructure.



**Table 1 – Summary of Supportive Active Transportation programs in 2019**

<b>Description</b>	<b>Partner (s)</b>	<b>Details &amp; Targets</b>
AT Public Information & Education Support	Windsor Essex County Health Unit (WECHU)	Develop tools & resources which support cycling and walking.
Encouragement & Tourism Opportunities	Waterfront Regeneration Trust (WRT); Tourism Windsor Essex Pelee Island (TWEPI)	Where messaging is broad in nature and supports regional initiatives, a separate outreach program is being developed with a key partner, as the lead organization.
Public Relations & Media Campaign	Various	Key CWATS messages were distributed to municipal leaders to ensure that consistent messaging was delivered throughout the year.
Evaluation – Monitoring Program(s)	Local Municipalities/ Industry	Manual counts are undertaken at numerous locations in Essex County to determine usage on CWATS routes. Information collected includes number of cyclists and pedestrians, user gender and group (e.g. recreational, commuter). These counts are undertaken on an annual basis and began in 2015.
		Automated counters (EcoCounters) allow active transportation facilities to be monitored at all hours of the day, providing a better perspective for pedestrian and cyclist patterns as well as facility usage. This technology will help monitor to obtain and understand trends over time. Knowing pedestrian and cyclist traffic levels at specific locations is valuable for planning and managing investments and will help guide our future CWATS initiatives. Eco-Counters were installed in 4 permanent locations around the County this year.

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Education – Interactive Mapping Tool	MyCWATS	<p>A web-based map that contains up-to-date information about current CWATS routes and facilities to help users navigate through the network.</p> <p>Providing access to active transportation (AT) data is an important asset to our region and the people it serves. People and organizations are able to locate AT facilities, what they connect to, what type of facility is available to them, and other key items that support their active journey. This web-based application is user-friendly and is used by other municipalities who are leaders in active transportation.</p>
Community Education & Engagement	Website & Social Media	<p>A new website was launched in 2019 and includes the county active transportation network map, educational resources, local municipal cycling information and information on various outreach programs. The CWATS Social Media Accounts – Facebook, Twitter and Instagram, also share information at <a href="http://www.cwats.ca">www.cwats.ca</a>.</p>
Events for Encouragement	Various	<p>Partnerships for special events to encourage people to get out and try cycling &amp; walking (i.e. bike rodeos, bike to work day).</p>
Community Development – Build Awareness	Local Municipalities	<p>Support from Local Municipalities as per Recommendation 7.23 in the Master Plan to improve collaboration in the community. CWATS and WECIM (Windsor Essex Communities in Motion) support the annual CWATS Charter Celebration.</p>
Enforcement	Bike Friendly Windsor Essex; OPP	<p>Work with local police and OPP to educate staff and the public on Bill 31: Making Ontario Roads Safer Act</p>

Education - Safety & Skills	Engage a broad range of stakeholders (i.e. police, province, CANBike, Organizations)	Develop Programs that provide direct training for safe walking and cycling.
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Partnerships with organizations such as the Windsor Essex County Health Unit (WECHU), Waterfront Regeneration Trust, Share the Road – Essex County, The Great Trail, Tourism Windsor Essex Peele Island, Ontario by Bike and Bike Windsor Essex are continuing to expand and have been successful in the outreach and programs offered through CWATS to date.

The CWATS Master Plan update will review supportive programming and introduce more opportunities to expand with best practices from other jurisdictions being identified and considered. This will provide the County a template for developing a comprehensive annual action plan and provide guidance on the development and fostering of meaningful partnerships.

There is growing momentum among governments and non-governmental organizations as they develop policies and programs to support active transportation and healthy built environments. Through this, CWATS has created a unique collaboration of organizations to promote greater investment in creating safe trail, walking and bicycling networks for all, and facilitating greater physical activity through active transportation.

This year cohesive partnerships were highlighted through the 6th Annual CWATS Celebration. Rather than the original rotating celebration in the local municipalities, 2019 held one large central celebration at the Essex Civic and Education Centre on Friday June 14, 2019. There were prizes, games, food and fun activities at this free family event celebrating active living. The main event was an all-ages walk and leisurely Glow Ride on the CWATS network. The event was a huge success with 242 pre-registrants, 401 attendees and 104 glow-ride participants.

### **Municipal Partnership Program (MPP)**

The County continues to work with local municipalities, organizations and agencies to encourage investment in CWATS. A Municipal Partnership Program (MPP) was established and is intended to support outreach initiatives and assist local municipalities and key stakeholders with the implementation of programs.

This program follows an application process where funding is matched (up to a maximum of 50%) by the local municipality or partner. The County of Essex

continues to work with local municipalities and partnerships to identify candidate projects throughout the year. Eligible projects must support the guidelines and policies of CWATS. This program is funded through the CWATS budget and allocates a total amount of \$100,000 per year for eligible projects.

The submission deadline for 2020 MPP applications is March 2020.

## **Cycling Tourism**

Cycling Tourism has experienced rapid growth and is recognized as a way to attract visitors to the region. The Ministry of Heritage, Sport, Tourism and Culture Industries (MTCS) has been working with several partners to make progress on the implementation of the #CycleON: Ontario's Cycling Strategy. The Province's strategy identifies several actions to improve cycling tourism experiences by leveraging the successful relationships and tools already in place. #CycleON sets out a mission and a number of action items that will cultivate the existing potential for Ontario to emerge as a leader in the development of cycling tourism and establish the province as a strong market, renowned globally for its cycling products and experiences. Both government and industry have a role to play in implementing the Plan by collaborating and building relationships with key partners to maximize the growth of cycling tourism.

CWATS will continue to enhance the partnership with Tourism Windsor Essex Pelee Island (TWEPI) and other organizations to support cycling programs and events in the region. CWATS is also supportive of other non-profit organizations such as Ontario by Bike. Ontario by Bike fosters sustainable mobility and tourism solutions across Ontario and offers a variety of information on cycling in Ontario, inspiring visitors and residents to explore by bike.

This year CWATS published its first print map showcasing the built infrastructure within Essex County. This foldable map is a resource for planning trips and provides safety tips for cyclists and pedestrians. Print copies were distributed around the County and can be found at local recreation centers, municipal offices, and libraries.

## **Bike Locker Pilot Program**

The development of end-of-trip facilities strengthens CWATS by encouraging more residents to use cycling as a preferred mode of travel. End-of-trip facilities that encourage active transportation activities include:

- Convenient and secure bicycle parking and storage, which are a necessity for most cyclists; and
- Bike racks can be provided for short term use, while bike lockers are more appropriate for long-term use.

In March 2019 the CWATS committee presented the concept of a CWATS bike locker pilot program, utilizing the funds from the 2019 Municipal Partnership Program budget. This concept was brought to committee for a formal vote where members supported and approved the purchase of the bike lockers. Each municipality will receive one locker (that holds 2 bikes) to be placed at their chosen location within their respective municipalities.

## **CWATS Annual Infrastructure Program 2020**

### **Building the Network**

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Since the inception of CWATS, the County has adopted new supportive policies and implemented over 415 km of cycle tracks, bike lanes, multi-use trails, paved shoulders and signed bike routes throughout the County. The built network is considered comfortable by the widest range of users, and the plan aims to design facilities that are attractive for “interested but concerned” users while accommodating the “enthused and confident” and the “strong and fearless”. A map of the built CWATS Infrastructure with a County Financial Contribution (2013-2019) is attached as Appendix A.

As of the end of 2019, the following has been installed to date:

- 7.2 km of dedicated bike lanes
- 7.9 km of separated cycle paths
- 84.6 km of multi-use trails
- 95.4 km pf paved shoulders
- 220 km of signed routes.

Priority is given to routes with the highest existing or potential demand, critical gaps in the network, high collision areas, and connections linking key

destinations such as schools, community centres and employment areas. Route directness and topography are also important factors to be considered.

One of the most important functions of the CWATS Committee is to ensure that local jurisdictions coordinate in the development of active transportation projects. Identification of projects under individual municipalities' jurisdiction as regional priorities enhances the implementation of the CWATS network. These are mostly identified as County (Urban) segments in the CWATS master plan.

The construction of new CWATS facilities is coordinated through an application process and all requests are reviewed according to specific criteria (i.e. project collaboration, constructability, and funding). All projects that have a municipal contribution are required to secure Local Council support.

The CWATS Committee has approved the following candidate projects for the 2020 CWATS Infrastructure Program (Table 1). All of the 2020 applications were supported through the mandatory criteria, including Local Council commitment.

A total of \$3,383,250 to complete 10.9 km with a County/Local cost share contribution for 2020 is recommended. A location map of the 2020 projects is included as Appendix B.

**Table 2– 2020 Recommended CWATS Infrastructure Program – County (Urban) Segments**

<b>CWATS ID</b>	<b>Road Name</b>	<b>Facility</b>	<b>Limits</b>	<b>Length (km)</b>	<b>Cost (\$)</b>	<b>Total County Share (\$)</b>	<b>Total Local Share (\$)</b>
Amh-6	Alma St	Paved Shoulders	Fryer St to Meloche Rd	1.3	783,250	313,300	469,950
Kings-8	CR 50	Paved Shoulders	Ford Rd to Arner Townline	1.8	750,000	300,000	450,000
Lake-11	CR 2	Paved Shoulders/MUT	Patillo Rd to East Pike Creek	2.0	1,750,000	700,000	1,050,000
Leam 6	CR 34	FDS – Bike Lanes	200m West CR 33 to 200m East of CR 33	0.4	30,000	12,000	18,000
Leam-17	CR 33	FDS - MUT	350m South of Monarch Lane to Mersea Rd 12	1.8	50,000	20,000	30,000
Tec-4	Manning Rd	FDS - Bike Lanes	Riverside Dr to St Gregory Rd	1.0	20,000	8,000	12,000
			<b>Total-rounded (CWATS Infrastructure Projects)</b>	<b>10.9</b>	<b>3,383,250</b>	<b>1,353,300</b>	<b>2,029,950</b>

County (Urban) Segments are cost shared with the respective municipality using County/Local - 40/60.

## Paved Shoulder Program

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The CWATS Master Plan is comprised of paved shoulder projects in rural areas that have a 100% County allocation and do not rely on local municipal support. These projects are identified as County (Rural) in the CWATS schedules. In 2016, County Council supported the recommendation to realize the economies of scale by aligning these projects with the County's rehabilitation program.

A list of recommended paved shoulder projects that align with the 2020 Rehabilitation Program are provided in the following table (Table 3):

**Table 3 – 2019 Recommended Paved Shoulder Program**

<b>CWATS ID</b>	<b>Road Name</b>	<b>Limits</b>	<b>Length (km)</b>	<b>County Cost (\$)</b>
Kings-3	CR 18	CR 31 to CR 34	2.4	650,000
Kings-2	CR 34	CR 18 to Mun#851	3.1	800,000
COE-2A	CR 19	CR 46 to Hwy 401	2.0	550,000
AMH-4	CR 20	Front Road South to Lowes Side Road	3.1	800,000
		<b>Total (Paved Shoulder Projects)</b>	<b>10.6</b>	<b>2,800,000</b>

A map identifying the 2020 paved shoulder projects is included as Appendix C. Total project costs of \$2,800,000 to complete 10.6 km of paved shoulders have been accounted for in the Infrastructure Services 2020 Budget.

The above cost estimates and do not reflect any additional costs associated with ditch enclosure, driveway reconstruction and/or utility pole relocation that may be needed to achieve the required shoulder width.

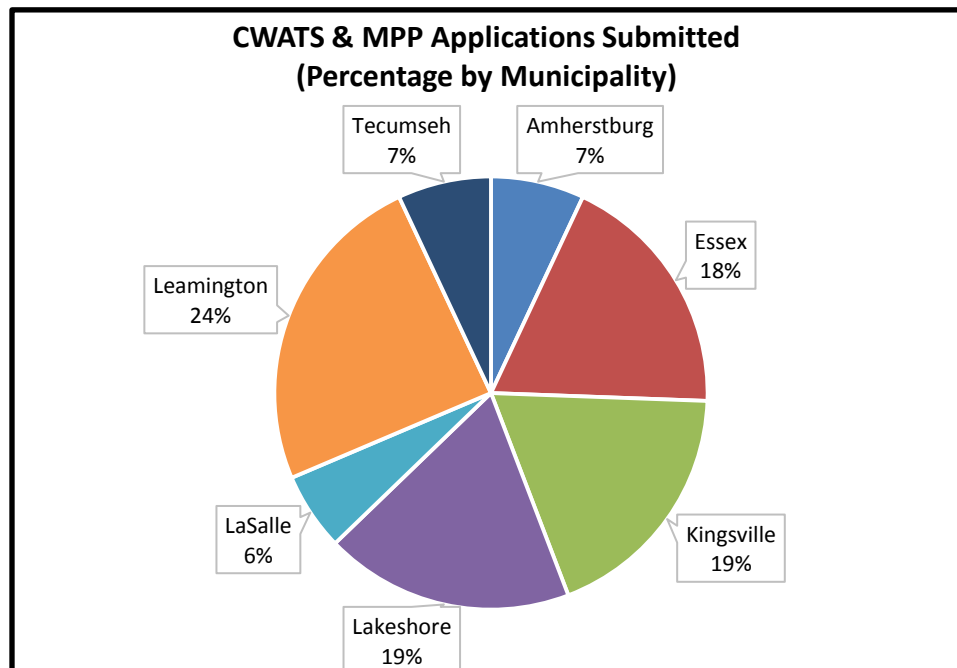


## **CWATS and Municipal Partnership Contribution**

Annual priority infrastructure projects are developed by the CWATS Committee and ultimately approved by County Council.

The distribution of applications submitted by the local municipalities are identified in Figure 1 below.

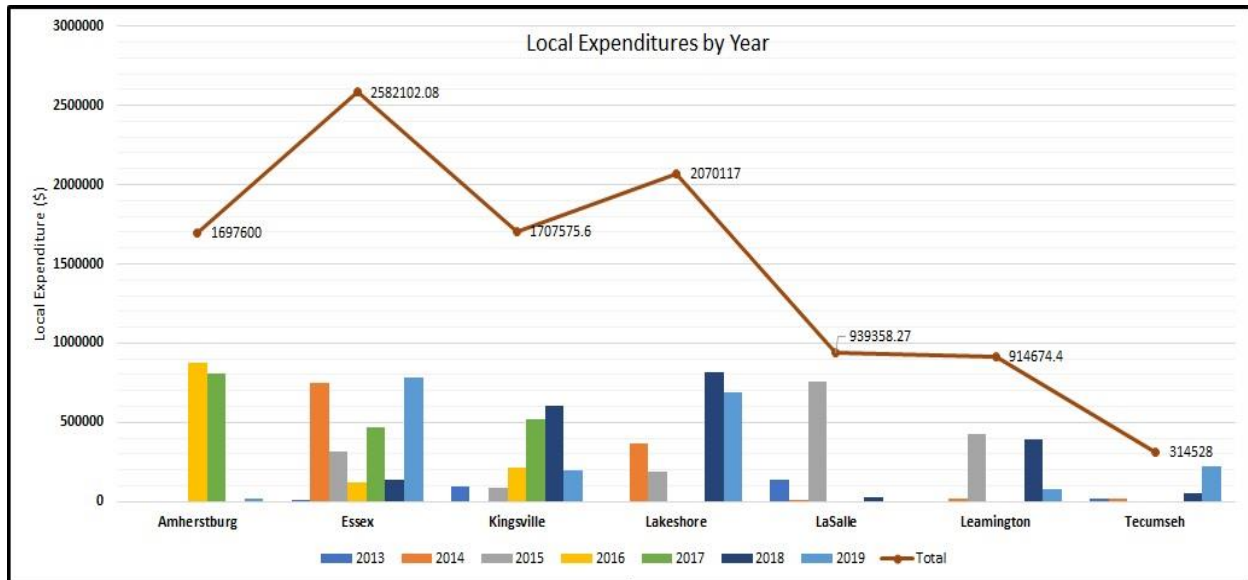
**Figure 1**



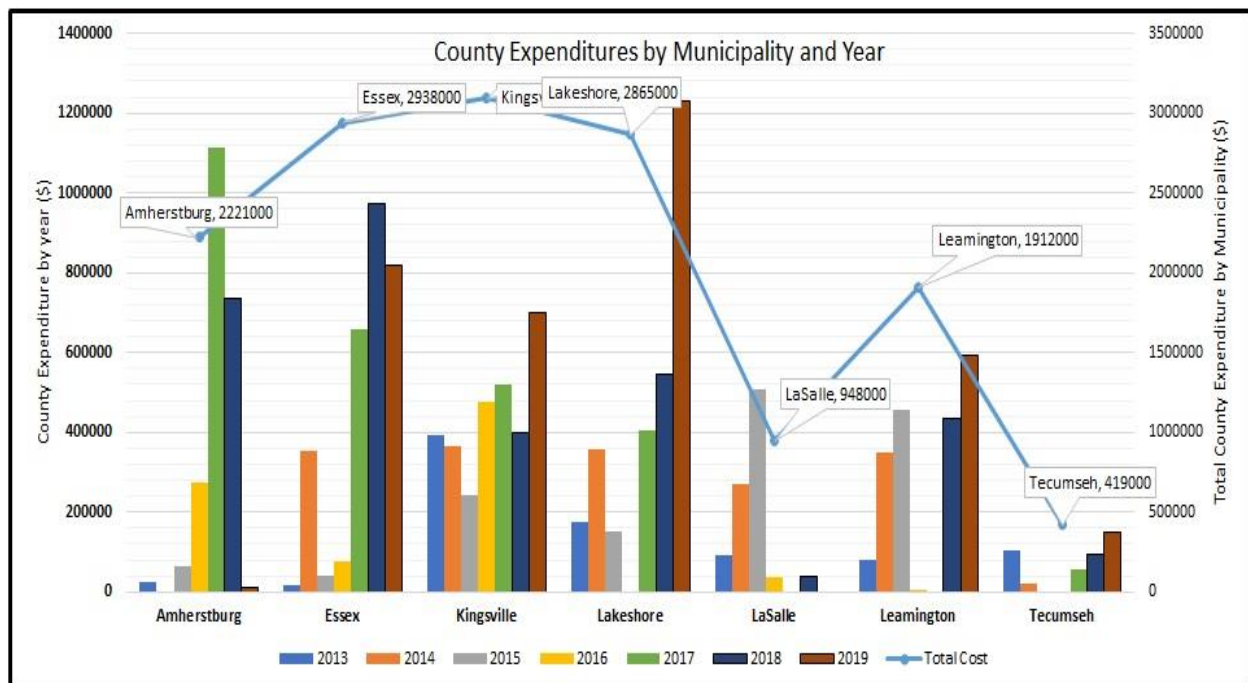
The above represents costs by local municipality for the implementation of CWATS infrastructure and programs. An illustrative map was provided in Appendix A. The associated tables identifying the facilities built to date including facility type and full associated costs by municipality are provided as Appendix D.

The following sections show the local costs by year, the respective County costs by year and total costs since the adoption of the CWATS Master Plan in 2012. In addition, the planned CWATS costs are also shown for the 20 year plan.

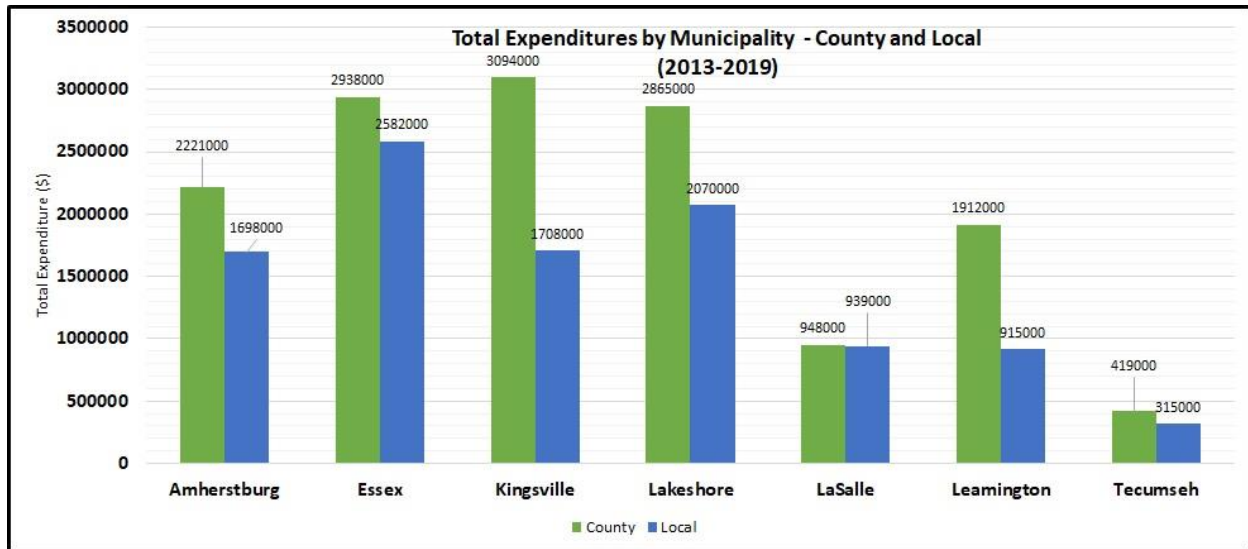
## Local Costs by Year (2013-2019)



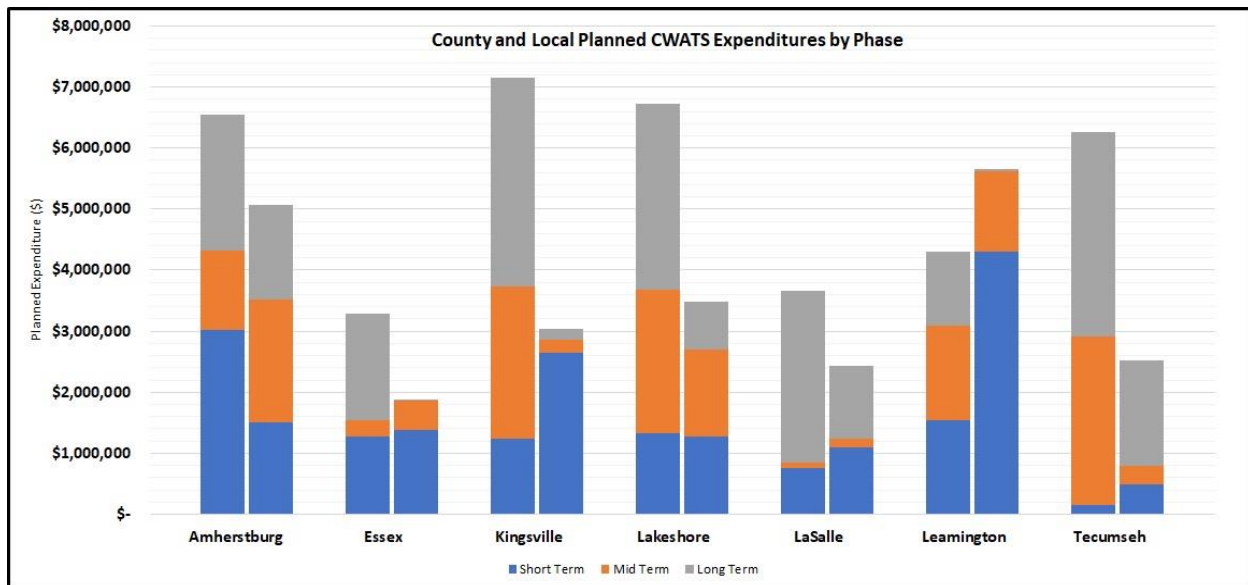
## County Costs by Municipality and Year (2013-2019)



## Total Costs (2013-2019)



## Planned CWATS Costs, by Phase (20-yr Plan)



## **Life Cycle Management**

As the CWATS network expands, the maintenance practices and level of service limits will need to be adapted to address new facilities, expectations of the public, and new provincial minimum standards. The Ministry of Transportation updated Regulation 239/02 that outlines the maintenance requirements that are based on the potential for hazardous road conditions.

Phase 4 of the CWATS Master Plan will include requirements in order to accommodate all road users, including pedestrians and cyclists. Bicycles are more susceptible to irregularities in roadway conditions than motor vehicles, and deterioration of the roadway surface such as potholes, road-cuts, cracking and debris near the curb increases the risk of injuries to cyclists.

The CWATS Committee has been discussing the concept of developing a consistent level of service standard for active transportation facilities on all routes including the local road segments. Staff will work to establish 'multi-modal' level of service (LOS) methodologies, which will allow for a quantitative assessment of LOS between all modes while identifying a seasonal-maintained cycling network. There is no widely accepted multi-modal LOS available at the present time.

Cycling facilities are frequently designated by pavement markings, either as a striped line and bicycle stencil or with thermoplastic markings in mixed-traffic conditions. Pavement markings wear off the roadway over time and must be re-applied as a maintenance activity. Annual maintenance and renewal costs are reflected in the 2020 Infrastructure budget.

The County uses road condition assessments to determine the overall condition of their roadway infrastructure and to estimate the annual budget and implementation schedule for roadway resurfacing and reconstruction.

An expanded maintenance and operations plan will most likely be required for the County and each local municipality once this is established.

## **Monitoring and Evaluation**

Since the plan was adopted in 2012, the County has further enhanced its reputation as a leader in sustainable transportation, building on past successes and pioneering emerging concepts to enhance green mobility and accessibility.

Establishing a benchmark from which to grow is a key consideration when identifying infrastructure as well as programming and policy improvements. The region is slowly starting to see growth in active transportation activities. Cycling in particular has seen tremendous growth; between 2013 and 2019, the number of daily bike trips doubled. Recent trip counter data from individual routes suggests continued increased levels of cycling across the entire County from the initial count year 2015. The recent growth in cycling trips is in large part the result of recent infrastructure investments, and supports the regional approach to cycling. A summary report is included in this report as Appendix E.

Data on usage and demand is essential to continue to build support for walking and cycling, improve conditions for pedestrians and cyclists and contribute to programs, planning and design studies. Performance measures can help to prioritize projects, track progress and produce a better built environment.

Provincial levels of government have also introduced data requirements for various funding opportunities. Previously, automated counting equipment has been recommended to be installed along major cycling routes. This equipment records cycling volumes every hour throughout the year. The data provides a complete seasonal view of yearly cycling at specific locations and can be used to establish temporal expansion factors and weather correction factors. A comprehensive annual data collection program to quantify and measure performance targets is recommended.

Automated counting equipment initiatives were introduced this past year by the County of Essex to address monitoring and evaluation components of CWATS. Automated counters allow active transportation facilities to be monitored at all hours of the day. They provide a better perspective for pedestrian and cyclist patterns as well as facility usage. The County has purchased automatic Eco-Counters which have been installed at varying CWATS locations around the region. Currently, four eco-counters have been installed at County Road 50 and Ridge Road, County Road 50 and Bell Road, County Road 20 and County Road 31 and on Seacliff Drive West just west of Bayshore Drive on the north side. These eco-counters will allow the County to obtain cyclist trends over time, allowing for the comparison of bike trips over consecutive months, seasons and years.

Video detection technology has also been installed in certain locations throughout the County and can be configured as pedestrian automated counting equipment. This will aim to provide better insight into pedestrian and cyclist patterns and facility usage. This system provides a full

intersection view, where vehicles, bicycles and pedestrians all cross paths. At the intersection of County Road 20 and County Road 45 the system is formatted to target the separated bike lane providing 24h pedestrian and cyclist count information and usage of the CWATS trails. This technology will continue to be explored and adapted to allow for strong data collection of CWATS facilities.

## **Financial Considerations**

The funding requests to support an ambitious 2020 program are provided as follows:

**Table 4 – 2020 CWATS Proposed Expenditures**

<b>Description</b>	<b>County Cost (\$)</b>
2020 AT Network Plan – County (URBAN) projects	\$1,353,300
2020 Municipal Partnership Program (MPP)	\$100,000
2020 CWATS Supportive Programs, Lifecycle Management and Monitoring & Evaluation	\$446,700
Total Cost	\$1,900,000

The actual costs of each project and program will be reviewed on a periodic basis in order to provide information on how the implementation is progressing and to identify issues that may require direction and/or decisions from County Council.

## **Recommendations**

That County Council support the identified funding and recommendations for the 2020 CWATS Infrastructure Program; and

County Council support the continuation of funding and resources for outreach, monitoring, evaluation programs and initiatives.

Respectfully Submitted

*Katherine Wilson*

Originally Signed by

Katherine Wilson

Concurred with

*Krystal Kalbol*

Krystal Kalbol

<b>Appendix No.</b>	<b>Title of Appendix</b>
Appendix A	Built Infrastructure with County Financial Contribution (2013-2019)
Appendix B	2020 CWATS Infrastructure Location Plan
Appendix C	2020 Paved Shoulder Candidate Project Map
Appendix D	Tables with associated contributed costs by Municipality
Appendix E	CWATS Counts Active Transportation Monitoring Program 2019