

Hello Bike Cochrane members! This is the email we sent to candidates on your behalf, along with their responses:

Hello there and congratulations for putting your name in the hat to represent Cochrane!

Bike Cochrane (www.bikecochrane.com) is Cochrane's non-profit cycling advocacy society committed to making our Town more bike friendly. **In the last 12 months, we have collectively volunteered over 1,500 hours of our time to making Cochrane a more bike-friendly community!** With a fast-growing paid membership of over 350 members, we represent cyclists and advocate for our Town and province to improve our pathways and trail network in the spirit of making it better for all to enjoy themselves on bikes and by foot, since every dollar put into pathways and trails helps cyclists, but also helps walkers, parents with strollers, people in wheelchairs and mobility scooters, along with people recreating with pets.

We have fundraised (~\$100K), built, and actively maintain the Launchpad Bike Park (at 30 Bow St if you haven't visited it). We actively maintain, build, and repair trails in town (see recent boardwalk built near the Grandfather Tree). We have a data-sharing agreement with the Town and actively count cyclists and analyze traffic on our pathways today, as we jointly write grants with the Town to increase the funding available to improve our pathways and bike paths in Cochrane. **We look forward to working with you to improve cycling in Cochrane if you are successful in your bid to join (or be re-elected to) Cochrane's Town Council.**

Since more than 60% of our most recent 2020 Active Transportation survey in Cochrane told us that **CONNECTIVITY is their biggest issue**, Bike Cochrane would like you to take a few minutes to talk to our members and answer the following questions to be shared with our membership in our next newsletter and blog prior to the election. While we are not a political group and won't be endorsing candidates, consider this an easy opportunity to share your thoughts with 350+ physically active and community-minded voters in Cochrane.

1. While the last council listed as a strategic priority "focus on multi-modal transportation solutions", the amount of actual funding that went into pathways and non-vehicular connectivity was relatively small. From a recent analysis that Bike Cochrane did of the Town of Cochrane's budget relative to other similar-sized towns, this is how Cochrane fared (see below). **How would you ensure that council's priorities like active transportation and connectivity is actually funded?**

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	29,227	\$ 9,975,000.00	\$ -	0.00%

- Do you ride a bike for pleasure or for transportation today? **If so, where is your favourite place to ride a bike in the Cochrane area?**

What do you think are the biggest barriers to increasing Cochrane's proportion of trips taken by foot/bike/scooter (known as 'mode share' in active transportation circles and presently around 4% in Cochrane per the 2011 census)? This can have a HUGE effect in reducing vehicular traffic if it's a well-designed piece of the transportation plan for Cochrane. Specifically, in the work Bike Cochrane has done with encouraging 'wheeling and walking to school', we've heard from many parents with 91% of the respondents in our 2021 survey (~300 parents) telling us they WANT to bike/walk to school. **How would you reduce those barriers if you are successful in being elected to Council?** To help your thoughts here, I've included a word cloud from our recent 'Bike to School' survey where parents answered questions about what makes them feel unsafe when biking/walking in Cochrane:



See candidates responses (in some cases they have been slightly edited for length) along with places to get more information about their platforms and themselves. These are arranged alphabetically by last name.

Kaitlin Chamberlain – www.voteforkaitlin.com

In regards to your three questions:

1) for funding: I won't lie there is going to be a steep learning curve for me if I am elected but I have seen different projects in town (the newly repaved mitford ponds pathway for example) where I don't agree with the extent it was done, I walk this pathway every day and I don't think the entire section needed to be redone and I believe it was to the tune of \$344,000.00 which I got off of the town website a few weeks ago. It would be nice to just repair what is needed in town (root upheavals, low dips, transition sections etc...) and use the rest of the money left over to properly fund important upgrades to promote active transportation around town; I can think of cyclist lanes downtown and have them run past the 5th ave/railway street intersection. This is one of the main reasons I would like to meet with you, to pick your brain on what you need, want to see and what you think might work with the council. I have heard from someone that works with tourism in Cochrane that everyone's favorite word is 'no' and I would like to see that change.

2) I will be going out for my ride later this afternoon on my 21 speed townie! My favorite pathway in Cochrane is starting in the west end, along the river into glenbow to the ranch or switching it up and from the west end heading into riverview towards the dog park and flipping around at the spray lakes family sport centre. I have spent the majority of the summer walking the 'great trail' in town here daily and have lived here my whole life so you would be hard pressed to mention a section I don't enjoy walking or riding in throughout the years, they all have something different and unique to offer.

3) With the town council doing the 4 major corridor updates, in my opinion a perfected pedestrian (whether it be any mode of self propelled transportation) system needs to be a top priority, with large enough sidewalks or paved surfaces to accommodate stroller(s) and cyclists. Aside from the corridors, traffic barriers in highly problematic areas (highway intersections and high use turning intersections) should be considered as they have installed at the Glenbow Drive intersection headed towards the Glenbow school. I think the biggest hurdle preventing folks from switching over during the spring to fall months is the safety and traffic concerns, my dad personally doesn't commute on the roadways as he has had too many close calls.

Alan Cox – Facebook site - <https://www.facebook.com/people/Alan-Cox-for-Cochrane-Town-Council/100072874760559/>

The literature you have presented vividly illustrates the lack of funding the Town of Cochrane has set aside for safe pathways - and it's even worse when you apply the correct population of 34 000 people. The foresight you present in the movement of our youth between Heritage Hills, the RVC High School/Horse Creek sports park, St. Timothy's and Sunset needs to be acknowledged - and public funding needs to be allotted for the solutions you present. Donations only cover so much. Cochrane is growing at such a high rate that we are experiencing "stretch marks". The word agile comes to mind with what needs to happen within our Town administration. Our economic development needs to

aggressively catch up in order to fund the infrastructure for this rapid growth, as the residents can only support so much. I strongly feel our Town administration would be up to the challenge - I have joked with some citizens that our new CAO Mike Derricott did not move here to retire.

I would be proud to be a conduit on council for the ideas being presented by Bike Cochrane. These are very practical plans that are the building blocks of the community we all love an endear!

Paul Crierie – Facebook site - <https://www.facebook.com/profile.php?id=100072797604432>

Cochrane is now and has been my home since 2007. In that time I've watched Cochrane's population balloon while the infrastructure has lagged way behind. My family has always lived in Sunset Ridge. Cochrane has some serious issues with both pedestrian and bike connectivity due to its unique topography and intersecting Rockyview county land and roads within our borders as well as having two major highways running through it. Although my children are grown now and moved out, when they were younger getting out of Sunset was never a problem but getting back was much more difficult since it is all a very steep uphill climb. This is also a major issue for Fireside and Riversong. Heartland and Heritage hills have different issues with access due to highway 1A. Although its nice to see a level crossing over CPR tracks in Heartland to Westvalley, any level crossing have issues with safety by their very nature.

When i look at the most recent yearly town report, they have listed just 75 kilometres of pathways and 149 kilometres of sidewalks. This seems quite low to me considering how spread out this town. Getting around the core older parts of Cochrane (Westvalley, Riverview, Eastend and historical downtown) are relatively easy by bike. After that however the rest of the town seems to be a patchwork system at best.

When running as a candidate for a municipal council position you may find some candidates agreeing with everything in hopes of garnering votes to get elected. I have a different hopefully more common sense approach. I'll tell you a few priorities I have and then promise when budget time comes to sit down with stakeholders like your group and discuss what can be done on a multi year plan to improve the pathway system we have. Three initiatives i would make a priority. First do an audit on all surrounding Rockyview country land within our town borders that may be preventing us from expanding our pathway system. Secondly look at building a pedestrian/bike overpass over highway 1A between Heritage Hills and Heartland. Lastly and most importantly as Heartland grows larger and larger I'd like to see an unground culvert (similar to one connecting both sides of highway 22) under the CPR tracks connecting Heartland with Midford school. Tgis would give citizens of those two communities safer access to Westvalley and the river pathway system. Thank you for your time in reading this and possibly passing it on to your members.

Brandon Cruze – www.brandoncruze.com

Q1. I would work with your group directly to assess the needs, and work with other councillors to help advance the common goal of more connectivity.

Q2. Love to bike! Myself, my wife and children bike all paths in Cochrane! However we do need to address the connectivity in Town!

Q3. I would reduce barriers, and again, by taking a proactive approach to working with your group, where I'll learn more about the specific needs, and action it with follow up with other Councillors, and Administration.

Dan Cunin – www.dancuninfortowncouncil.com

Your questions are well presented and might not be fully covered in my elections materials to date so I will do my best to answer your questions directly.

QUESTION 1 (How would I ensure that councils priorities like active transportation and connectivity is actually funded?)

This question is one that I have given a lot of thought too as well as having had many hours talking to residents about over the 10 + years preparing for this position. Almost without exception, most of my discussions have renewed peoples support for activities.

There's a saying, 'put your money where your mouth is'. It doesn't look Council did this, especially not given your comparison to other communities.

I'm a big believer in planning and that is where my solution comes from. It is in the budgetary discussions that the solution to actively funding alt/multi modal transportation comes from. I believe that council must first put a funding percentage on activities it supports, not just an ambiguous total. Your graph for me is important not because of the money spent but the percentage of the total budget that it commits to active transportation. That number represent the true commitment. I will be seeking to have council first commit to a percentage-based approach to funding community groups like yours.

QUESTION 2 (Do I ride and if so where?)

Sadly I ruptured my Achillies tendon and have never fully recovered. When I did try to ride my old bike it self destructed. Then Covid hit and when I wanted to buy another bike there wasn't one available. If I get elected, I will spend a little money on myself and that will include a new bike. My greatest source of inspiration for biking comes from my neighbors who are avid street and mountain bike enthusiasts. They like Glen Eagles area for hills using a street bike and Glenbow Ranch for recreational mountain biking, they both have families now so they are gradually increasing their riding as their skill levels increase.

QUESTION 3 (Reducing barriers to ability to bike/walk to school)

One of the problems is obviously the weather and limited safe use of pathways. I would be happy to discuss any solutions in that area though.

There is the potential problem of cost but as stated above, I see that as a commitment issue.

The key problem I see is safety. As a parent myself I would want to make sure my children are able to use a dedicated bike lane/route if they are forced to be around traffic.

My main solution is planning. If we don't ask the questions, we never know the answer. If we don't demand something from developers, we will never get it. If we ensure that pathway connections are maintained in ALL new developments, then we must make it a priority. I don't believe in fixing a problem if it can be avoided in the first place. I'm concerned that some of the traffic solutions we are building right now miss the forward-thinking design elements such as alternative use of the highways.

Marni Fedeyko – www.marnifedeyko.com

1. I agree. I don't believe we have kept up on our promise of connected communities through multi-modal transportation. It is something we all valued as important, but yet we still have pathway and sidewalk connections highlighted, that have not been built

How do we ensure this is handled?! The future is easy, we need to hold developers accountable and set parameters that pathways and sidewalks are designed and completed as part of their development application process.

For those existing areas not completed, this is harder. It will take consultation to create a priority list. 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.

2. Pleasure only; I have three kids ages 10-14. We do like to bike downtown from the Sunset area.

3. Safety for kids needs to be a priority. As a parent, I get nervous allowing my 10 year old to bike to school two blocks away because of impatient, unfocused drivers, and a child who may or may not use his safety knowledge. Kids attending RancheView start super early (8 am) and face off with commuters who are in a rush. Everyone seems to think pedestrian safety is someone else's problem.

Education about traffic safety is number one both in school and at home. Looking at pedestrian crosswalks and re-evaluating our current list of priorities. Looking at unique and lifelike signage opportunities to make drivers aware of youth walking, biking, skateboarding, or scootering to school.

We also have to do more public engagement when it comes to creating future bike lanes. I think in some instances, we haven't done the best job when designing right of ways or even placement, which leads to pushback from non supporters.

In short, if we want to be a multi-modal community, we need it to be safe, well lit, cleared, clean, easy, accessible, and well-educated for it to make sense

Susan Flowers – Facebook site - <https://www.facebook.com/votesusanflowers>

1. While the direct funding may look low, council discusses bike and walking paths in relation to every area and project. Much of the planning is to ensure developers include pathways in every new area. Projects such as the highway intersection and the crossing to the new innovation hub are covered by finances from the province.

2. I have a bike and I am a member at the bike Society. I love riding down by the river, the pathways in Glenbow and at the Cochrane Ranche.

3. The barriers include high volumes of traffic, lack of respect for bike riders and the need for safety training and enforcement. 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.

Erika Lange – www.erikalange.ca

1. At this time I don't feel comfortable saying I can ensure anything. What I can say is that I am a data junkie, a big picture & out of the box thinker that would voice this as a point in the next budget procedure. I know how important our pathways are to the residents of Cochrane and the struggle with needing more connectivity from my time on the Cochrane Planning Commission.
2. No I don't ride anymore, I'm more of a swimmer. But when I was younger I did cycle to work in Calgary, and offroad when I was growing up in NW Ontario.
3. 3 factors for me:
 1. I think there are other factors, such as the type of residents here from elsewhere who are simply used to driving everywhere. Calgary to Canmore has always been a cycling

- community, and with a diverse group of residents moving here from across the country in the last many years, I think they are not used to alternate modes of transportation.
2. Geography of the river valley from the newer communities may be a inhibition factor
 3. Weather and ice - I am impressed at how well our pathways are taken care of, but for our senior population, it is an inhibition.

A barrier that comes to mind is where does the money come from? Do we look at a license system to collect from as some communities has done.

Mostly though is that it comes down to Developers, having guidelines in our LUB for them to follow to create the connectivity to other neighborhoods, not just having pathways.

Tara McFadden – www.taraMcFadden.ca

1. Improving Cochrane's connectivity is a long-standing priority of mine as a Councillor and as an individual. In order to bring projects to life they have to have a vision, a plan, and be funded in the annual budget process. I have long been an advocate for active transportation. One of my first accomplishments as a Town Councillor was advocating for the trail connection from the East End across the tracks and connecting to the river pathway. The Riverfront Park is also a project that I advocated for and now provides key connections for everyone to enjoy.

Through the design work of the 22 and 1A highway upgrades I have continued to champion that these major transportation projects integrate the multi-model connectivity needs of Cochrane.

In advancing new and recent multi-model projects my focus has been twofold. The first, as the Chair of the Parks and Recreation committee, worked with the committee and administration to identify the connectivity gaps in Cochrane and recommend them into the budget for Council to review and decide on. These projects have included larger projects including the Sunset Ridge connection to the RancheHouse, George Fox Trail upgrades and smaller projects like the River View connections and the regional trail connector to the Spray Lakes Family Sports Center. You can see more updates including for the Mitford Park asphalt pathway from Mitford Park and the Glenbow pathway bridge at: <https://www.cochrane.ca/298/Council-Priorities>

This term, I championed the Corridor study which imagines how our key downtown corridors function for people, bikes, transit, and cars in the future. Through 2019 the project engaged with the public and was adopted by Council this year. This plan will guide the redevelopment of these key corridors.

Related Links:

Corridor study: <https://www.letstalkcochrane.ca/corridors/>

Council's Strategic Priorities 2021-2023: <https://www.cochrane.ca/298/Council-Priorities>

Cochrane Times Story: <https://www.cochranetimes.com/news/local-news/little-bridge-big-planning>



[Little bridge, big planning | Cochrane Times](https://www.cochranetimes.com/news/local-news/little-bridge-big-planning)

The Riverfront Bridge sits closed off and washed out on September 20. Patrick Gibson/Cochrane Times jpg, CT Article content. Everyone has a good, sturdy 20-foot wooden pedestrian bridge in their lives.

www.cochranetimes.com

[Council Priorities | Cochrane, AB - Official Website](https://www.cochrane.ca)

COUNCIL'S STRATEGIC PRIORITIES 2021-2023. Council's Strategic Priorities set the course for where the organization's efforts will be directed.

www.cochrane.ca

2. Do you ride a bike for pleasure or for transportation today?

I ride a bike for pleasure. I enjoy the trails along the Bow River and along the Glenbow Trails best.

3. What do you think are the biggest barriers to increasing Cochrane's proportion of trips taken by foot/bike/scooter?

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. As an example, the Corridor Plan is the first step in making the main roads of Griffin Rd., River Ave. Railway St. , and 5th Ave more safe, accessible, and attractive for bikes, vehicles, pedestrians and more.

Ryan McMillan – Facebook site - <https://www.facebook.com/profile.php?id=100073020458895>

1. I would definitely advocate for increased funding to improve and connect pathways. The next 4 years are going to be a time where Cochrane needs to spend on bettering itself before it can grow any larger. There are parts of Cochrane where sidewalks have not been completed and those are issues that bother me. I live in Heartland, have young kids, and had to wait years for the railway crossing to allow my family to go on safe bike rides. This is an important issue for the community as a whole.

2. No I don't, but you can tell which house is mine because of all the bikes and scooters on my lawn. My wife and kids love to bike.

3. Well I would want to start with making sure pathways and sidewalks are adequate, direct and safe. I mentioned above, but some pathways are not connected, some places don't have sidewalks and lighting is also an issue for areas of town. These are issues that need to be addressed, with adequate funding so that people can take advantage of such programs as your "wheeling and walking to school".

Todd Muir – www.ToddMuir4Council.com

I am an advocate of biking and looking at multi-mode transportation. Being an advocate on Council and helping make sure the trails system and its future development and maintenance stays in the picture when planning and when budgeting, (& reminding people of its importance in keeping communities all they can be, etc.) is the first step.

My wife and son ride pretty regularly, and go from Sunterra, through Cochrane Hts, through the ranch, along Jumping Pound, Glenbow, the Bow, East End, across railway crossings, West Terrace, Heartland,

Riversong areas, etc. We are also aware of the Legacy Trail, Canmore, Banff, and others, but do know this falls more in the Fed/Prov responsibility area. I am more a past bike user for conditioning, cross country riding and participating in some racing events, etc (& helped bring and host the 1st World Cup

Mountain Bike Events here in the west, at Canada Olympic Park. I also oversaw looking after the trails, Trans Canada connection, Bike Park and trail system with the City of Moose Jaw).

The biggest barriers would be the Trail System, sharing congested roads, Town budget allocations and view of importance, and all the other safety issues your group has identified.

Alexander Murphy –

Deborah Murphy – www.deborahmurphy.com

1. In answer to your 1st question, if elected, it would not just be up to me, what council's priorities would be concerning active transportation and connectivity and how it would be funded. If elected I would be a voice/vote for what the community as a whole desires.
 2. For 22 years now, I have enjoyed walking the trails around Cochrane almost every day. I mostly enjoy walking along the Bow River especially this time of year, which is my favorite, I love the vibrant colors that have such a calming effect, something we all need these days.
 3. There are plans called the 4 corridors, all have a bike lane, Reily (in the planning department) says they all lead to the river for recreation. The HUGE need you see to reducing vehicle traffic may be caused by the long delays when a train goes through Cochrane, on a bike/foot, or in a vehicle, all is held up. This could be solved by an overpass or underpass at the train tracks, which I do believe the town council and planning department had some plans for or at least discussed doing so, but I heard from a counselor, is too costly. I live right in town and I can walk anywhere at any time, but in the very cold days of winter, I do not like having to wait for a long train to pass while I stand in the cold. Another situation I found last winter was the snow/ice build-up by the lights at the pedestrian walk.
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Morgan Nagel – www.votenagel.ca

1. Funding:
 - a. Yes I will support an increase to funding for bike activities if given the opportunity during a budgetary discussion. You can hold this email as a record of my promise to do so, and feel free to hold me to account in the future. That is not to say I would support an unlimited increase, but I would certainly like to see more done. Our council recently approved a conceptual corridor plan that would enhance the major thoroughfares in Cochrane for "multi-modal" transportation. I would like to see some funding and resources put towards putting this plan into action.
2. My biking:

- a. Yes I bike. Last spring I purchased a mountain bike to bike to and from work and get some extra exercise. After about 15 years of not biking (since I was a teenager and student), I completely rediscovered my passion for it. By the end of the summer, I was actually doing more than just biking to and from work, and I was taking my bike out for evening rides while listening to podcasts. My favourite stretch to bike is the paved path along the bow river.
3. Barriers:
- a. I think the biggest barrier is probably the winter weather. I think perhaps Cochrane should explore increasing our snow removal with skidsteers or bobcats on our bike lanes and sidewalks.
 - b. Secondly, I think we need to make sure that some of the narrow roads through Cochrane have some sort of solution to help Cochranites get through town. Either bike lanes on the roads that are in question, or alternate routes that aren't too inconvenient. Having biked around town all summer, I know that it can be quite tough to get across town safely. I regularly used sidewalks on my bike, because sometimes the roads are just simply too dangerous to be biking on.

Samantha Nickerson – www.samanthanickerson.ca

1/ How would you ensure council's priorities like active transportation and connectivity is actually funded? - If there is any hope of alleviating traffic woes by getting people on their bikes instead, it is imperative to upkeep and maintain (thanks for all your group does in this respect) Cochrane pathways. By the data you've presented, we clearly are falling behind on this important detail and that is not acceptable given the new developments still being built or coming soon. In the very least, I'd like to see a commitment similar to other Towns our size and as an active path user, this part of our budget is important and should not be ignored.

2/ Do you ride a bike for pleasure or for transportation today? If so, where is your favourite place to ride a bike in the Cochrane area? - As a Sunset Ridge resident, I tend to bike more for pleasure than transportation. That said, though I'm fairly active and fit (to toot my own horn, lol), part of the reason why I do not bike for transportation is that WHAT GOES DOWN, MUST GO UP and the 2.5km incline back up to my house is HARD. I mean, I can do it, but I reeeeeaaaalllllyyyy do not want to do that every day. Sorry for the dramatics, but I believe everyone who lives on a hill has this same challenge. What I do instead? I drive to the Ranche, park and bike into town and on the paths. One of my favourite places to bike is up into Gleneagles and into Glenbow Ranch. I know that is not technically Cochrane, but...

3/ How would you reduce those barriers if you are successful in being elected to Council? Given that some of the barriers are kids who live in neighbourhoods that are far away from the school they attend, those kids living in the immediate area should be scooting or biking to school. I do not believe the kids are afraid to bike to school, but rather the parents lack the EDUCATION to teach them about riding their bikes safely. I mean, I still see kids riding on a sidewalk, then ride across a crosswalk, when they should dismount and walk their bike across the road. I would love to offer bike safety day camps or other

learning opportunities for parents/kids to learn the rules of the road, to feel more confident about their children biking to school.

Alex Reed – www.votealexreed.ca

While I don't recall seeing this chart before, but after doing so I now recognize that we should be doing more.

I have been and will continue to be an advocate for community connectivity and 'active transportation'.

My wife and I are into biking even living up in Gleneagles, while we only come down the big hill occasionally, we have biked allot in Canmore, Banff, and through K Country. We especially enjoy the Glenbow Ranch ride down from Gleneagles (which by the way, the Town's initial part of this trail really needs some work!)

I think the only major barrier I am aware of is the clash between dog owners (which we are also - in fact I suspect given the number of actual dog licenses issued in Town - that more than half the Town have dogs) and bikers along the river's edge pathway system.

But for me, aside from this barrier, I see the physically barriers we need to work on in getting Heritage Hills, Fireside and that pathway to the city completed.

Paul Singh – www.paulsingh4council.com

1. I have been talking to various families in town. They do support the idea that we do need our pathways, walkways and other forms of active transportation trails which are safe, accessible & user friendly. We collectively have to put some thought into active transportation as a community so that it helps to reduce traffic congestion & give some other form of transportation to move around Cochrane. We talked about how we need connectivity which is safe for ourselves and our kids. We also market it as a feature that tourists can go from one end to the other of each community when they come here to stay or visit families and friends.

All these great things need funds and infrastructure support from our elected officials, Town administration and organizations who are already working tirelessly and with great dedication to make it a reality. I believe whenever there is a project of interest which is beneficial for everyone and for our future generations, we do need to involve our community to get their input so that they can also be educated and know the benefit for the longer run.

I will always support building relationships with organizations and different levels of governments, neighbouring municipalities so we can benefit from each other's support (financial, land and expertise).

2. Many of my friends and their families ride bikes for fun, exercise, with the kids and to go around town.

3. Cochrane for the most part is well served with its pathways & walkways, but there is still some work to be done to connect a few neighbourhoods with one another. We have to keep in mind the safety and security of the people using those modes of transportation (bikes or other modes). I live in Heartland and parents still feel a little nervous for their kids when they have to cross the railway to go to West Valley or Quigley Drive. This is also true for some families when they have to cross River Heights to Fireside or vice versa. I will be advocating to build some signage showing pedestrian walkways and also advocating to reduce the speed limit within the town jurisdiction on provincial highways passing through the Town of Cochrane.

Sunset Ridge right now has one pathway or trail system to come down to downtown Cochrane or town centre (ie through Historic Ranche Site). With the development of Horse Creek Park, with future development of a school in Heritage Hills, we need to start advocating & supporting some other form of connection for the people with bikes or walking. These ideas or plans need to be communicated with people so they are also aware of potential problems as well as solutions. We have to come together as a society and see a longer vision.

As an elected official, it is my or our responsibility that we need to support and bring projects which are beneficial for the whole community, and work with partners to make it work.

I really appreciate all the volunteer hours you all have put into making our town more accessible and making Cochrane more Bike friendly. I will be happy to work in partnership with Bike Cochrane and other stakeholders to advocate for an active form of transportation.

Bruce Townley – www.bruce-townley.com

1. Firstly, there needs to be a fulsome review of the annual operating and capital budget, line by line. It is very clear to me there is excessive wasted spending. Secondly, if elected, I will fight to have the budget finalization process delayed until at least January 2022 to give council the time to identify priorities and to realign spending accordingly.

I will work hard to identify funds to provide an independent review of how we can enhance our infrastructure, including bike paths. Once completed, develop a five and ten year infrastructure plan in partnership with key stakeholders. Finally, direct staff to create a realistic & financially affordable budget plan.

2. I enjoy ride throughout the bike path system, especially along the Bow River.

3. We first need to identify what Cochranites want and prioritize those wants. I've heard loud and clear that taxpayers want the pathways repaired and enhanced with a focus on connectivity and capacity. This can be achieved through better community consultation and collaboration.

If elected, I will focus on better communication and engagement to better understand the needs and priorities. (As outlined in my platform). Finally, as mentioned in my first response, create long term infrastructure plan and build budget accordingly.

Patrick Wilson – www.votepatrickwilson.ca