



# *Active Transportation Gap Analysis and Site Visit*

For Cochrane Town Council and Administration

Paul Perrault – Director of Operations

A person wearing a hat and riding a horse is seen from behind, looking out over a vast landscape. The landscape includes green fields, some buildings, and a range of mountains in the distance under a cloudy sky. In the foreground, the handlebars of a bicycle are visible, suggesting the viewer is on a bike looking at the scene. An orange rectangular graphic is located in the top left corner.

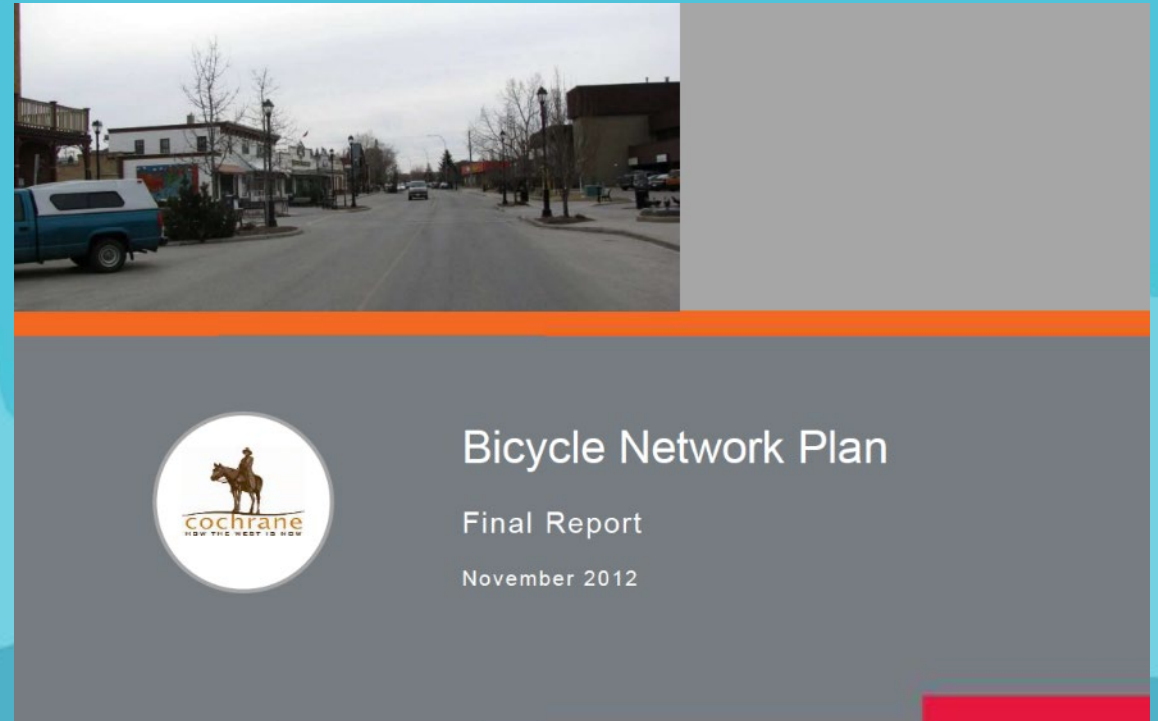
# Our Mission

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To develop a **Cycling-friendly culture** in Cochrane through the implementation of safe infrastructure for transportation, recreation, and competition.

# Agenda

- **The Case for Investment**
- A look at cycling 'personas'
- Crayon Routing Exercise
- E-Bike Ride and Visit
  
- Review and map of both Old/New downtown projects
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"It is really interesting that the exercise you get from transporting yourself to school reflects on your ability to concentrate for **about four hours into the school day,**" says Professor Niels Egelund, of Aarhus University, who is responsible for the research design.

Professor Niels Egelund, of Aarhus University

20,000 school children aged 5-19  
Danish Mass Experiment 2012

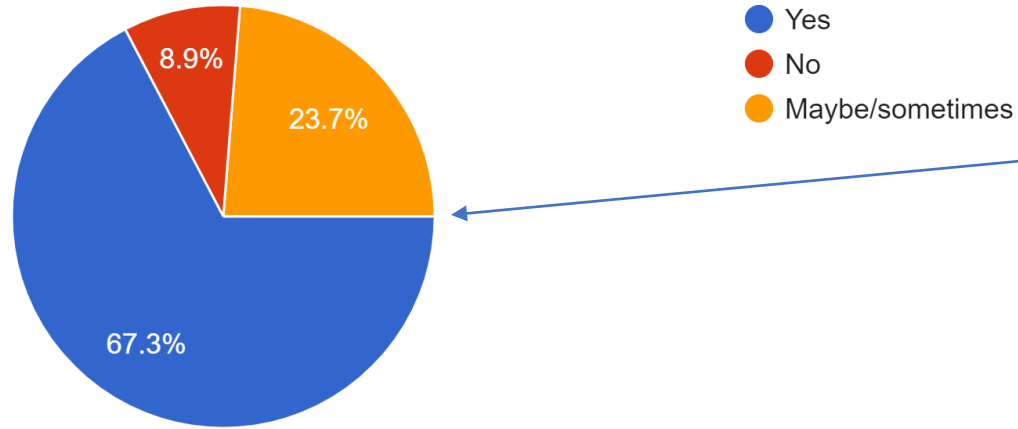
# Active transportation to school is a win-win situation

- Kids concentrate better
- They are more active
- It is cost effective
- .... And parents in Cochrane want their kids to be able to do so



Would you bike to school if there was a safe route?

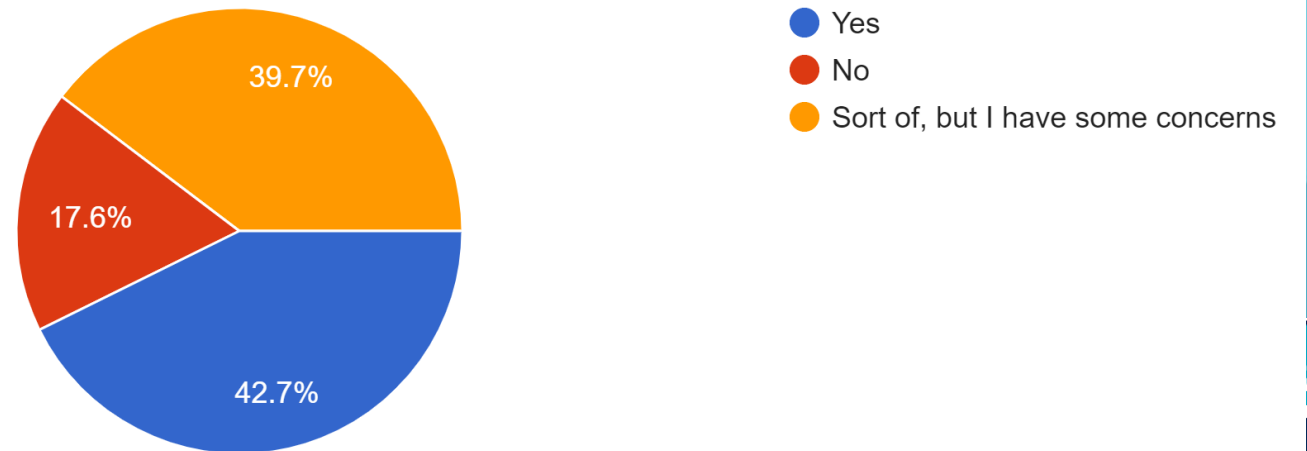
257 responses



**91% of survey respondents WOULD bike to school if there were a safe route!**

Do you know of a safe route to bike to school from your home?

267 responses



**Bike Cochrane 2021 Schools active transportation survey**  
269 respondents



# Bicycle Network Plan (2012) Commissioned by Town of Cochrane

## • Recommended Projects in the Plan

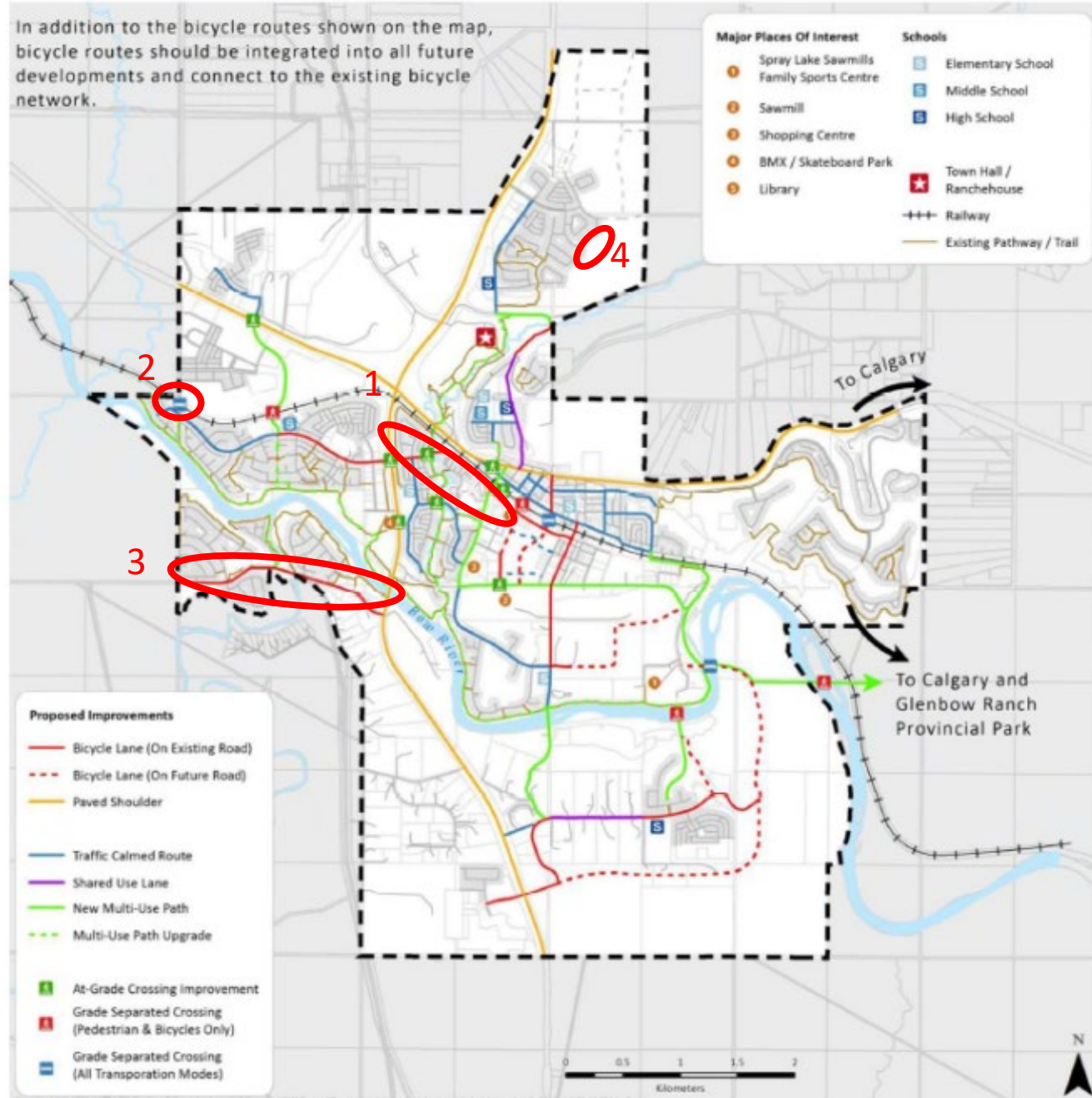
- N-S connections for Sunset (paved)
- Riversong/Fireside Connection to wooden bridge
- Safe E-W connection along Quigley
- Traffic Calmed route through Old Downtown (River Ave, Centre Ave)
- Paved and completed Bow River Pathway along with connection to Glenbow Ranch PP
- Paved Glenbow Park N-S corridor
- Griffin Road Pathway Connection
- Many others

## • Successes since 2012

- 1 - Bike Lane on Glenbow Drive
- 2 - Pedestrian/cycling connection across CP Railway (Heartland/West Valley)
- 3 - Bike Lane on George Fox Drive
- 4 – Part of Sunset Regional Pathway (completed in early 2023)
- 5 – N-S connections for Sunset and Glenbow Park pathways (planned for 2023)

Map 3: Recommended Bicycle Network

In addition to the bicycle routes shown on the map, bicycle routes should be integrated into all future developments and connect to the existing bicycle network.



# Clips from Canmore Integrated Transportation Plan

Cycling is an efficient way to travel for many everyday trips. To encourage cycling as a viable form of transportation, it needs to be comfortable for all ages and abilities and to connect people to the places they want to go easily. Providing safe, comfortable facilities results in more people choosing to travel by bicycle, particularly women, children, and seniors. Most people aren't comfortable travelling by bicycle on busy roads with high speeds. Creating a network that encourages more people to cycle for some of their trips will require separate, protected bicycle facilities on some of our roads, and reducing speeds on others.

## Design Principles

A bicycle network that encourages use by people of all ages and abilities should adhere to these design principles:

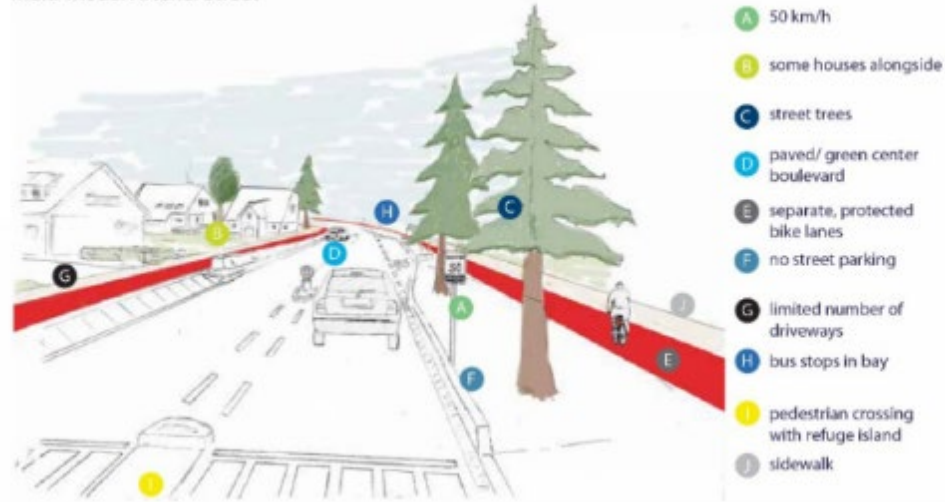
1. **Direct:** A network must offer direct access to and between a variety of places to commute, visit, spend time, shop, etc.
2. **Safe:** A truly safe network is one that is both statistically safe, and perceived to be safe.
3. **Comfortable:** A comfortable network is one that provides an enjoyable experience, such as using soft, smooth materials for travel surfaces and wide lanes and tracks to encourage social interaction and to easily pass another user.
4. **Continuous:** A continuous network provides a seamless experience between and through intersections, and has no breaks or dead ends.
5. **Attractive:** Quiet, clean, aesthetic streets are more pleasant, and thus attractive, than congested, noisy, polluted streets.



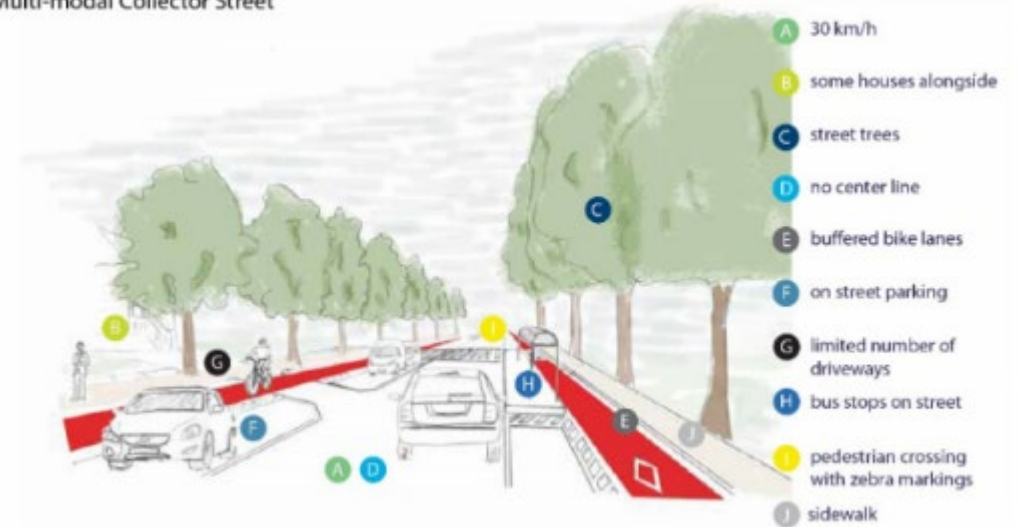


# Canmore ITP – Street Design

Multi-modal Arterial Street

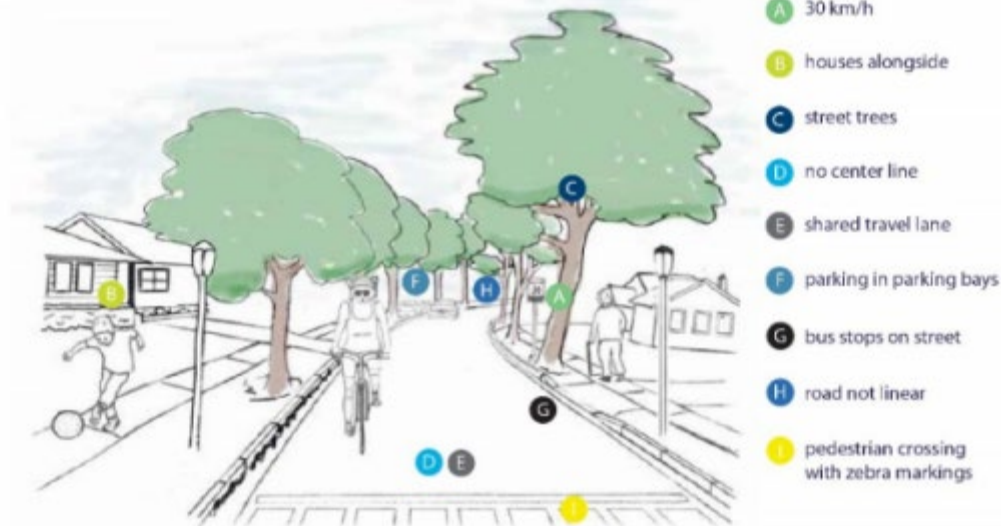


Multi-modal Collector Street



Griffin Road, Quigley Drive,  
Railway St, 5<sup>th</sup> Ave

Multi-modal Local Street



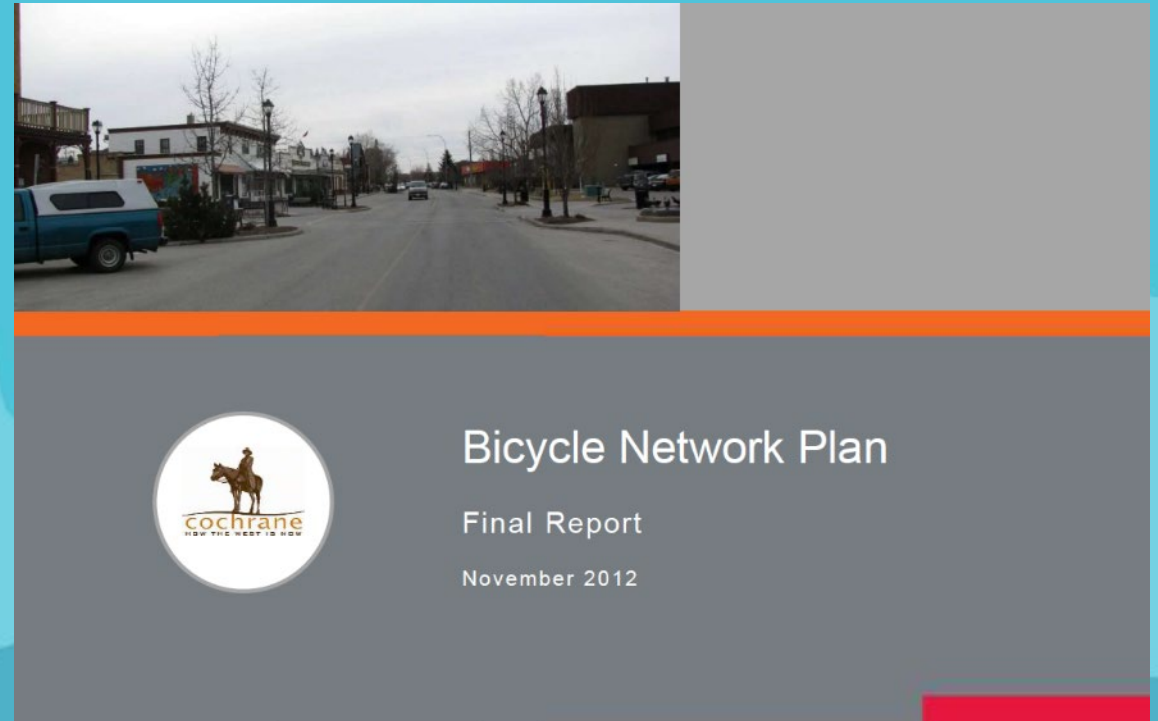
1<sup>st</sup> St, Charlesworth Ave, 1<sup>st</sup>  
Ave, Grande Ave

Local streets in Sunset,  
Cochrane Heights



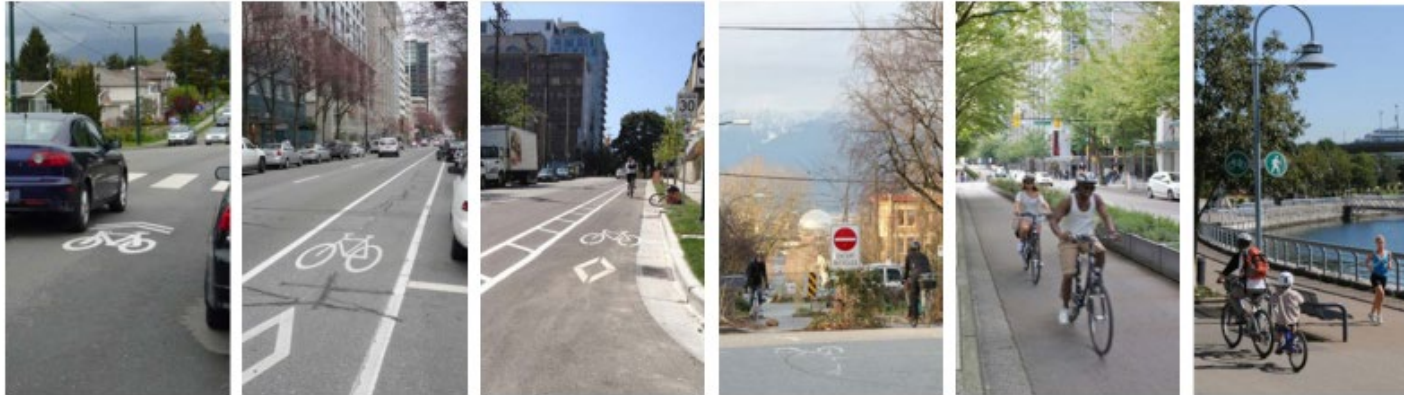
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# Rule #1:

# Build the types of cycling facilities that feel comfortable for all

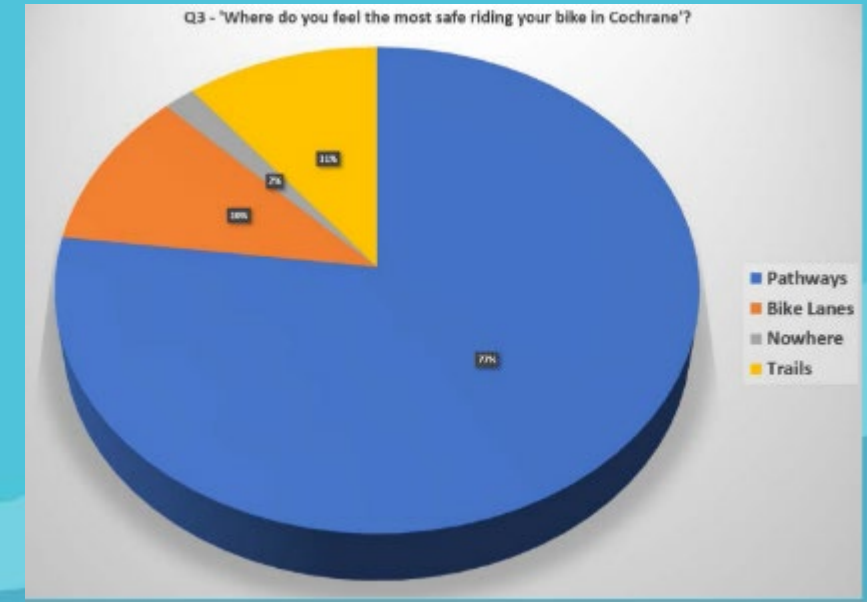


Major Street Shared Use Lane | Painted Bicycle Lane | Paint Buffered Bike Lane | Local Street Bikeway | Protected Bike Lane | Off-Street Pathway

Unsuitable for AAA facility

Suitable for AAA facility

## Where are YOU comfortable biking in Cochrane?



Source – Bike Cochrane Dec 2020 Community Survey (120 respondents)

Type 1 - Road bikers are comfortable here

'Confident' riders are comfortable here

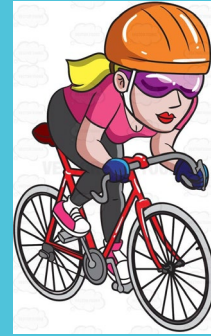
Families, children, and recreational riders are comfortable here  
**This accounts for 69% of population**

Source – City of Vancouver Design Guidelines for All Ages and Abilities Cycling



# A Vision for Cycling in Cochrane

- Bike Cochrane has identified ‘Cycling Personas’ to discuss different key care-about to different types of cyclists
- This vision reviews each cyclist, their goals/objectives, and what is the vision that will allow Cochrane to support these cyclists



**Rachel Road Rider**



**Freddy Family Biker**



**Monty Mountain Biker**

**Cathy Casual Rider**



**Gordon Gravel Biker**



# Rachel Road Rider

## Goals/Objectives

- Rachel bikes to Cochrane to ‘get out of the city’
- May be heading to Horse Creek - Grande Valley Road Loop or other Cochrane cycling ‘hot spots’
- Often bikes along the highway shoulder (1A and 22)
- Often joining a large group on Saturday or Sunday morning west and north of Cochrane
- Likely a ‘type 1 or 2’ cyclist (Strong and Fearless or Enthused and Confident)



## Why does Cochrane care?

- Brings money into local economy
  - Stop for a latte, ice cream, bike repair
  - Cycling visitors tend to spend more on average per trip than other visitors (\$255/trip vs \$171/trip per Tour by Bike 2017)
- Every new road biker into Cochrane could be a prospective new “cycling” resident or weekend visitor
- Opportunity to showcase Cochrane as a ‘Bike Friendly’ community
- Visit local bike shops for advice and repairs



# Freddy Family Biker



## Goals/Objectives

- Freddy rides his bike to take his kids to school
- Cares about safety of all riders, no matter what age
- Wants a protected all-year route to get to schools, Spray Lakes, parks, playgrounds, grocery stores
- May choose to bike for shorter trips to avoid needing a 2<sup>nd</sup> vehicle
- Wants to improve his fitness level and may join a local club

## Why does Cochrane care?

- Quality of life
  - Calgary Avenue 2020 magazine rated best neighborhoods as having a high proportion of park space, good access to pathway system, and a high walk score
  - This brings new residents to Cochrane and encourages present residents to use their bikes for transportation
- Safety of kids in traffic
- Biking to work reduces CO<sub>2</sub> emissions



# Monty Mountain Biker



## Goals/Objectives

- Monty wants to recreate in Town
  - More than **50% of respondents** to Bike Cochrane 2021 survey said **they left Cochrane at least once a week to ride their bikes elsewhere**
- Being able to have a fun **‘lunch time ride’** is a **HUGE** benefit for active employees
  - ‘Knowledge Economy’ employees value this very highly
  - Not having to drive somewhere means you can actually have a quick bike ride during lunch
  - Join other local riders during lunch with similar goals/objectives

## Why does Cochrane care?

- In addition to servicing the 30,000 Cochrane residents’ recreation needs, we have ~1.5M residents within a short drive
  - Tourism potential
  - Weekend visit potential
  - Economic benefit
  - Hosting events
- Opportunity for high school MTB team development
- Extension to excellent Cochrane BMX club



# Cathy Casual Rider



## Goals/Objectives

- Cathy wants to bike to recreation activities at Spray Lakes, pickleball courts, tennis courts
- Might be using an e-bike to help with hills in town
- Would like to try longer rides with future Canmore to Cochrane trail
- Likely a member at Spray Lakes rec center

## Why does Cochrane care?

- 34% of Cochrane residents are 50+ (Stats Can 2017 Census) and many choose to live in Cochrane to remain active
  - Supporting this population brings more residents into Cochrane
  - Opportunity to host Alberta Senior Games
  - Economic benefit





# Gordon Gravel Biker



## Goals/Objectives

- Gordon values being able to ride his bike away from cars and truck traffic
- He likely also rides cyclocross
- Lives an active lifestyle
- May travel to participate in growing community of gravel bike races/events
  - Almost 3,000 racers in 2019 for Dirty Kanza event
  - Loves the local Ghost of the Gravel race
  - Always looks for new area gravel roads
  - His ultimate dream is to join the Strade Bianchi gravel ride in Italy and train in the Cochrane area

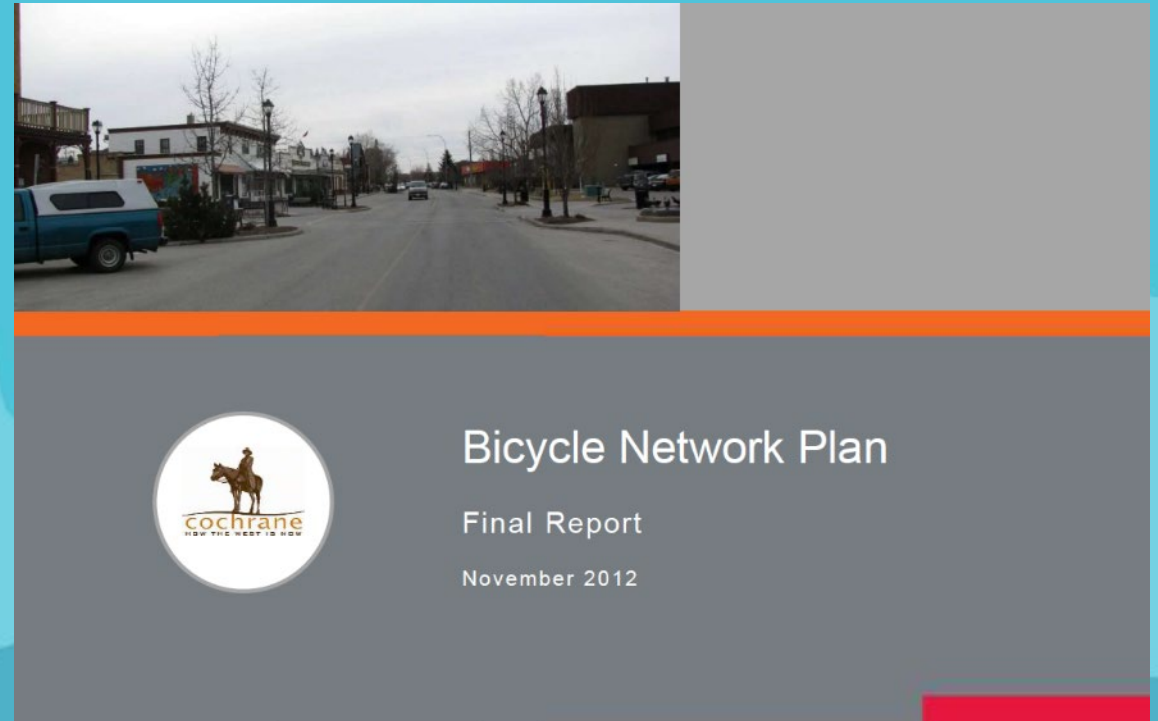
## Why does Cochrane care?

- Brings money into local economy
  - Stop for a latte, ice cream, bike repair
  - Cycling visitors tend to spend more on average per trip than other visitors (\$255/trip vs \$171/trip per Tour by Bike 2017)
- Every new gravel biker into Cochrane could be a prospective new resident or weekend visitor
- Opportunity to showcase Cochrane as a 'Bike Friendly' community
- Gravel biking is one of the fastest growing types of cycling in North America
- Promote Cochrane as the ultimate gravel hub in southern Alberta



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# Crayon Project 1

- Henry, a Grade 4 student, lives in Sunset Ridge (choose Sunset Heights for a starting point) and attends Tri School area
- How would you safely get that student to and from school?
  - Challenges?
    - Slope, Paving/Surface
  - Concerns?
    - Safety if riding through Ranche
  - Wins/Positives
    - New Paving through Ranche and Tri-school!



# Crayon Project 2

- Lyndon, a Grade 5 student, lives in West Valley and used to bike to school to Cochrane Christian School
- With his school moving to Powell St, how would you safely get this student to school?
  - Challenges?
    - Crossing Highway 22
    - Glenbow Drive Safety -> Bike Lanes?
    - Downtown Safety
    - Intersection at 5<sup>th</sup> Ave/Glenbow
  - Concerns?
    - Traffic/safety
    - Crossing major highway



# Crayon Project 3

- Cathy lives in Fireside/Bow Ridge and works downtown Cochrane (at Krang Distillery for example) and wants to bike to work
- How would you safely get there and back?
  - Challenges?
    - Slope on River Heights Drive
    - Crossing Highway 22
    - Slope on Towers Trail
    - Width of Bow Bridge crossing
    - Getting to this part of downtown safely -> unprotected bike lanes?
    - Griffin Road -> unprotected bike lanes
  - Concerns?
    - Highway crossing
    - Slopes
    - Intersections
    - Lack of connectivity

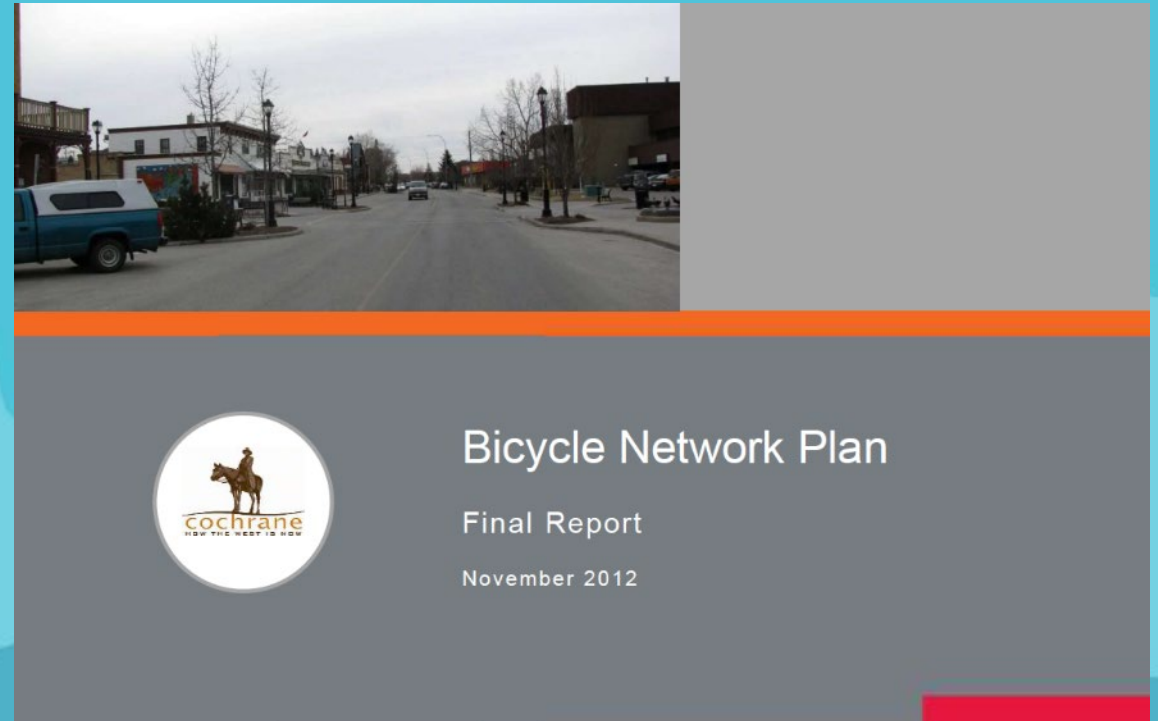




Let's go for a bike ride!

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# Tour of Cochrane

## Riding Plan

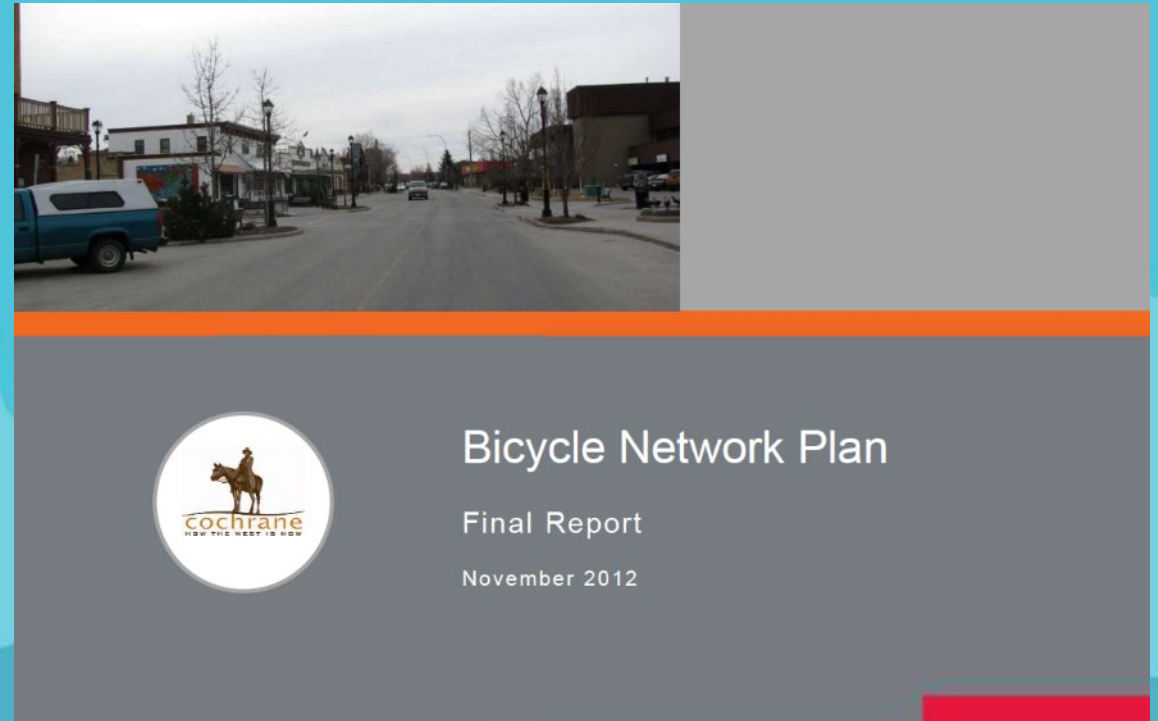
- Climb up to Sunset Ridge to see new pathway from school
  - Turn off e-bike and try again
- Come back down gravel and up into Tri Schools
- Go down 'temp' pathway diversion and into downtown at 5th Ave
- Note plan for 'elephant's foot crossings'
- Continue along 5<sup>th</sup> Ave sidewalk, turn in at Mark's No Frills to Garmin lot up to Transit Hub, along Railway down Charlesworth (not River), then Griffin Road bike lane to SLS.
- Back along Bow River Pathway to 1<sup>st</sup> Ave to Centre Ave, then Railway to Glenbow to Highway 22 crossing and back
- Then up Glenbow Park to Ranche and home
- **STOPPING POINTS -> gravel above Ranche, by Rancheview school, parking lot at Tri Schools, parking lot at Shell, parking lot at Mark's, Transit Hub parking lot, parking lot at A&W, SLS, CP crossing at 1<sup>st</sup> Ave, Bethany Care home parking lot, Bow Bridge (if we have time), back to Ranche**





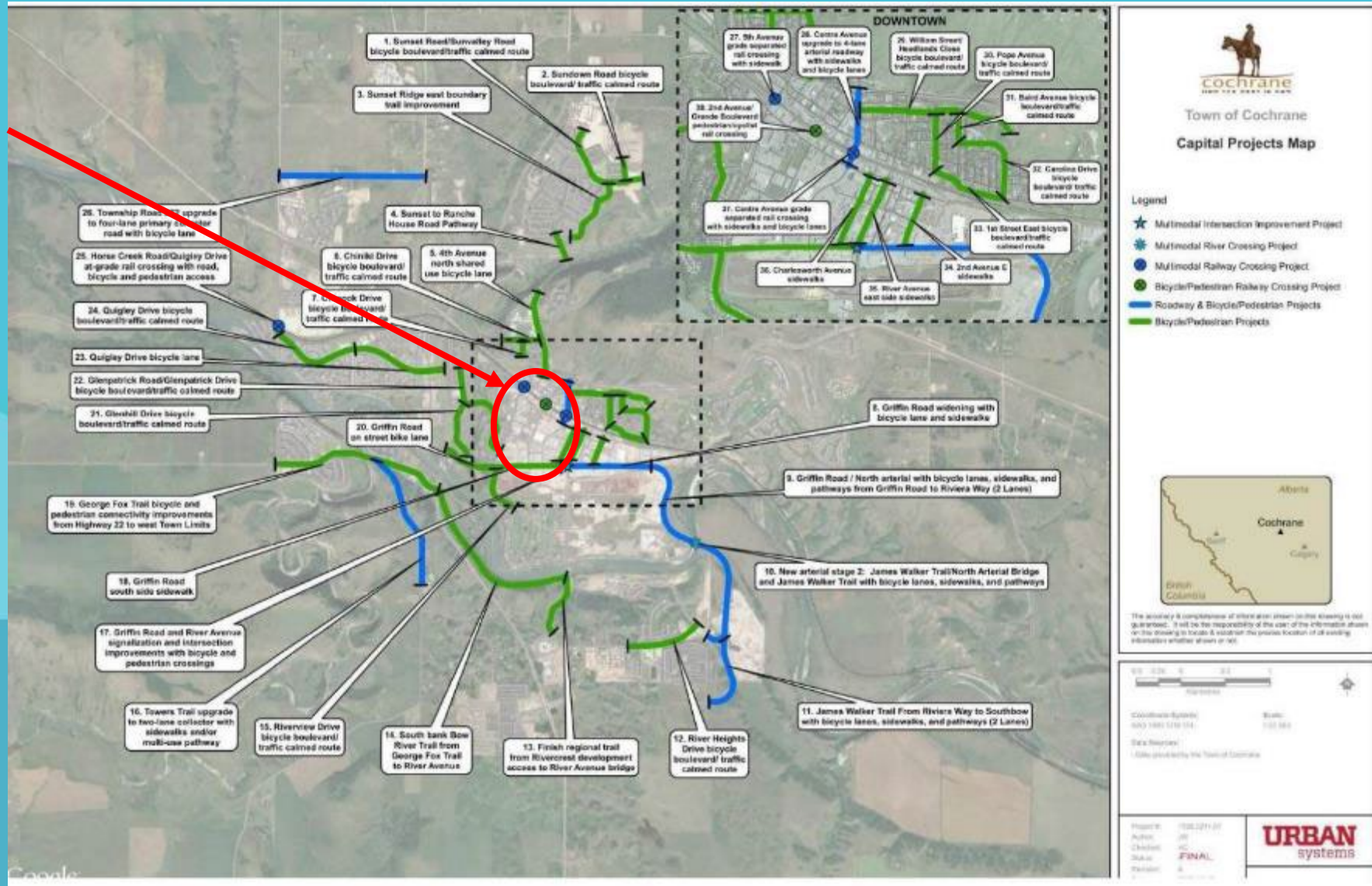
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# Connecting Cochrane Project Plan (Transportation Master Plan 2017)

No projects shown 'in the core' of Cochrane to help people access businesses, services, schools in the core



# Neighbourhood Connectivity (Refresh)

12. Connect Sunset to Future Horse Creek and RVS High School - **\$509K**

4. Connect Sunset to Tri-Schools Area - **\$149K**

2. Pave red shale trail in Ranche Park - **\$250K**

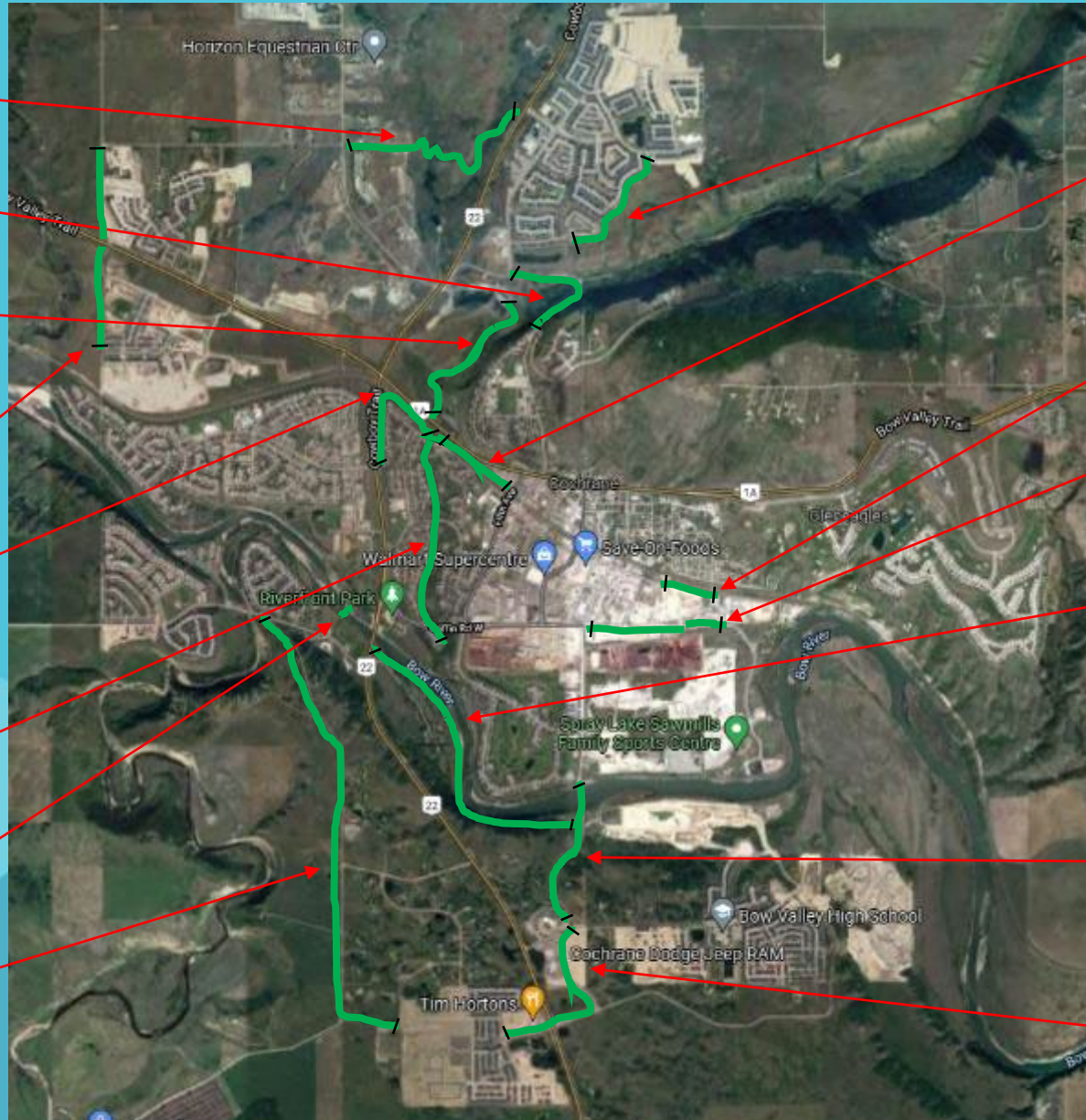
13. Heartland/Heritage Hills Multi-Use Pathway- **\$332K**

3. Pave red shale perimeter trail of Glenbow - **\$150K**

1. Pave remaining red shale in Glenbow Park - **\$232K**

14. Build Bow River Pedestrian/Cycling Bridge - **\$1.566K**

15. Build Towers Trail regional pathway - **\$780K**



10. Complete Sunset Boundary Multi-Use Regional Pathway- **\$239K**

6. North side of Glenbow Multi-Use Pathway to Downtown - **\$180K**

8. East End to Railway St connector **\$85K**

7. Complete Griffin Road Multi-Use Pathway- **\$206K**

11. South Bank of Bow River Multi-Use Pathway- **\$514K**

5. Pave existing gravel and bridge deck on Bow up to River Heights Drive - **\$160K**

9. Widen River Heights and Fireside Drive regional pathway to 3.5m - **\$214K**



# Neighbourhood Connectivity FUNDED (2023)

12. Connect Sunset to Future Horse Creek and RVS High School - **\$509K**

4. Connect Sunset to Tri-Schools Area - **\$149K**

**2. Pave red shale trail in Ranche Park - \$250K**

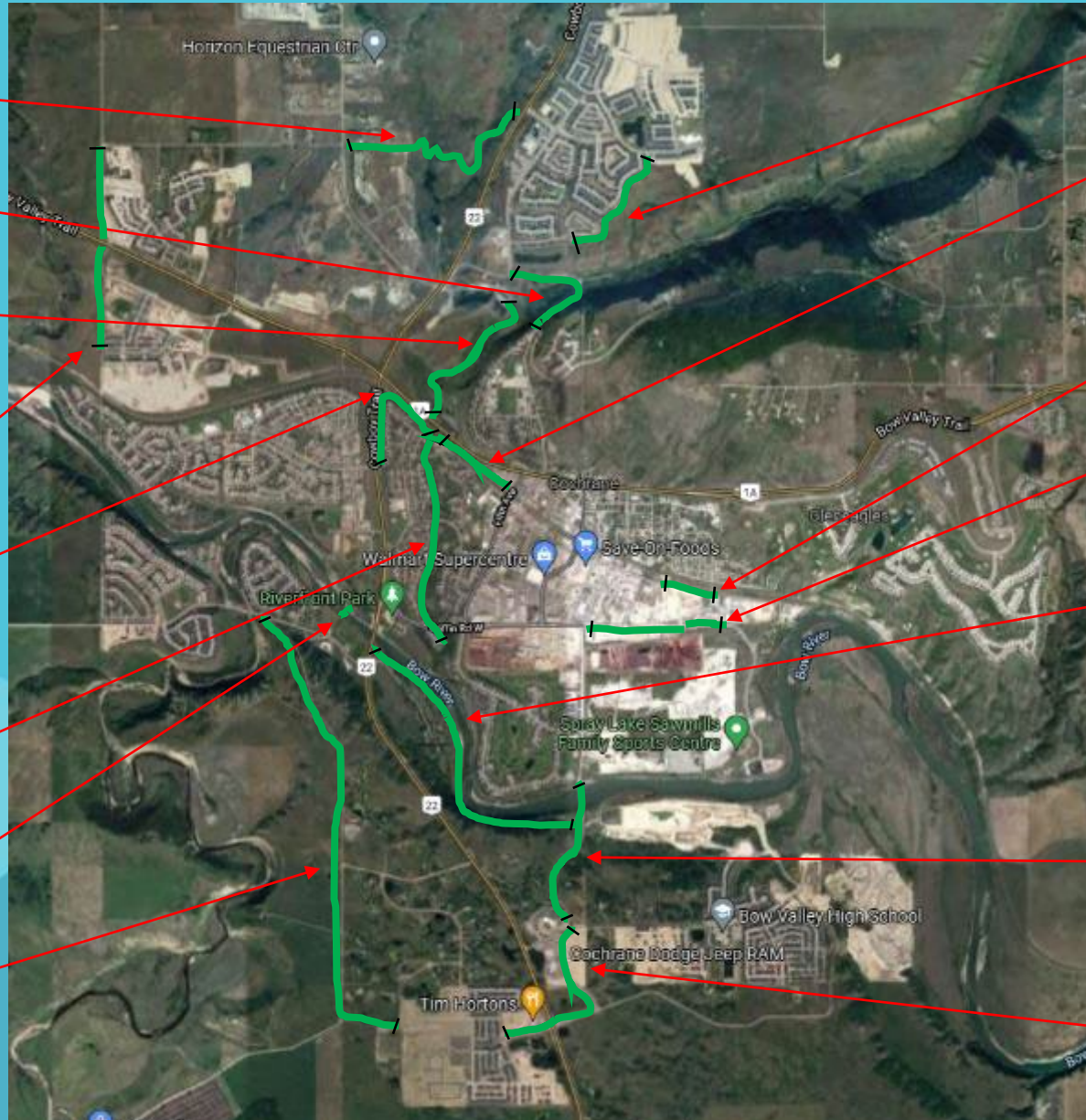
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14. Build Bow River Pedestrian/Cycling Bridge - **\$1.566K**

15. Build Towers Trail regional pathway - **\$780K**



**10. Complete Sunset Boundary Multi-Use Regional Pathway- \$239K (partially)**

6. North side of Glenbow Multi-Use Pathway to Downtown - **\$180K**

8. East End to Railway St connector **\$85K**

7. Complete Griffin Road Multi-Use Pathway- **\$206K**

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# Neighbourhood Connectivity Left to Fund

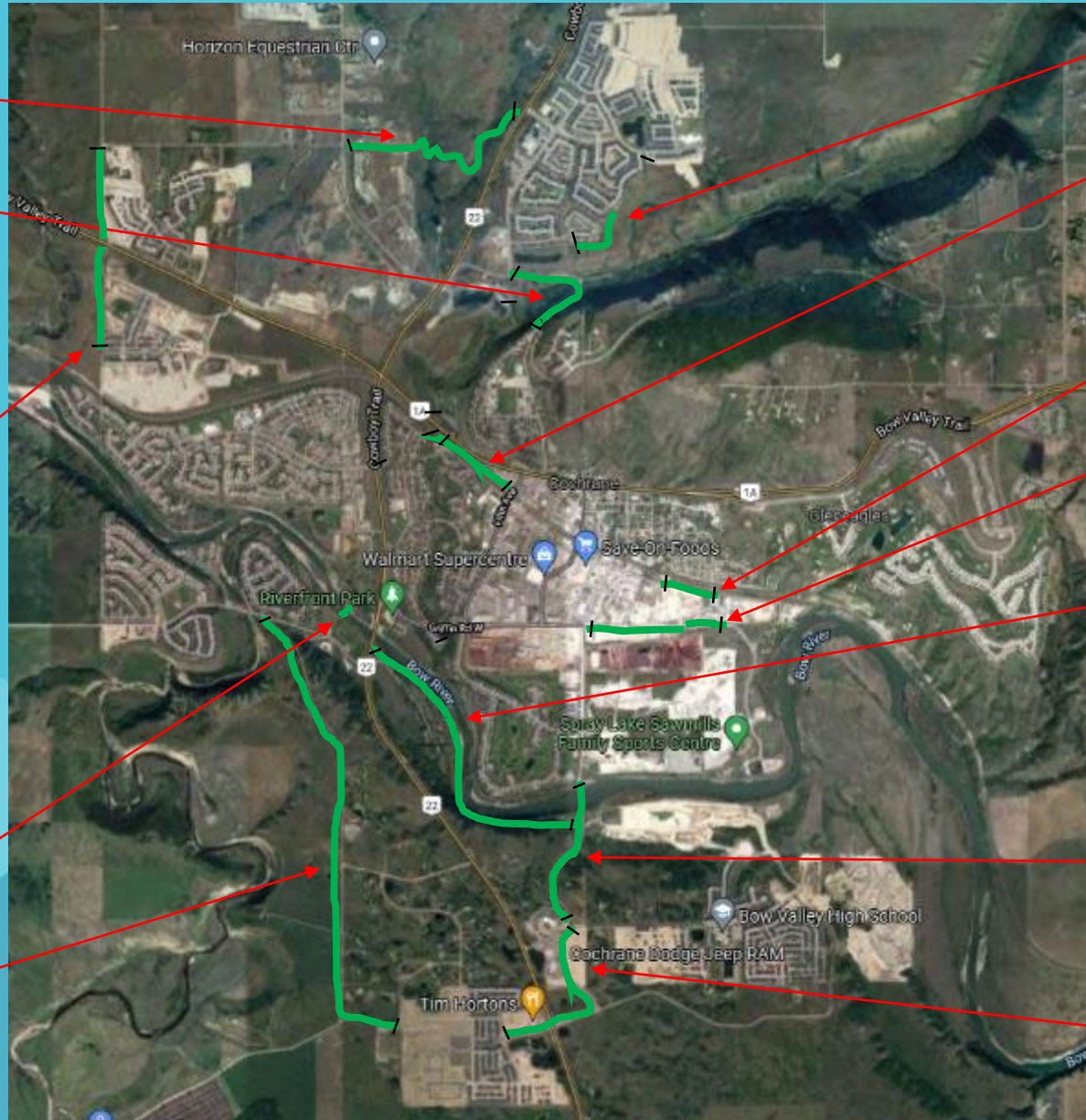
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14. Build Bow River Pedestrian/Cycling Bridge - **\$1.566K**

15. Build Towers Trail regional pathway - **\$780K**



10. Complete Sunset Boundary Multi-Use Regional Pathway - **\$120K**

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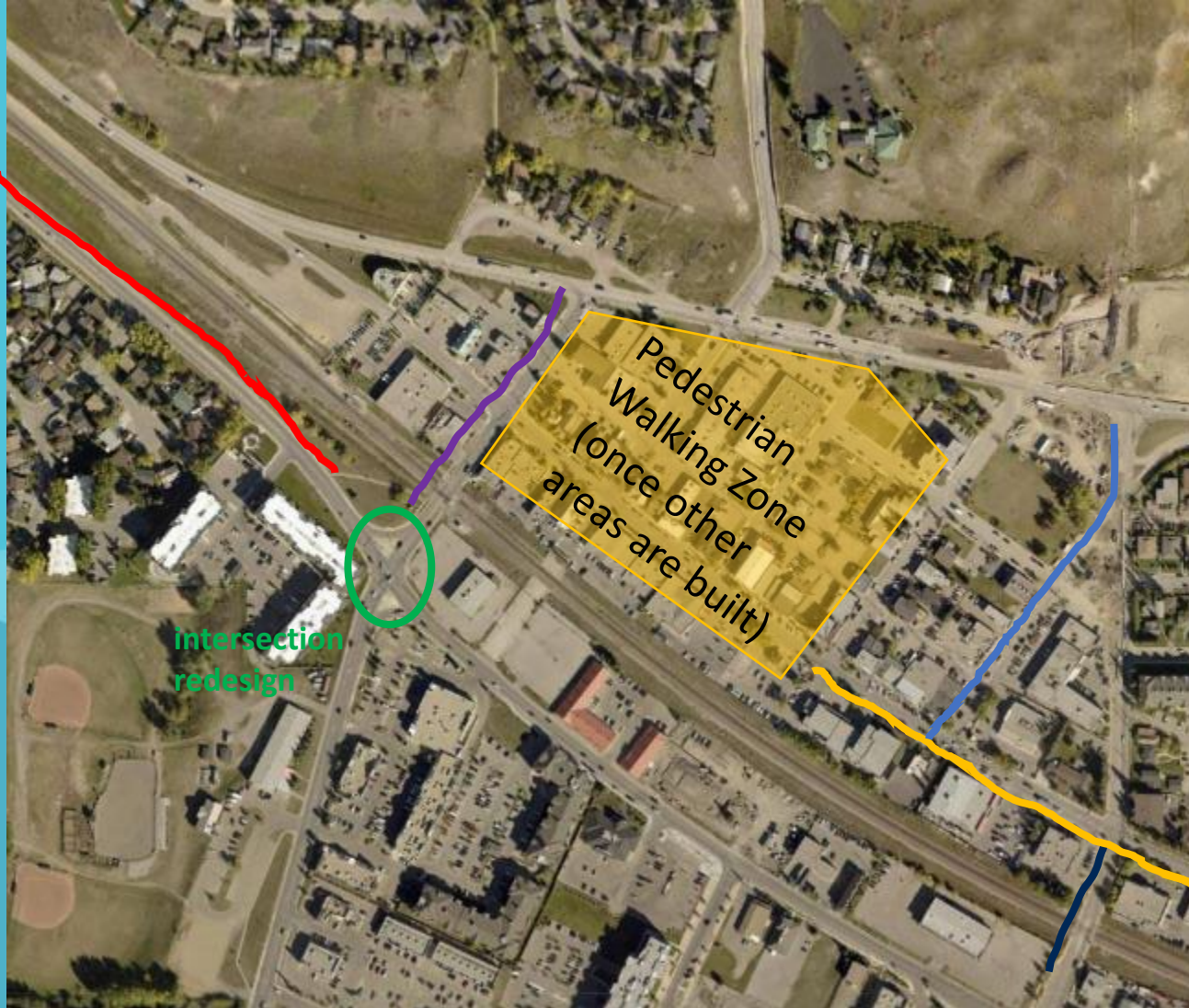
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# Old Cochrane Downtown

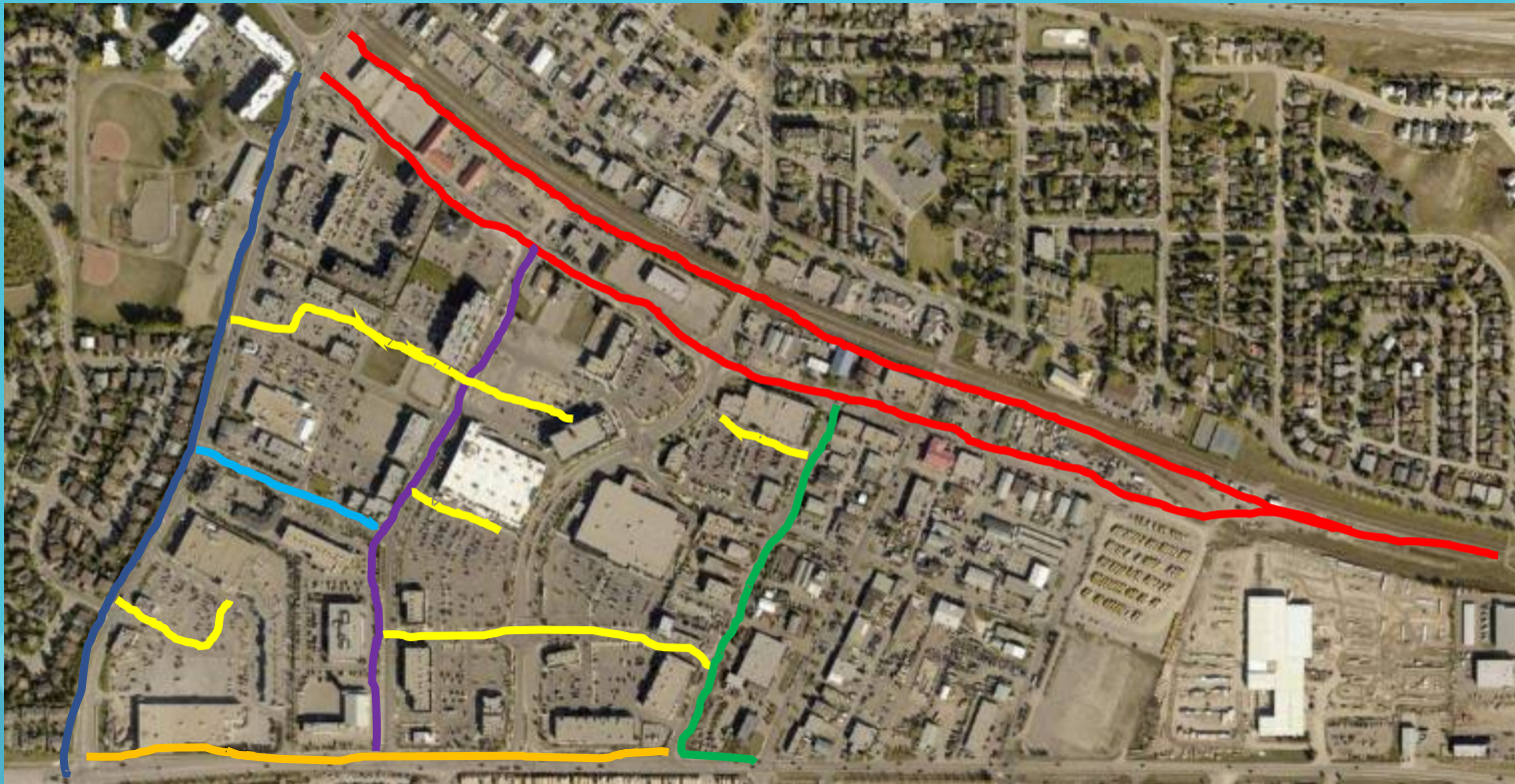


- Cochrane's Old Downtown is being managed as a Heritage Zone
- Getting IN and OUT of this zone safely, along with accessing the Powell St school are major priorities for Bike Cochrane

- Cycling pathway along Centre Ave by CP rail
- Proposed 'traffic calmed' and marked cycling route along 1<sup>st</sup> Ave W to Transit Hub from new pathway from Ranche/Sunset
- Proposed either protected cycle track along Glenbow or widening of sidewalk all along this major east-west corridor
- Intersection redesign at 5<sup>th</sup> Ave/Glenbow Drive
- 1<sup>st</sup> Street ped/cycle protected cycle track/wider sidewalk
- 5<sup>th</sup> Ave widening to support school traffic and new pathway from Ranche/Sunset, along with CP rail track improvement for ped/bikes on west side of road and east side of 5<sup>th</sup> Ave



# New Cochrane Downtown



- Cochrane's NEW Downtown is larger in size (0.6 km<sup>2</sup>) than the old downtown (0.15 km<sup>2</sup>)
- Safe access to groceries, businesses, amenities (Urgent Care, BGC) are priorities in this area

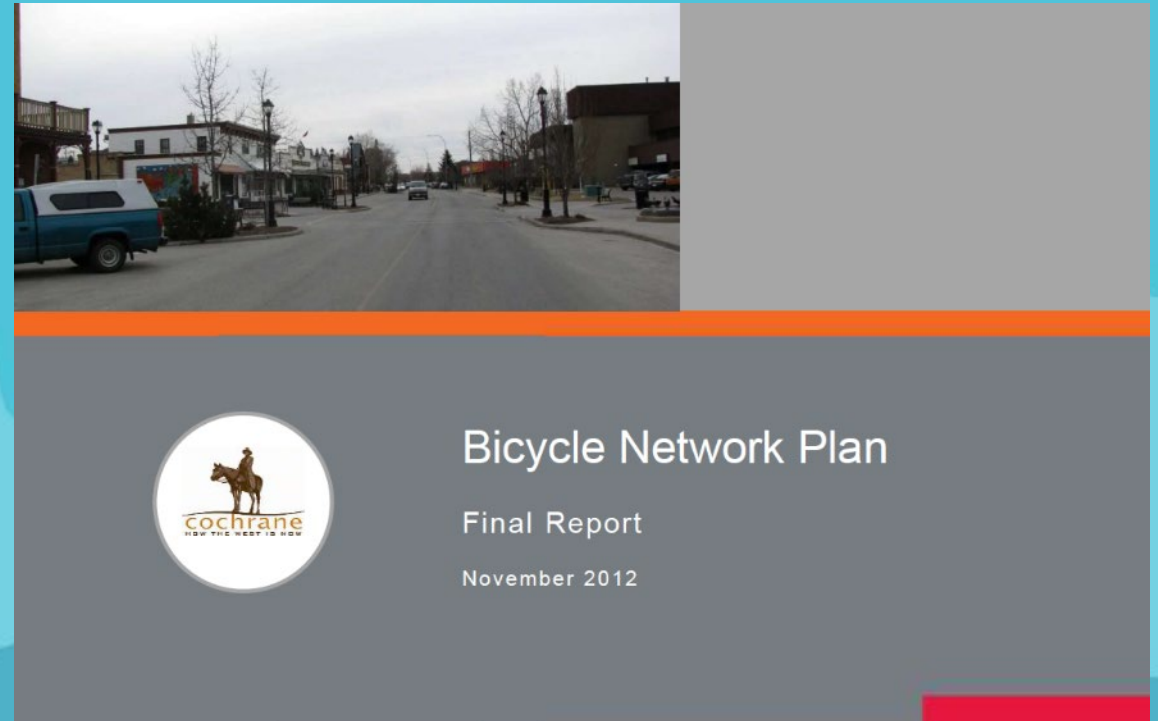
- 5<sup>th</sup> Ave protected cycle lane/track or 3m wide sidewalk
- Proposed protected cycle track along Glenbow/Railway St along with new pathway to CP rail crossing to East End
- Charlesworth N-S protected cycle track/lane, and short sidewalk expansion on Griffin Road
- Griffin Road sidewalk expansion to 3m pathway

- Grande Ave protected cycle lane extension from Transit Hub
- Pinned concrete and marked cycle lanes through business zones
- Grande Blvd connection between Railway and Grande Ave using frontage on north side of the road



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# Total Project Summary for Downtown Connectivity Plan

	<b>All projects summary</b>	<b>Cost</b>
1	2nd Ave West improvement	\$ 32,550.00
2	Glenbow Drive Expanded Sidewalk both sides	\$ 232,800.00
3	Intersection redesign for Railway/Glenbow/5th Ave	\$ 10,000.00
4	1st St Improvement	\$ 142,200.00
5	5th Ave West improvement (old downtown)	\$ 17,680.00
6	Centre Ave pathway improvement (old downtown)	\$ 13,500.00
7	Railway St CP rail fence pathway	\$ 208,800.00
8	Charlesworth protected cycle lane	\$ 86,750.00
9	Griffin Road sidewalk expansion	\$ 54,000.00
10	Grande Ave sidewalk expansion	\$ 101,550.00
11	Business safety improvements - new downtown	\$ 117,360.00
12	Grande Blvd sidewalk expansion	\$ 38,350.00
13	5th Ave sidewalk expansion both sides	\$ 143,590.00
	<b>Downtown improvements</b>	<b>\$ 1,199,130.00</b>
	25% contingency	\$ 299,782.50
	<b>Total Downtown Improvements</b>	<b>\$ 1,498,912.50</b>



# Total Project Summary for Neighbourhood Connectivity Plan

	Project and Description	Cost
1	Tri-schools Connection	\$ 149,400.00
2	River Heights to River Ave Connection	\$ 160,200.00
3	North side of Glenbow Off-Street Pathway	\$ 180,000.00
4	Griffin Road Pathway	\$ 206,400.00
5	Connect East End to Railway St	\$ 84,720.00
6	River Heights regional connection width expansion	\$ 213,600.00
7	Sunset Boundary Trail Regional Pathway	\$ 96,000.00
8	South bank Bow River Trail (Girl Guides)	\$ 513,600.00
9	Sunset to Horse Creek and Future RVS High School	\$ 508,800.00
10	Heartland/Heritage Hills Pathway	\$ 331,920.00
11	Bridge over Bow River	\$ 1,566,000.00
12	Tower's Trail	\$ 780,000.00
	<b>Total Cost</b>	<b>\$ 4,790,640.00</b>
	Contingency	\$ 1,197,660.00
	<b>Total Budgetary Cost</b>	<b>\$ 5,988,300.00</b>



# Funding Analysis

	5 year	7 year	10 year
Amount per year to fund	\$ 1,497,442.50	\$ 1,069,601.79	\$ 748,721.25
% of an average Cochrane roads budget (2021-2025)	13.70%	9.79%	6.85%

Roads budget for Cochrane		
2021	\$	16,094,000.00
2022	\$	9,288,000.00
2023	\$	8,693,000.00
2024	\$	1,755,000.00
2025	\$	18,824,000.00
Average spend on roads budget	\$	10,930,800.00



# Summary of Capital Budget Comparisons

Town	Population	Amount of Capital budget for roads/recreation (2020/2021)	Spent on pathways/active transportation	% of Roads capital budget allocated to active transportation
Canmore, AB 2019	14,911 (full-time)	\$ 10,564,000.00	\$ 3,400,000.00	32.18%
Okotoks, AB 2020	31,399	\$ 11,580,000.00	\$ 1,900,000.00	16.41%
Grimsby, ON 2020 (Bronze Bike-Friendly Communities)	27,314	\$ 7,725,900.00	\$ 456,000.00	5.90%
Cochrane 2021	29,227	\$ 16,094,000.00	\$ 444,000.00	2.76%
Cochrane 2022	29,227	\$ 9,288,000.00	\$ 100,000.00	1.08%
Cochrane 2023 (from 2021 budget)	29,227	\$ 9,975,000.00	\$ -	0.00%
New Cochrane 2023	34,467	\$8,693,000	\$1,400,000	16.10%
New Cochrane 2024	34,467	\$1,755,000	\$250,000	14.25%
New Cochrane 2025	34,467	\$18,824,000	\$1,900,000	10.09%



# Operating Budget Comparisons (2021 – CFIB)

Table 1

## Alberta's 17 Largest Municipalities (ranked best to worst)

Municipality	Rank	2010-2020 Real Operating Spending Growth per Capita (%)	2010-2020 Real Operating Spending Growth (%)	2010-2020 Population Growth (%)	2020 Operating Spending per Capita (\$)
Cochrane	1	-32.0%	41.2%	107.5%	1,452
Lloydminster	2	-15.7%	52.2%	80.4%	1,928
Airdrie	3	-3.8%	83.0%	90.1%	1,585
Okotoks	4	0.1%	36.8%	36.7%	1,530
Spruce Grove	5	-3.4%	52.7%	58.0%	1,886
Calgary	6	-11.7%	12.2%	27.1%	2,317
Grande Prairie	7	-10.1%	24.2%	38.1%	2,272
Edmonton	8	-8.5%	22.4%	33.9%	2,322
Fort Saskatchewan	9	-5.2%	41.3%	49.0%	2,245
St. Albert	10	-0.3%	14.9%	15.3%	2,243
Red Deer	11	-2.1%	15.9%	18.5%	2,340
Leduc	12	1.6%	49.2%	46.9%	2,595
Lethbridge	13	6.0%	24.0%	16.9%	2,527
Rocky View County	14	15.4%	36.5%	18.4%	2,274
Strathcona County	15	11.9%	31.2%	17.2%	3,066
Parkland County	16	48.0%	57.6%	6.5%	2,077
Regional Municipality of Wood Buffalo	17	-9.9%	9.8%	21.9%	4,629
<b>Average</b>	-	<b>-8.4%</b>	<b>19.2%</b>	<b>30.1%</b>	<b>2,383</b>

Source: CFIB calculations, Municipal Affairs, Alberta Government, 2010-2020.<sup>10</sup>

Note CFIB ranks communities as 'Best to Worst' in terms of 'Operating Spending per capita'.

**This shows an opportunity to invest more in Cochrane (which is happening!)**

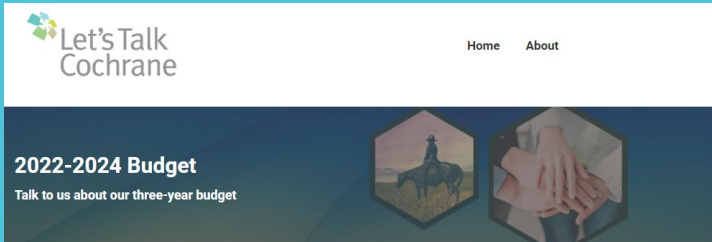


# Council Candidate Answers to Bike Cochrane

- “In addition to investing in traffic infrastructure for vehicles, I think it's time for **Cochrane's Town Council to invest more in our pedestrian and bike pathways**. I want Council to set a real goal of ensuring that **every single community in Cochrane has safe and enjoyable bike and pedestrian access in and around town** - then I want to do what it takes to make it happen. Investing in better access to enjoying Cochrane's outdoors is a long term investment in everyone's mental and physical health. **It is an investment in a more positive future for our families and for our community.**” – Morgan Nagel
- “It [Development] has gotten out of control. **We're allowing development to move forward without connectivity**. It's changing the fabric of what this community is and that's one of the things I'm quite passionate about protecting.” – Jeff Genung
- “Since this will become a budgetary line item, we will need to ensure the process is fair, then we need to **establish a dollar amount to move projects forward more quickly than the snail's pace we have**. There is no magical way to get cash unless funded, fundraised, or granted. I believe we have also done a poor job on creating some of our current multi-modal areas, which doesn't help, when advocating for community support.” – Marni Fedeyko
- “**We also need more designated bike paths**. I think we need to put more bike lanes in as roads are developed, have more bike racks to park them safely, ensure that there is education around sharing the road and enforce respect by vehicle drivers. “ – Susan Flowers
- “I see the physically barriers we need to work on in **getting Heritage Hills, Fireside and that pathway to the city completed.**” – Alex Reed
- “The biggest barriers to increasing trips taken by foot/bike/scooter is the gaps in **safe access. Identifying these gaps and working to find solutions** has been part of my focus as a Town Councillor.” – Tara McFadden



# 'Budget 2022' Survey (494 respondents) (April/May 2021)



Slightly less than 50% of respondents would choose a tax increase to pay for services in Cochrane

Top four places residents would choose to spend an additional dollar:

**Parks and Open Spaces**

**Roads**

**Infrastructure Projects**

**Community Services**

If you had an additional \$100 to contribute towards a Town service, where would you allocate it?



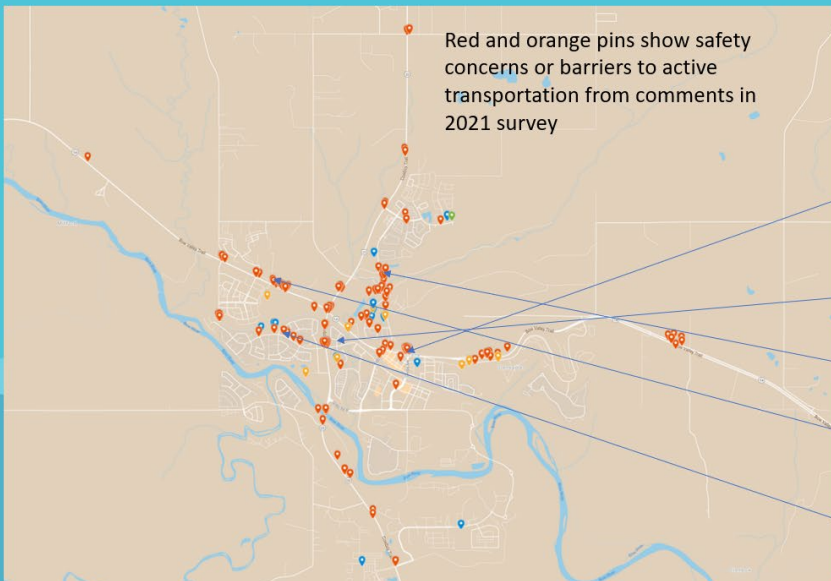
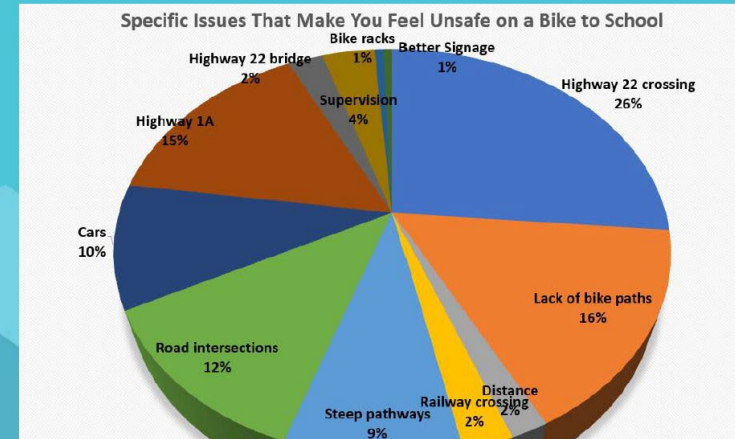
# Bike Cochrane 'Bike To School' Survey/Workshop

## Conclusions/Thoughts

- **91% of survey respondents WANT to bike to school!**
- 70% of survey respondents are within a 30-minute bike ride to school or less
- The top 3 reasons given for not biking are **safety, too far, and too much uphill/slopes**
  - Bike Parking At Schools Should Be Improved Too
- **Highway 22/1A Intersections Need Better Signage/Crossings!**

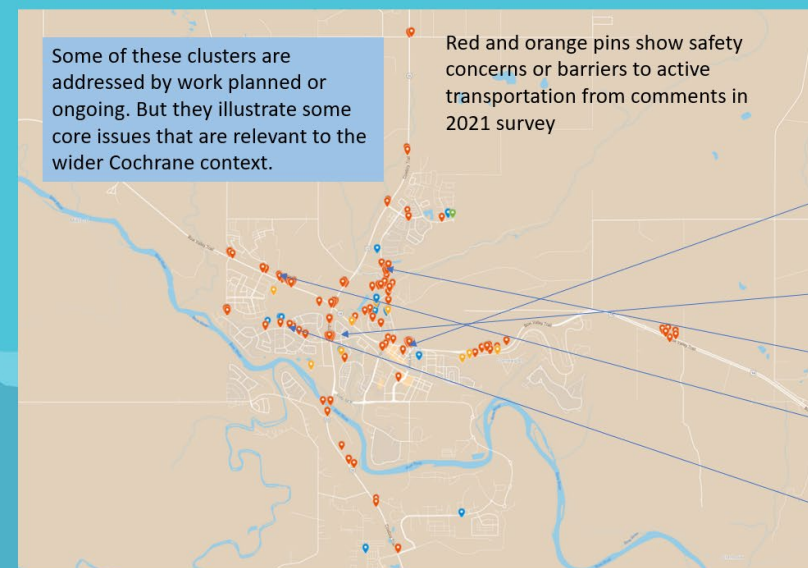


## Summary of specific issues that feel unsafe



## Clusters of concern

1. Crossing 1A from downtown heading towards tri-schools
2. Crossing HW22 at Quigley
3. Path through Ranche
4. No direct route to town from Heritage Hills and Heartland
5. Quigley Drive



## Clusters of concern

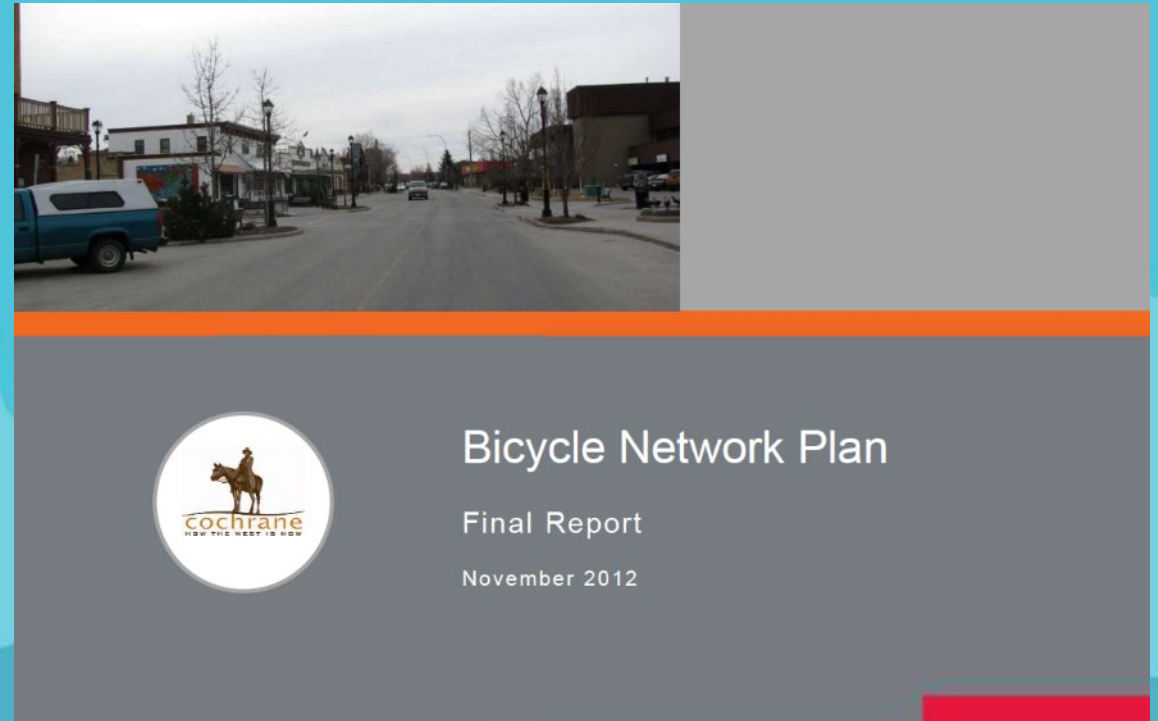
- May be remedied by current 1A works
- Requires input from Town and AB transportation
- Path through Ranche
- 1A work includes plans for pathways here. Scheduled for reworking in next few years. Opportunity to re-design.





# Agenda

- The Case for Investment
- A look at cycling 'personas'
- Crayon Routing Exercise
- E-Bike Ride and Visit
  
- Review and map of both Old/New downtown projects
- Summary of projects from first analysis
- Summary of costings and comparison to capital budget %/amount
- **Proposal to move forward/funding, citing regular maintenance costs/crosswalk painting program**



# Proposal to Town of Cochrane

- Take this gap analysis and work together to make a **Prioritized PLAN** for investment in active transportation that starts in **2024**
  - Who should be involved from the Town?  
Engineering? Roads? Community Services?
- Work with **Alberta Transportation** to highlight gaps in highway 22 crossings (Bow Bridge, Quigley Drive, north side of 1A/22, Fireside Drive) and Highway 1A crossings (Horse Creek Road) and propose funding and timing to fix
- **Ensure crosswalks are painted annually**
- **Complete Pathway Spec for Cochrane with Slopes <8%**





Kids who actively travel to school outperform kids who don't in the **first FOUR hours of school** -> Let's make more independent and smarter kids in Cochrane!

[info@bikecochrane.com](mailto:info@bikecochrane.com)

# Project Comments

- Projects should be prioritized based on Need, Safety, and Flow of Traffic with a secondary look at cost and ease of construction
- Consider how to engage the community with these projects
  - New Community Engagement team with Town
  - Best method to share/engage Town/Schools/Community
- Plan to use a **~25% contingency** as this is close to a class D cost estimate and it's planned for within the next 5 years
  - Needed per Town Capital Project Cost Estimate Development Policy (2017) for projects >\$250K



# Cost Assumptions

				Using \$60/m <sup>2</sup> for these calculations, but this is adjustable
				Paving is costed at \$37.60/m <sup>2</sup> by Ruby Rock Asphalt Works (Airdrie)
# of households	\$	12,000.00		Paving is costed at \$80/m <sup>2</sup> by parks dept
<b>Unit Costs</b>				Paving is costed at \$60/m <sup>2</sup> by Stantec and others for new BIKE paths
Paving cost 3m	\$	180.00	\$/metre	assumes minor grading
Painting cost bike lane	\$	49.00	\$/metre	From TCAT 2016
Painting and concrete protected cost	\$	135.00	\$/metre	
Western-themed fencing	\$	40.00	\$/metre	
Underpass under major highway	\$	25,000.00	\$/metre	
Ped bridge overpass costing	\$	3,600.00	\$/m <sup>2</sup>	Use 5m width for estimates
Paving and building cost 3m	\$	240.00	\$/metre	assumes extensive grading and gravel/base work to complete this
2m curbing for protection (18cm high)	\$	45.00	\$/m	Using Westcon Paving quote from June 2022
Mini City Barriers (3' x 4' long)	\$	285.09	\$/m	Using Westcon Paving quote from June 2022 with 0.5m gap
Low Profile Barriers (3m long)	\$	178.00	\$/m	Using Westcon Paving quote from June 2022 with 0.5m gap
Zebra Planters	\$	70.00	\$/m	Using 4m spacing, but doesn't include install and shipping
Zebra Lane Separators	\$	35.00	\$/m	Using 4m spacing, but doesn't include install and shipping
Proper separated lane design				Need costing to do this properly - read up on this
Painted intersection markings	\$	180.00	/crossing	See the TCAT report for the City of Saskatoon example
Utilities movement	\$	500.00	per movement	Estimate

