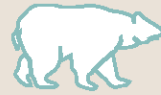


CIAW+



COCHRANE

WONDERFULLY UNEXPECTED

ACTIVE TRANSPORTATION MASTER PLAN

**WONDERFULLY
ACTIVE**



Town of Cochrane

Final Report | October 2024

Table of Contents

1 Plan Overview	1
1.1 Plan Purpose.....	2
1.1.1 What is Active Transportation?	3
1.1.2 Plan Commitments.....	5
1.2 Process.....	5
1.3 Navigating the Plan	7
2 Setting the Foundation	9
2.1 Background Review.....	10
2.1.1 Benefits Review.....	10
2.1.2 Policy Review.....	16
2.1.3 SWOT Analysis.....	19
2.1.4 Existing & Previously Planned Conditions	21
2.1.5 Destinations Review & Sociodemographic Analysis.....	27
2.2 Plan Engagement	35
2.3 Vision and Objectives	38
3 People-First Network	41
3.1 Network Development Process	42
3.2 Network Outcomes.....	43
3.2.1 Trail Improvements (Off-road)	44
3.2.2 Cycling Improvements (On-road).....	45
3.2.3 Walkability and Multimodal Improvements (On-road).....	46
3.2.4 Loop Route Concepts.....	47
3.3 Designing the Network.....	48
3.3.1 Off-road Trail Design	49
3.3.2 On-road Cycling Design.....	51
3.3.3 On-road Walkability and Multimodal Design	54
3.3.4 Conceptual Road Design Cross-Sections	57
3.4 Network Phasing, Costing and Prioritization	60
3.4.1 Network Cost Estimates	62
3.4.2 Priority Projects	63



4 Supporting Recommendations	64
4.1 Guideline Recommendations	66
4.1.1 Signage and Wayfinding Guidelines	67
4.2 Policy Recommendations	71
4.2.1 Guidance on Updating Existing Plans and By-Laws	73
4.2.2 Potential New Plans and Guidelines	76
4.2.3 Emerging Policy Considerations	77
4.3 Programming Recommendations	78
4.3.1 Encouragement and Education Programming	80
4.3.2 Communication and Public Outreach	83
4.4 Process & Prioritization	84
4.4.1 Capacity and Coordination	86
4.4.2 Cost and Funding Considerations	87
4.5 Maintenance & Monitoring	89
4.5.1 Maintenance	90
4.5.2 Plan Management and Evaluation	92
4.6 Summary	94



List of Tables

Table 1 : Overview of the ATMP Content	7
Table 2 SWOT Analysis Summary	20
Table 3: Considerations Regarding Existing and Previously Planned AT Conditions	22
Table 4 Cochrane ATMP Trail Classifications and Guidelines	50
Table 5: Street types for ATMP Road Design Cross Sections	57
Table 6 Network Phasing Framework based on community connectivity and feasibility	60
Table 7 Costing Estimates for ATMP Network by Phase	62
Table 8 Summary of Design Guidelines & Standards Recommendations	67
Table 9 Summary of Policy Recommendations	72
Table 10 Summary of Programming Recommendations	79
Table 11 Summary of the Process and Prioritization Recommendations	85
Table 12 Summary of Partnership Roles & Responsibilities	86
Table 13 Summary of the Maintenance and Management Recommendations	89
Table 14 Overview of the Minimum Maintenance Standards Guidance	90
Table 15 Overview of Winter Maintenance Practices for On-road AT Facilities	91



List of Figures

Figure 1 Summary of Active Transportation User Types	4
Figure 2: Existing and Previously Proposed Pedestrian Routes Map	23
Figure 3: Existing and Previously Proposed Cycling Routes map	24
Figure 4: Existing and Previously Proposed Off-Road Trails Map	25
Figure 5 Town of Cochrane Area Context Map	26
Figure 6 Population Density and Origin Analysis	28
Figure 7 Youth Destination Assessment	29
Figure 8 Adults and Young Adults Destination Assessment	30
Figure 9 Families Destination Assessment	31
Figure 10 Seniors Destination Assessment	32
Figure 11 People with Disabilities Destination Assessment	33
Figure 12 Destination and Origin Connectivity in the Town of Cochrane Settlement Area	34
Figure 13: Network Development Process Overview	43
Figure 14 Proposed Off-Road Trails Network Map	44
Figure 15 Proposed Cycling Network Map	45
Figure 16 Walkability and Multimodal Network Map	46
Figure 17 Raven Loop Route Concept	47
Figure 18 Polar Bear Loop Route Concept	47
Figure 19: Design needs for pedestrians of various ages and abilities (TAC, 2017)	54
Figure 20: Local Street, narrow ROW	58
Figure 21: Local street, standard ROW	58
Figure 22: Connector Street, with multi-use path	58
Figure 23: Connector Street, with separated bike lanes	58
Figure 24: Downtown Street with separated bike lanes	59
Figure 25: Downtown Street with expanded sidewalks, patios, and streetscaping	59
Figure 26: Connections between the Plan Ambitions and Supporting Recommendation Types	64



Land Acknowledgement

The Town of Cochrane respectfully acknowledges that we are situated on the Treaty #9 territory and thank the Nishnawbe Cree people of Taykwa Tagamou Nation and other Indigenous peoples for sharing this land in order for us to continue our work today.

We are grateful for the opportunity to work here, and we thank all the generations of people who have taken care of this land – for thousands of years. We recognize and deeply appreciate their historic connection to this place.

We also recognize the contributions of Métis, Inuit, and other Indigenous peoples, both in shaping and strengthening this community and country as a whole. This recognition is connected to our collective commitment to make the promise and the challenge of Truth and Reconciliation real in our community.

Meegwetch, merci, and thank you

Team Acknowledgement

The Cochrane Active Transportation Master Plan was led by Town of Cochrane staff and the Town's consultant, CIMA+, with support from a wide range of Town partners and stakeholders, and members of the community.

Town of Cochrane

Jared Alcock

Sophie Hautot

Jason Boyer

Monika Malherbe

Richard Vallee

CIMA+

Brandon Quigley

Claire Basinski

Samantha Leger

Joy Tigchelaar

Peter Brocks

Anushree Banerjee





1 Plan Overview

The Town of Cochrane is a vibrant community in northern Ontario, nestled in the Boreal Forest with considerable natural beauty and cultural heritage, and is known for its variety of outdoor experiences. It is a culturally and linguistically diverse Town, with a large indigenous population, and about equal numbers of francophone and anglophone residents. It is also a transportation hub for both people and goods, conveniently located along the Trans-Canada Highway 11, with road and bus connections to adjacent centres such as Timmins, and freight and passenger rail connections via the Ontario Northland Railway, including vital links north to Moosonee and Moose Factory. The Town is also seeing increased economic development and growth beginning to take shape, as these assets are attracting increasing numbers of people and businesses to visit and establish themselves in Cochrane.

The Town has recognized the need to provide residents of and visitors to the Town with safe, equitable, and comfortable methods of sustainable transportation that provide alternatives to motor vehicle travel. With this in mind, the Town sought funding to support the development of a Municipality-wide Active Transportation Master Plan (ATMP). Given the size and scope of the Town of Cochrane, and its culture of people getting outdoors in all seasons, active transportation holds significant potential for growth, including as an accessible form of recreation, and for short daily trips between key local destinations within the Town.

The Cochrane Active Transportation Master Plan (ATMP) is intended to be used as a long-range tool for decision-making related to active transportation planning, design, policies, programs, maintenance, monitoring, and project implementation. The plan sets out to achieve the principles, goals, and objectives of the Town through a series of recommended projects, policies and programs, that aim to create a connected future active transportation and trails network, and foster greater use of active modes for a variety of purposes and users. The recommendations in the plan are supplemented by a strategy outlining next steps to support implementation, monitoring, and management over the coming 20 years.



1.1 Plan Purpose

The purpose of developing this Active Transportation Master Plan is to...

Achieve a robust, flexible, and adaptable document that can be used and adapted over the next 10-20 years by staff, council, community members and committee members to support and achieve the future vision for active transportation and recreation within the Town of Cochrane.

This plan’s consideration of many forms of active travel, and their interaction with the Town’s overall transportation and recreation facilities, will help the Town of Cochrane better plan, design, implement and maintain active transportation facilities for a range of users with their own unique needs, desires, and places to go. The ATMP was developed by incorporating the following key elements:



1.1.1 What is Active Transportation?

Active Transportation refers to any means of getting around that is **people-powered and non-motorized** such as walking, cycling, rollerblading, skateboarding, skiing, or snowshoeing - among others. From a weekend hike through the woods or a local park, a short bike ride to a neighbour's house, or a stroll along a commercial main street, all of these trips can be categorized as active modes of travel.

There are a variety of reasons people engage in active travel; generally speaking, there are two primary ways that active transportation trips can be categorized – recreational and utilitarian. Although some users will develop habits that favour either utilitarian or recreational trips, most will engage in a mix of both kinds of trip purposes.



Recreational Trips



EXPERIENCE -FOCUSED

The use of the active modes for fun and/ or fitness, often following a meandering, indirect route with natural features or other elements along the way that are the main purpose of the trip. Typically, when an individual is moving for recreational purposes, there is usually no key destination in mind.

Utilitarian Trips



CONNECTIVITY-FOCUSED

Trips that are made with a specific purpose such as commuting to work or school, shopping, accessing services, or other key destinations that serve day-to-day needs. Utilitarian trips usually involve a direct route that allows people to easily access their destination with minimal interruptions, gaps, transitions, or major barriers (physical and non-physical) along the way.



In addition to various types of active trips, a variety of active transportation users were considered during the ATMP process. A focus was placed on four different types of users, as presented in **Figure 1** below:

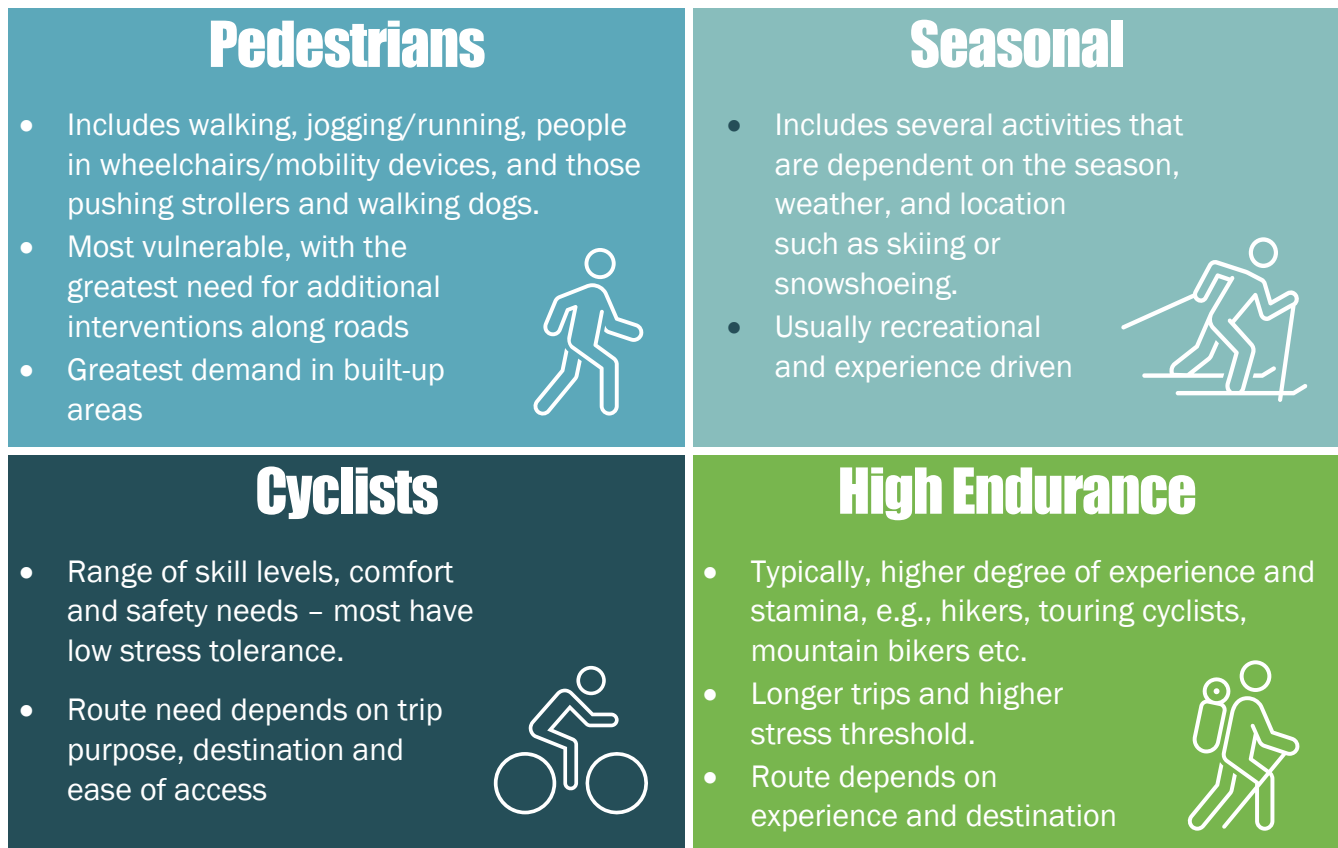


Figure 1 Summary of Active Transportation User Types

In addition to the categories above, it should be noted that in recent years, electric-assisted devices or “micromobility” vehicles such as e-bikes and e-scooters have increased considerably in popularity. These devices blur the lines between motorized and non-motorized modes. They can allow users to travel longer distances and carry more cargo with less effort, but also present challenges in how they change the mix of users along local streets, paths, and trails. Micromobility vehicles were also considered by this plan due to their frequent shared use of active transportation facilities, and the importance of providing mobility options for all ages and abilities in the Town of Cochrane. These technologies also have the potential to considerably increase the demand for trails and active transportation facilities in the coming years.

Taking an approach that recognizes the relationship between different trip purposes and users provides the Town of Cochrane with an adaptable and flexible plan that puts the needs of local people at the forefront.



1.1.2 Plan Commitments

In developing this ATMP, a series of commitments were developed to represent the key aspirations for the community that could guide the identification, selection, and prioritization of strategies and recommendations to ensure the plan would effectively serve the needs of the Town. They were developed based on staff and stakeholder input in the early stages of the project and confirmed throughout the process. These commitments included ensuring the plan included:

- A balance of feasibility and overall experience.
- A range of opportunities for all potential active users
- Collaboration wherever possible both during and after completion.
- Routes and facilities that move people where they want to go.
- The prioritization of accessibility and safety
- Consideration of people's long-term physical, social, and fiscal well-being

1.2 Process

The ATMP was developed using a phased planning process. An overview of the project process including the purpose of the different steps and outcomes is presented below. Each of these phases was accompanied by collaboration with the public and key stakeholders, to ensure the outcomes reflected the community's needs and desires.



1. Setting the Foundations

In order to create the foundations upon which to build the plan, key tasks included:

Background Review

A multi-faceted background review was conducted, in order to establish a basis for understanding the local context in Cochrane in relation to active transportation and related issues. This included:

- An examination of the Town's existing plans, policies, and initiatives, as well as relevant provincial and national plans and policies in order to establish an understanding of the current policy context.
- A review of the key benefits of active transportation, with a focus on community needs and the local context.
- An analysis of the strengths, weaknesses, opportunities, and threats regarding active transportation and trails within the Town of Cochrane.

Existing Conditions

Existing conditions were documented through mapping, assessment, and an inventory of local transportation conditions, key destinations, gaps and missing links between existing facilities, and conditions along existing facilities and trails.

Vision & Principles

A vision statement and associated principles were developed in order to provide guidance and inform the development of the network of active transportation facilities and supporting recommendations and strategies.

2. Develop Improvements & Recommendations

This stage involved identifying the preliminary active transportation network and applying relevant guidelines and standards to refine and finalize the network. To support and complement the infrastructure network, a series of supportive recommendations and strategies were developed in the areas of design guidelines and standards, supportive policies, outreach programming, maintenance and management, and decision-making processes.

3. Implementation Strategy & Plan Finalization

All actions and network projects were prioritized, with phasing for implementation identified. This was accompanied by an implementation strategy to guide how different types of recommendations and projects are to be put in place, including needed resources and processes. The culmination of the tasks and work completed on the Cochrane ATMP process resulted in the completion of the active transportation master plan document. This included confirmation that the plan's content met the needs of Town staff and key stakeholders.



1.3 Navigating the Plan

The ATMP has been developed to serve as a flexible and adaptable tool to guide the strategic and day-to-day implementation of the plan's recommended projects, programs, policies, and other initiatives. The plan has been organized into five chapters which present the process, rationale, and outcomes of the ATMP. **Table 1** provides a summary and overview of the plan's content and its intended use.

Chapter	Content
2. Setting the Foundation	Sets the foundation of the ATMP by providing an overview of the work completed to understand the context and conditions of active transportation infrastructure, programs, and policies in Cochrane, and set out the vision and objectives that were established for the plan.
3. People-First Network	Highlights the network recommendations for the ATMP, including recommended future walking, cycling and trail improvements.
4. Supporting Recommendations	Outlines the supporting recommendations of the ATMP, including those related to policies, guidelines, programs, implementation, and process / decision-making.
5. From Plan to Action	Provides a proposed implementation strategy for the ATMP, including a recommended phasing plan, estimated costing, proposed roles and responsibilities of staff and stakeholders, potential partnerships and communication tactics, in addition to the monitoring and evaluation practices that should be implemented to ensure the ATMP's success.

Table 1 : Overview of the ATMP Content







2 Setting the Foundation

The Cochrane ATMP was built upon the foundations of the existing local active transportation conditions and experiences in the Town. To develop a plan that is both progressive and tailored to the Town of Cochrane, this analysis of the existing conditions included:

- An investigation of the varied benefits and challenges of active transportation, with a focus on the unique context of Cochrane to demonstrate opportunities to mitigate current concerns and encourage future success.
- An analysis of the Town's current policy framework, including current gaps, future opportunities, and ongoing challenges to establish the basis for future policy enhancements.
- An analysis of socio-demographic trends, local trip generators and current active transportation demand to paint a picture of who, how and why people move throughout the Town.
- A review of existing and previously planned infrastructure as the foundation for the identification of improvements and enhancements.

Another core foundation of the plan was the public and stakeholder input which helped to frame the desired future and AT priorities for the Town. Using this understanding of context, conditions and input considerations and consistent with typical functional master planning practice, a vision and series of goals were established articulating the desired active transportation future for the Town. The outputs and outcomes of these processes are documented in this section of the ATMP report.



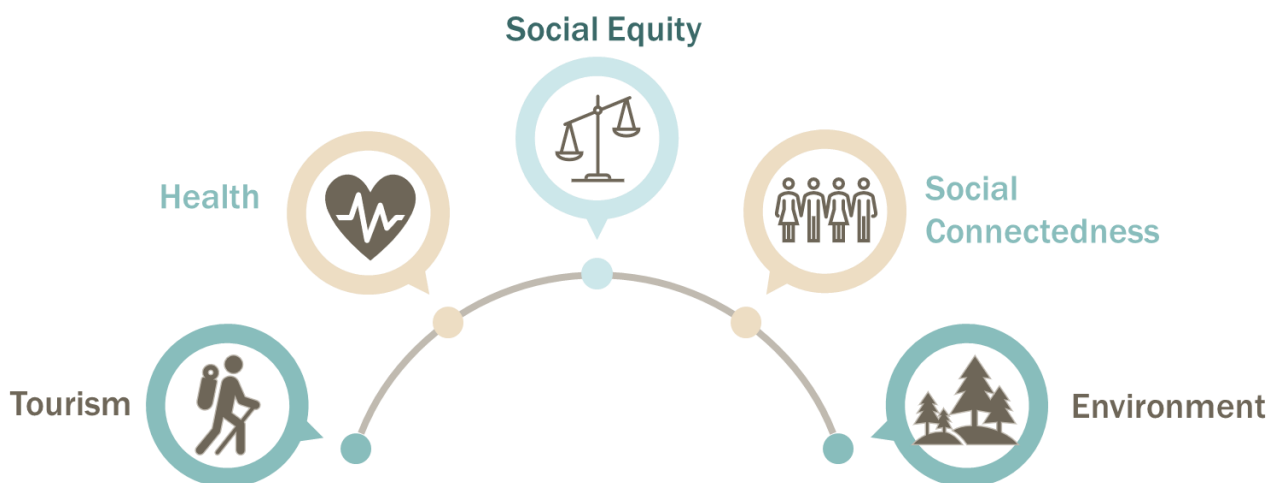
2.1 Background Review

2.1.1 Benefits Review

For those who do not drive or wish to be more active, access to a connected and safe multimodal transportation network is essential. The current urbanized area of Cochrane is only about 3 km across, making local destinations easily accessible by active travel, since few trips in the town take longer than 30 minutes to walk, or 10 minutes to bike. The Town's many natural features and assets make it an appealing place for active recreation. With future growth anticipated in Cochrane, active forms of travel such as walking, biking, and rolling are only going to become more appealing mobility options for local commuters and recreational active transportation users alike – especially if the Town makes future investments in active transportation improvements.

Investments in active transportation infrastructure, programs, and other initiatives can bring several benefits to individuals and the broader community. As identified by the project team and through community engagement, there are five key areas in which benefits that can be realized in Cochrane through the planning, design, and implementation of active transportation facilities and programs. These include benefits related to health, tourism, social equity, the natural environment, and social connectedness.

In the past half century in North America, automobile travel has often been prioritized at the expense of other modes. In more recent years, however, there has been a shift towards greater prioritization of active transportation, with a growing body of evidence showing the far-reaching benefits walking, cycling, and other active modes offer to individuals and communities. For the Town of Cochrane, there is an increasing interest and demand in the Town to make real and tangible commitments to shifting the way people move, including improving their sense of safety and comfort when travelling.



As part of the first phase of the project, a review was undertaken of the key benefits of active transportation. The results of this review provide a compelling picture of the key considerations, current context within the Town of Cochrane, and the application of this information in the development of the plan's recommendations. The following section provides a summary of the community benefits of prioritizing active transportation within the Town of Cochrane.





Health

Achieving a state of complete physical, mental, and social well-being

Access to safe and comfortable active transportation infrastructure is critical for active living, and is shown to support physical, mental, and social well-being. Whether it be for commuting, daily utilitarian trips, or recreation, a strong active transportation network can get residents physically active and improve both physical health and mental wellbeing for all ages and abilities – especially children and seniors. For the Town of Cochrane, this is especially important as risk of chronic disease and mental health concerns, particularly among youth, are on the rise.

Challenges

- Approximately 72.3% of residents within the Porcupine Health Unit (PHU) area are overweight or obese. This poses an increased risk for many chronic conditions such as diabetes, high blood pressure and joint conditions that threaten mobility.
- The PHU experiences 3 times more hospitalizations due to mental health than the provincial average.
- The extra long winter months in addition to the maintenance needs related to snow and ice act as barriers to getting physically active throughout the year in Cochrane.
- Accidental injury related to activities such as snowmobiling and ATV use are a greater risk in the Town of Cochrane compared to many other areas in Ontario.

Opportunities

- Diabetes and blood pressure rates are lower in municipalities where walking and cycling are practical options. People are also more active if safe, accessible, and comfortable active transportation infrastructure is available to them.
- Regular exercise, including walking, helps improve mental health outcomes including lower levels of anxiety and depression, and increased social interactions.
- Increasing the number of active trips in Cochrane is an opportunity to improve health outcomes in a variety of areas.

ATMP Application

- Health benefits of active transportation will be central to the ATMP. This will include fostering a network along with the necessary amenities and programs to get people active throughout the year.
- Through an all-ages and abilities (AAA) approach, the ATMP will be inclusive and age-friendly, ensuring that the health benefits of active transportation can be experienced by a broad range of individuals in Cochrane, and help reduce the burden on the local health care system.





Tourism

The movement of people to places in pursuit of recreational, cultural, and social opportunities, and associated businesses.

Trails and active transportation infrastructure are key community amenities to attract visitors and help make a town a desirable destination for a variety of trips for people in the surrounding area and beyond. The provision of such facilities helps visitors explore the town and access key points of interest, and supports the creation of an attractive atmosphere, including a lively business district. The following are the tourism considerations that were considered while developing the Cochrane ATMP.

Challenges

- Competition from other destinations, in the area and beyond
- Sparse population in the area, which can limit potential visitors
- Allocating funds to AT projects may compete with other budgetary priorities.
- Balancing economic development priorities and upfront costs with long-term economic benefits, and needs from other services and attractions
- Balancing the needs of residents with visitors, and finding opportunities that benefit both groups
- Tourism is often highly seasonal, so a balance of all-season recreational amenities should be provided

Opportunities

- Cochrane has a number of niche tourism experiences to build upon, such as the Polar Bear Habitat, Snowmobile Museum and Lake Commando
- Cochrane has around 22.5 kms of skill trails and 7.5 kms of snowshoe trails to leverage
- Branded as “a gateway to wilderness”, there is a lot of soft adventure tourism in Cochrane
- Leverage the efforts of Tourism Cochrane to promote new trails as a tourist attraction
- Ontario Northland is planning to resume rail operations between Toronto and northeastern Ontario to Cochrane, potentially attracting more visitors, many of whom will arrive without a car and need multimodal travel and recreational options

ATMP Application

- Plan for greater amenities to attract tourists for a stop-over experience or short-term visits via car or train, and focus on connections to Highway 11 and train station
- The inclusion of connections, facilities and streetscaping amenities to help revitalise the downtown core.





Social Equity

Justice and fairness in public services and associated processes, access, and outcomes

When planning for transportation in the Town of Cochrane, it is important to remember that not everyone has equal access to a car or can afford the regular maintenance and fuel that a car requires. While access to active transportation facilities provides benefits to existing users, it also benefits those who are new to an area. One of the strategic council directions for the Town of Cochrane is to attract more people. However, often newcomers and lower-income persons do not own private vehicles and drive less. Additionally, if facilities are not accessible, it limits the mobility of disabled and older people. The following considerations have been made regarding social equity when developing this plan's recommendations.

Challenges

- Balancing the diverse needs of various stakeholders, including local businesses and residents, while ensuring the equitable distribution of resources.
- In the Town of Cochrane, indigenous peoples represent approximately 20% of the population, and seniors over the ages of 65 represent 18%. Both these groups have unique needs and interests.
- Implementing active transportation facilities can face challenges rooted in differing priorities, budget constraints, and conflicting interests.

Opportunities

- Active travel opportunities provide basic mobility to those who are less able to afford, own, maintain, or operate a car. This is important for Cochrane as the median income of households is lower than both the District median and National averages.
- Walking and cycling facility improvements benefit both existing and new active transportation users by providing safer, and more accessible and connected, and comfortable conditions.

ATMP Application

- Identifying the most vulnerable users and providing the greatest degree of support through the plan's recommendations
- This ATMP will be developed with All Ages and Abilities (AAA) in mind, following the guidance from national and provincial standards.
- A comprehensive engagement will help ensure our plan responds to a range of community needs.





Environment

The impacts on the natural and physical environment from carbon emissions, pollution, and other human-made factors

Transportation is the largest source of GHG emissions in Ontario. Many short trips taken by automobiles can easily be replaced with walking or cycling trips if facilities are designed to be attractive and safe for a variety of users. With climate change being a growing provincial, national, and global concern, it is imperative to provide more environmentally friendly travel options. Encouraging active travel can also reduce the both the local air and noise pollution caused by automotive travel.

Challenges

- Navigating the balance between fostering sustainable transportation and preserving Cochrane's rich natural environments
- The potential disruption, fragmentation, or alteration of local habitats during infrastructure construction demands careful consideration of local biodiversity.
- The choice of construction materials, energy consumption, and emissions during development can impact local environmental integrity.

Opportunities

- The Town of Cochrane has about 238 hectares of municipal-owned lands parked as parks and open spaces, offering ample opportunity to develop parks and trails.
- The Town will benefit from reduce air pollution and traffic congestion by shifting trips towards active modes, especially if it can reduce pollution in areas with vulnerable populations, such as near schools
- Active transportation protects natural resources through less gas consumption, and through a small to non-existent carbon footprint

ATMP Application

- The plan will help people to connect with their local environment with thoughtful infrastructure recommendations, including connections through natural areas.
- Designs will consider ways to reduce the impact on biodiversity in building trails and other infrastructure.
- The plan will take a multimodal approach to the road network, in an effort to shift modes away from motor vehicles by making active travel more attractive and comfortable.





Social Connectedness

The experience of belonging to a social relationship or network

Providing high quality active transportation facilities in a town allows for more opportunities for people to stop and converse with each other, increasing social interaction and building a stronger sense of community. Use of trails and active transportation also helps people connect to the adjacent natural and built environment. Additionally, providing a range of multi-modal travel options in a community gives residents more options to access jobs and services.

Challenges

- Cochrane is a small town with a population of just over 5000, with shifting demographics and potential for growth and many newcomers in future years, making it important to continually build and foster a strong sense of community.
- Ingrained car-oriented habits and past infrastructure and development can make it challenging to shift transportation behaviour. People may resist the change associated with the adoption of active modes and associated changes to streets and public spaces.

Opportunities

- Build on past placemaking projects put in place through the Doable Neighbourhoods Project initiative.
- Cochrane has a diverse population, which provides opportunities to build connections between and among people from various cultures and backgrounds.
- Trail use helps people build a better connection to the landscape and to other trail users, fostering shared responsibility and build a sense of community and stewardship.
- People walking or cycling in their neighbourhoods are likelier to stop and participate in community events and activities, and shop at local businesses.
- A small town can make it easier for people to get to know each other, provided social opportunities are available.

ATMP Application

- Building appropriate placemaking concepts and incorporating such opportunities in the ATMP to give people – especially older adults - a sense of community.
- Incorporate recommendations to improve streetscaping and amenities to help foster walkable environments in ways to help enliven Cochrane's downtown and other public gathering spaces.
- Connecting key destinations, natural areas and land uses and maximizing walkability between them.



2.1.2 Policy Review

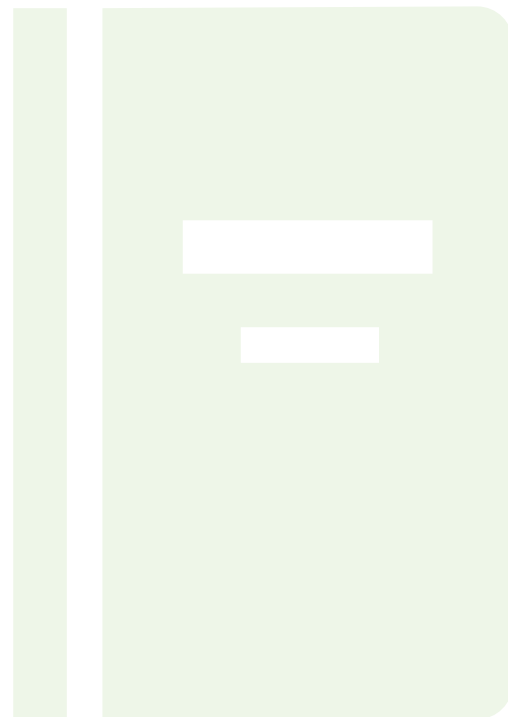
In Ontario, planning for community growth and change is driven by a multi-jurisdictional policy process that provides a framework for decision-making. In addition to coordinating how land is to be used, the policy hierarchy also guides matters related to transportation, environmental preservation, economic growth, social equity, and infrastructure servicing, among others.

In recent years there have been considerable efforts to enhance and improve policy support for active transportation and related planning through the development of functional master plans. While not a formal policy document, functional master plans, like this ATMP, serve as an implementation strategy that will ultimately require a degree of support at other policy levels, such as through the municipal Official Plan and Zoning By-law. For consistent long-term planning and infrastructure implementation, consideration should be given by the Town to amending or updating municipal policies and plans as appropriate.

Building an understanding of Cochrane's policy context helped the project team identify the opportunities and limitations related to active transportation planning and decision-making at the municipal level. An understanding of Cochrane's existing policy context was also valuable for understanding the Town's planning principles, the current degree of support for active transportation, and where policies could be enhanced or improved to support active transportation and trails.

To develop a fulsome understanding of Cochrane's existing policy context, a policy review of provincial and local planning documents was conducted. The review was undertaken in two stages: first to provide a summary of applicable policies, followed by a key term search to determine the degree of support for active transportation within the existing policy framework and identify opportunities for improvement.

A summary of the outcomes of the comprehensive policy review are provided below, with the complete analysis provided to Town Staff.



Federal and Provincial Plans and Policies

Applicable policies

- National Active Transportation Strategy (2022)
- Framework for Recreation in Canada (2015)
- Transit Supportive Guidelines (2012)
- Freight Supportive Guidelines (2016)
- Provincial Policy Statement (2020)
- Growth Plan for Northern Ontario (2011)
- #CycleON Cycling Strategy (2014) & Action Plan 1.0 (2014 & 2.0 (2018)
- Ontario Trails Strategy (2005)
- Minimum Maintenance Standards (2018)
- Ontario Traffic Manual
- Accessibility for Ontarians with Disabilities Act (2005)

Policy highlights

- Urban transportation systems are to include provisions that reduce reliance on travel by automobile, including by active transportation.
- All municipal roadway facilities are to be built and maintained according to provincially prescribed Minimum Maintenance Standards and be compliant with applicable sections of the Accessibility for Ontarians with Disabilities Act (AODA).
- All on-road cycling facilities and pedestrian crossings are to follow the guidelines of the applicable sections of the Ontario Traffic Manual (Books 15, 18, etc.).

Local Plans and Policies

Applicable policies

- Strategic Plan (2020 & 2024)
- Official Plan (2014)
- Zong By-law (2018)
- Parks and Recreation Master Plan (2022)
- Parks and Trails Master Plan (2018)
- Final Community Improvement Plan (2018)

Policy highlights

- Encourage multi-modal forms of travel as opposed to automobile dependency
- Provides direction and requirements for the provision of infrastructure, parking, and design guidance.
- Encourages connecting active transportation, recreation, and urban planning
- Support community revitalization through place-making, streetscaping, and other initiatives



Three local planning documents were subject to additional analysis through a key terms assessment; these were the Town of Cochrane Strategic Plan (2020), Town of Cochrane Official Plan (2018) and the Parks and Recreation Master Plan (2022). A key term review is a common planning assessment that is used to determine the degree of support for a certain topic within a policy document or plan. It uses terms that are either directly or indirectly demonstrate support. The following key terms were highlighted to assess the degree of support for active transportation and trail-related planning:

- Cycling / Bike / Bicycle / Biking
- Walking / Pedestrian
- Trail
- Active Recreation / Active Transportation
- Pathway
- Accessibility / Accessible
- Connectivity
- Open / Green Space
- Safety
- Comfort

Across the three plans reviewed, there was generally strong support for active transportation and recreation. The Parks and Recreation Master Plan (2022) showed the most support for active transportation based on this assessment, while the Strategic Plan had the lowest instance of the key terms. The outcomes and insights from the policy assessment led to the identification recommendations within the ATMP. Town staff are encouraged to use the information gathered to help improve policy support for active transportation through future initiatives.



2.1.3 SWOT Analysis

Another tool used to provide an overview of the various factors related to the existing context of active transportation in Cochrane was an assessment of strengths (S), weaknesses (W), opportunities (O), and threats (T). This analysis examined various mobility and land use considerations in the Town and provided a set of key considerations that could be used to identify high level planning goals and ambitions as well as specific projects, programs, and other recommendations.

It is important to note that the elements of this analysis are not always mutually exclusive. For example, in some instances a weakness could be positioned as an opportunity and vice versa. As such, the analysis was organized into various themes based on key considerations identified by Town staff and the public. The assessment helped to provide a higher degree of context specific understanding upon which plan recommendations were identified.

	Strengths	Weaknesses	Opportunities	Threats
Trail Network	<ul style="list-style-type: none"> • Popular existing trail network • Extensive winter trails for snowmobiling, cross-county skiing 	<ul style="list-style-type: none"> • Existing trails are not always accessible to active modes • Many trails are informal and/or have limited accessibility 	<ul style="list-style-type: none"> • Target upgrades to snowmobile and informal trails to meet standards for accessibility and needs of active users 	<ul style="list-style-type: none"> • Feasibility of meeting accessibility needs • Maintenance needs
Walking	<ul style="list-style-type: none"> • Most streets have sidewalks, especially through downtown • Town has established walking routes 	<ul style="list-style-type: none"> • Some areas with no or few sidewalks, including near Highway 11 and schools • Inconsistent pedestrian crossings 	<ul style="list-style-type: none"> • Explore ways to ensure pedestrian safety and comfort through targeted improvements • Potential for pedestrian / streetscaping improvements downtown 	<ul style="list-style-type: none"> • Inconsistent sidewalk system • Potential conflicts between cars and pedestrians • Maintenance needs
Cycling	<ul style="list-style-type: none"> • Existing cycling routes provide N-S and E-W spine through town • Town has identified future cycling routes and facilities • Town's size makes most internal trips easy to bike 	<ul style="list-style-type: none"> • Limited separated cycling facilities • Some cycling facilities may not meet current standards 	<ul style="list-style-type: none"> • Upgrade existing cycling routes • Improve trails to allow multi-use access, including for bikes • Extended / new cycling routes that connect to schools in north, and to commercial services in south (Highway 11) 	<ul style="list-style-type: none"> • Lack of amenities for cycling, i.e. repair services, racks, etc. • Lack of strong existing cycling culture/habits



	Strengths	Weaknesses	Opportunities	Threats
Behaviour / Programs	<ul style="list-style-type: none"> • Considerable outdoor recreation activity in all seasons • Significant walking trips (9.6% commuters, 2021 Census) • Active clubs and groups (Cross-Country Ski, Snowmobile Club) • 2014 Doable Neighbourhood Project piloted projects to improve AT & public space 	<ul style="list-style-type: none"> • Few current regular cycling commuters 	<ul style="list-style-type: none"> • Leverage existing clubs & social connections • Enhance safety and accessibility for walking • Provide opportunities for people to explore different types of cycling, e.g., mountain biking, fat biking, e-bikes, etc. 	<ul style="list-style-type: none"> • Maintaining interest and resources to sustain programs
Geography, Built form and Land use	<ul style="list-style-type: none"> • Strong sense of community • Centrally located downtown with many key shops and services • Small size makes most destinations within the town walkable/bikeable • Lake Commando is a key asset and focal point of Town, with considerable trail network 	<ul style="list-style-type: none"> • Some key services at periphery of Town, e.g., schools • Rail corridor is a barrier between most population and commercial services to south • Lake Commando trails do not continue far beyond lake 	<ul style="list-style-type: none"> • Revitalize central downtown • Explore new connections over rail corridor, to and from Lake Commando, etc. • Ensure future development at periphery includes local services and AT connections 	<ul style="list-style-type: none"> • Growth at periphery of town could increase distance for many destinations • Compatibility of uses e.g. Industrial truck traffic through residential areas
Policies and Plans	<ul style="list-style-type: none"> • Parks and Recreation Master Plan provides significant support and direction for trails and AT • Generally strong support for trails, cycling, walking, and health across policy and plan documents • No existing overall Town Transportation Plan. 	<ul style="list-style-type: none"> • Limited detail in Official Plan regarding active transportation (no references to cycling) • Limited references in planning documents to transportation and climate change issues 	<ul style="list-style-type: none"> • Explore broader transportation and traffic recommendations in plan • Explore recommendations for new/modified policies that address gaps 	<ul style="list-style-type: none"> • Ensure effective policy implementation • Competing policy and planning interests and needs

Table 2 SWOT Analysis Summary



2.1.4 Existing & Previously Planned Conditions

In order to develop future infrastructure recommendations, it is important to identify and build upon what is already in place. An existing condition assessment is a review of the existing and previously proposed active transportation infrastructure – including routes and facilities – on and off-road that are found within and around the municipality. For this project’s purposes, the focus was placed on the Town’s settlement area with high-level considerations for the rural and natural areas.

The purpose of an existing and previously planned conditions review is to assess the need for improvements to existing routes and facilities based on existing guidelines and standards and to review and confirm the inclusion of previously planned routes and facilities as part of the ATMP.

The Town of Cochrane currently has several active transportation facilities and routes within its municipal borders, including an extensive sidewalk network within the Town of Cochrane settlement area, off-road trails around Commando Lake and in other key locations, and some previously identified bicycle routes and facilities. Existing facilities include those built on or along Municipal roadways or, in the case of trails, through parkland, municipal easements, or other open spaces.

The existing active transportation routes and facilities – including trails – are not currently considered connected or continuous and in some cases lack accessibility. While there are facilities that have been implemented in the past, there are a number that would benefit from upgrades to meet current standards, enhance conditions, and / or attract new users of all ages and abilities, and these locations were identified in this review.

In addition, through the adoption of other policies and plans, the Town has identified and recommended other routes and facilities. These are referred to as previously planned conditions.

The review and assessment of existing and previously planned conditions is presented on the following pages. The existing active transportation network acts as the foundation from which future on-road and off-road active transportation improvements and linkages were identified (as detailed in Chapter 3).



The existing and previously proposed active transportation conditions and trail linkages found in the Town of Cochrane are illustrated on **Figures 2 to 5**. **Table 3** summarizes some key items of consideration while identifying and mapping the existing and planned facilities / routes in the Town.

A more detailed summary of the key takeaways from the existing conditions assessment was provided in the form of a spreadsheet to municipal staff as part of the overall project record. The condition summary was informed by a three-step process of assessment including a desktop review of available Google information, input from Town staff about local conditions and an in-field review conducted by the project team.

Existing Facility Considerations	Planned Facility Considerations
<ul style="list-style-type: none"> • Considerable sidewalk network throughout town, and high demand for walking • Significant system of winter-use trails (snowmobile and cross-country ski) • High demand for winter recreation • Previously implemented bike lanes and multi-use paths, in varied states of maintenance and alignment with guidelines • Trail system around Commando Lake is a major asset • Many natural, undeveloped areas • Significant physical barriers • Numerous recreational destinations • Various foot paths / informal trails 	<ul style="list-style-type: none"> • Previously identified cycling and walking routes • Planned development at the periphery of the Town settlement area, and along Highway 11 • Plans for new parks on Town-owned lands • Plans to resume passenger train service on the <i>Northlander</i> from Toronto through Timmins • Mining and agriculture expected to attract population to the Town

Table 3: Considerations Regarding Existing and Previously Planned AT Conditions



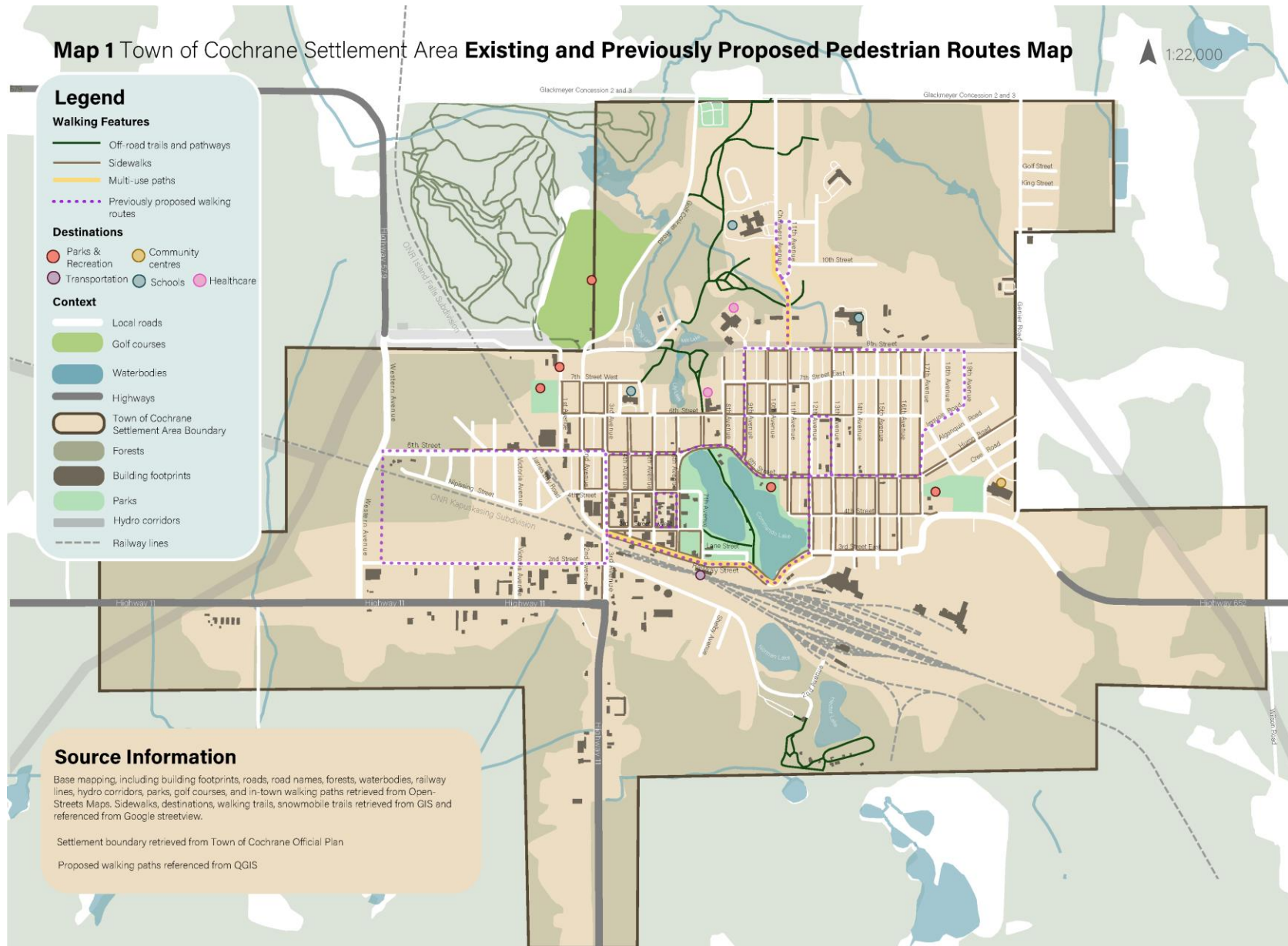


Figure 2: Existing and Previously Proposed Pedestrian Routes Map



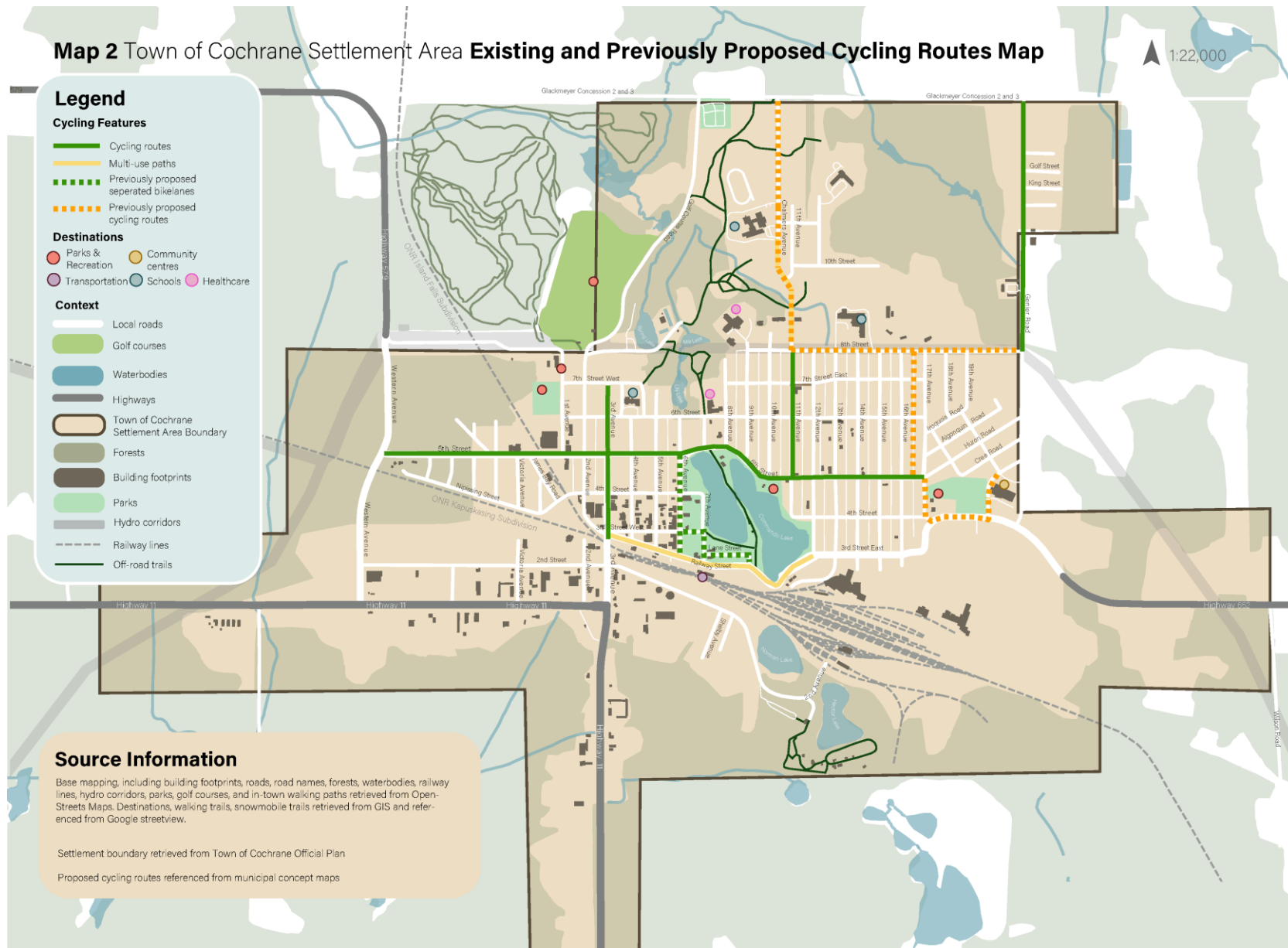


Figure 3: Existing and Previously Proposed Cycling Routes map



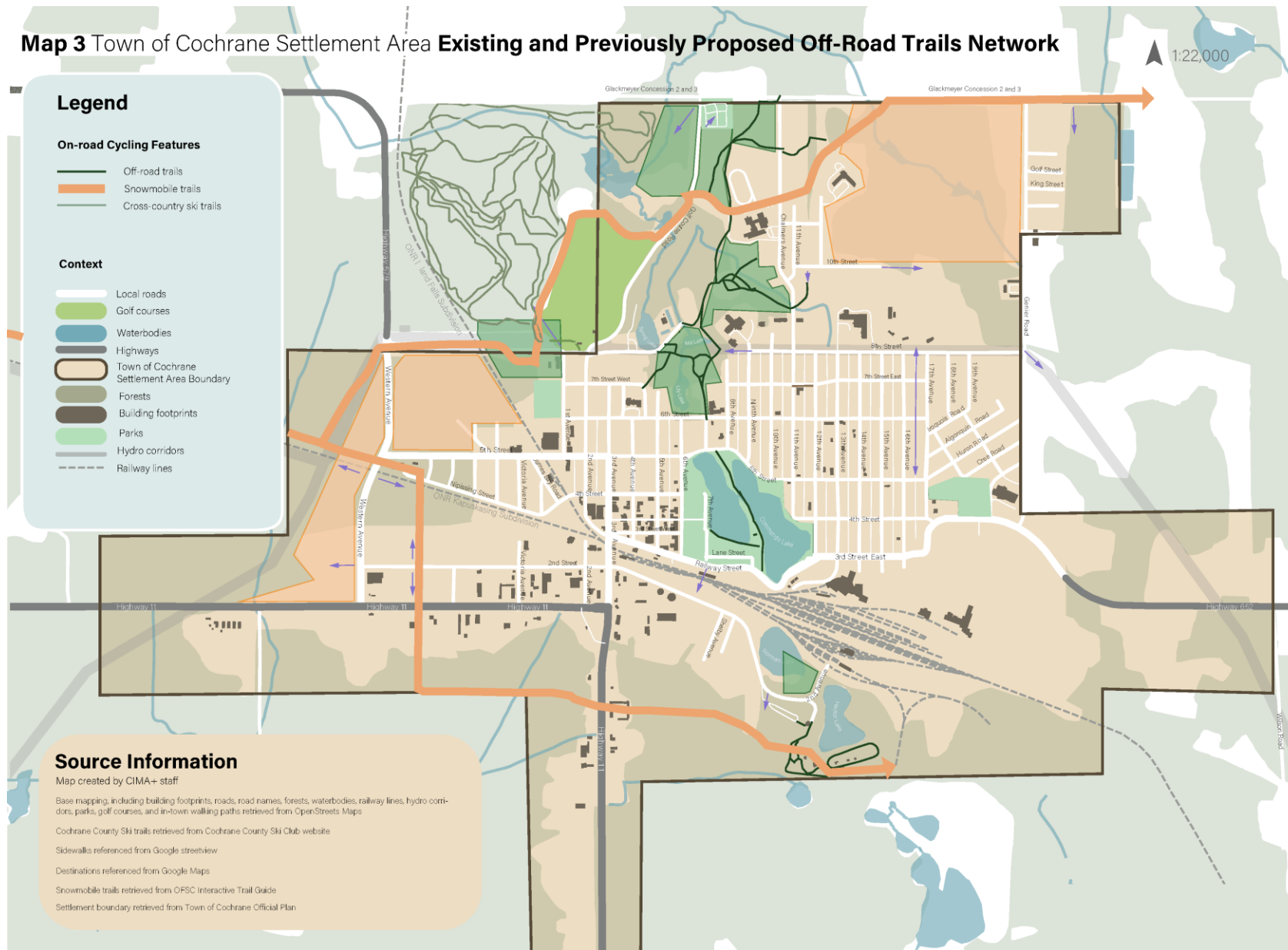


Figure 4: Existing and Previously Proposed Off-Road Trails Map

Final Report. October 2024



Map 4 Town of Cochrane Area Context Map

1:250000



Figure 5 Town of Cochrane Area Context Map



2.1.5 Destinations Review & Sociodemographic Analysis

To provide the background needed to identify future routes and improvements, it is important to develop an understanding of where active transportation users currently bike, walk, and roll, while also analyzing key destinations and barriers to determine key gaps and needs that the future ATMP network should address to address potential future needs and demand.

As part of the initial stages of the ATMP, a destination review and sociodemographic analysis was conducted to identify key destinations that currently of have the potential to spur interest for active trips, while also evaluating demand from the perspective of various demographic groups. These groups included: youth, adults and young adults, families, seniors, and people with disabilities. Destinations for each demographic group were organized into themes which included places for shopping, learning, playing, care, and movement.

The following pages provide a summary of these findings, including descriptions and visual depictions of the existing destination and sociodemographic conditions within the Town of Cochrane. This analysis provided the project team with an understanding of key destination locations for various sociodemographic groups in the Town of Cochrane, how important, desirable and their demand is for each group and identify areas of need. This approach was confirmed and validated through engagement activities with the public, key stakeholders and Town staff. Later in the process, this analysis was incorporated into the prioritization and phasing of planned facilities.



The Town of Cochrane

has a population of **5390 persons** and an overall population density of **10.0 persons per square kilometre** for the entire municipal area (2021 Census). Most of the Town's population is located within its settlement area, and varies significantly within these borders. As summarized by **Figure 6**, the greatest population density within the urbanized area is located in the centre of Town, to the east, north, and west of Commando Lake. Less densely populated areas are mostly at the periphery of the urban area, including mobile-home areas. The urban periphery is also the location of areas that are slated for future development.

Emphasizing active transportation improvements within the Town's settlement area in the ATMP will be key for encouraging both existing and new users to use trails, walking and cycling facilities for various purposes. Priorities should include areas of higher population density, and new development areas.



Map 1 Town of Cochrane ATMP Population Density & Origin Analysis

Population Density



Residential land uses per Official Plan



Origin Analysis

- Potential Origin Cluster
- 1** Core location of high to medium population density and residential land-use
- 2** Core location of medium population density and residential/ downtown core land-use
- 3** Residential land-use with low population density, but potential area for future residential development
- 4** Mobile home area with low to medium density
- 5** Mobile home area with low density

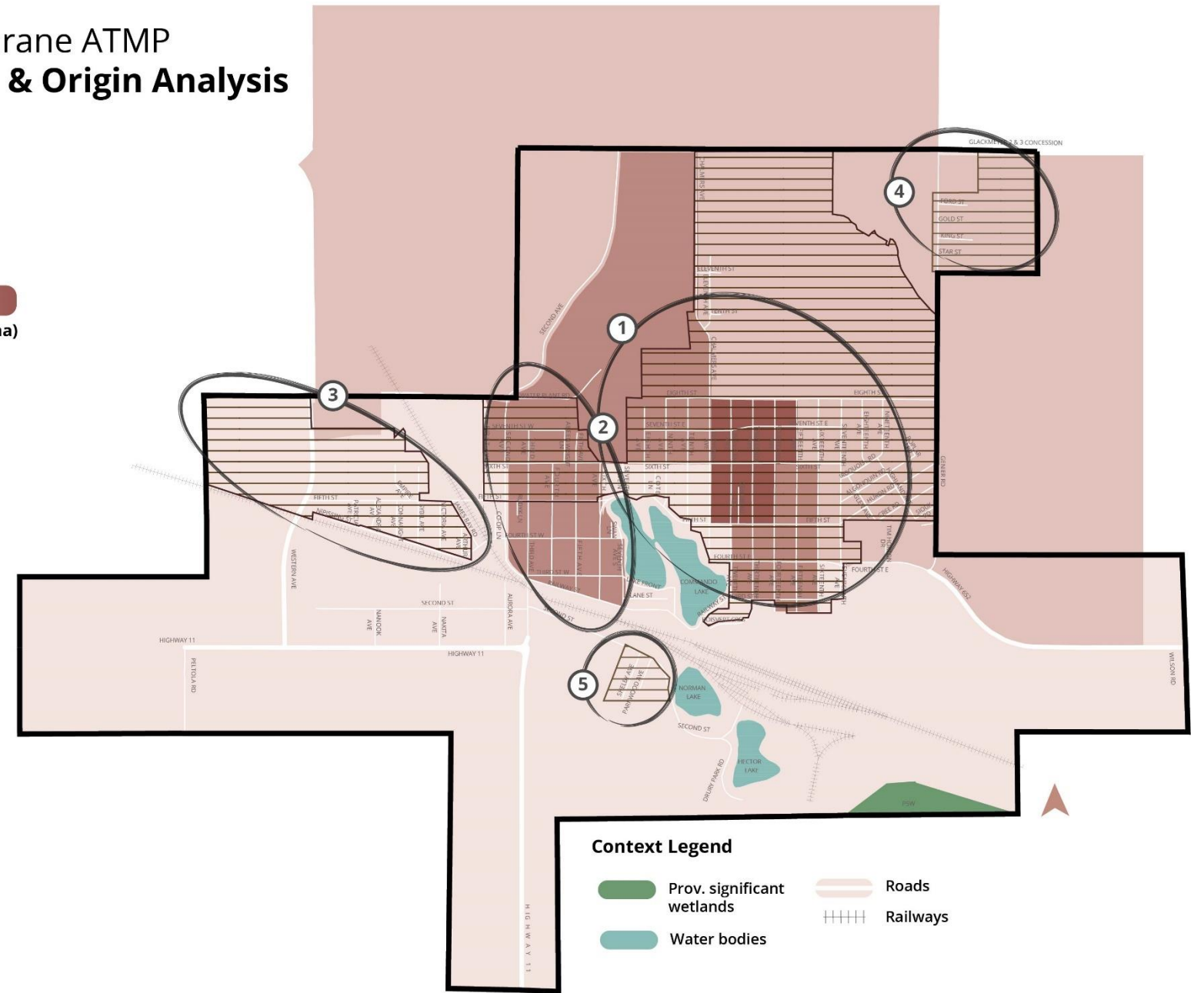


Figure 6 Population Density and Origin Analysis



Across the Town of Cochrane, there are approximately 1290 youth under 19 years of age, representing **24% of Cochrane's population** (2021 Census). The Town offers several key destinations for youth, including Commando Park and other key parkland areas, other locations for play and recreation, places for shopping such as convenience stores, and places for learning such as schools and the Cochrane Public Library, as identified by **Figure 7**.

Schools and other key destinations for youth are a priority of the ATMP, and the safety and accessibility of sidewalks, trails and streets in these areas were an important consideration in the development of the ATMP network.

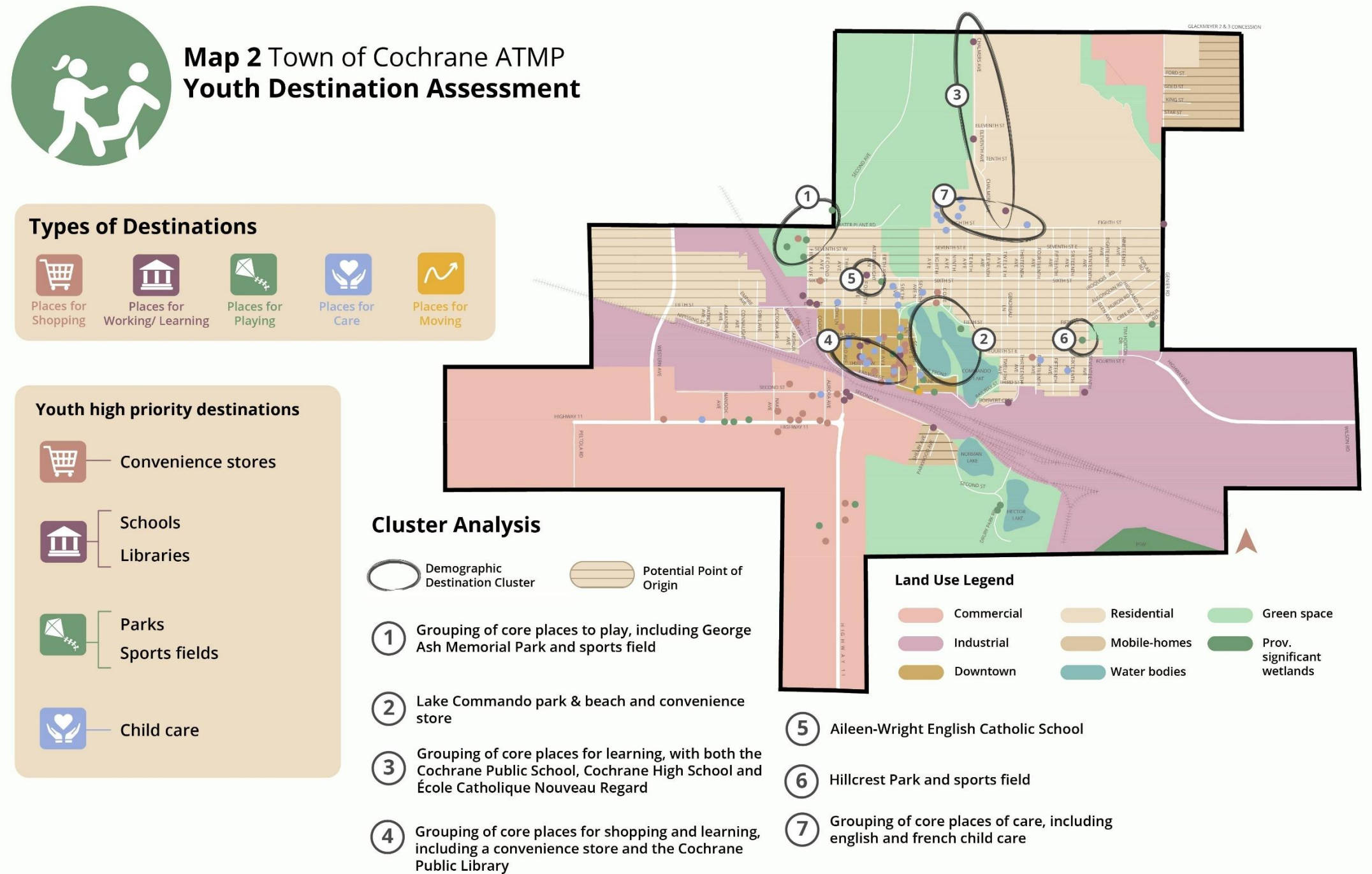


Figure 7 Youth Destination Assessment



There are several priority destinations for Adults and Young Adults within the Town of Cochrane’s settlement area. These include places for shopping such as grocery, department and convenience stores, employment areas, parks and other key destinations, as highlighted by **Figure 8**. Such destinations are important for working-age adults (19 to 64), who represent 55.5% of the Town’s population.

While access to places for recreation are important, improving access to places of employment will be particularly important for this group. This is because approximately 91.2% of people who live in the Town also work within the Town’s borders. However, 83.1% of people still use a car, truck or van to get to work. Improving the Town’s existing active transportation facilities, and implementing key supportive policies and programs will help give Adults and Young Adults more transportation and recreation options, and incorporate the benefits of active transportation into their daily lives.



Map 3 Town of Cochrane ATMP Adults and Young Adults Destination Assessment

Types of Destinations

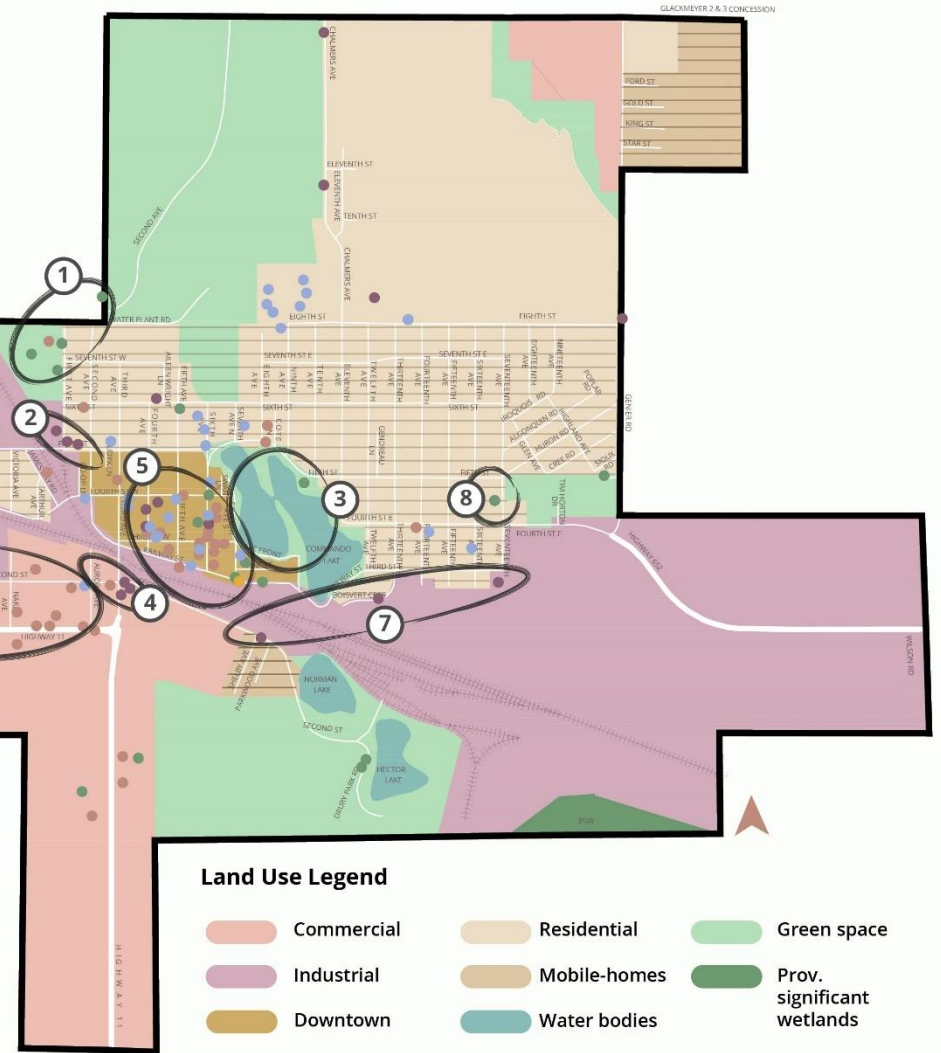


Adults and Young Adults high priority destinations



Cluster Analysis

- Demographic Destination Cluster
- Potential Point of Origin
- 1 Grouping of core places to play, such as activity centres, George Ash Memorial Park, and a farmer’s market
- 2 Grouping of employment areas and institutional and municipal buildings
- 3 Lake Commando park & beach
- 4 Grouping of employment areas and institutional and municipal buildings
- 5 Grouping of core places for shopping, working and learning, and moving including grocery and department stores, local businesses, and regional transit stations



- 6 Grouping of core places for shopping including department stores and restaurants
- 7 Grouping of employment areas
- 8 Hillcrest Park

Figure 8 Adults and Young Adults Destination Assessment



In comparison to all other socio-demographic populations within the Town of Cochrane, families have the most diverse set of high priority destinations. This includes a wide range of places to shop, learn and work, play, move, and seek care spread throughout the Town. In part, this is due to the array of ages, abilities, sizes, and structures that comprise local families. Similar to other socio-demographic groups within the Town of Cochrane, places for recreation such as Lake Commando Park and other parks are key destinations. Places of care are also significant for families, such as doctor's offices, social services, hospitals, pharmacies, and child care. In the Town of Cochrane, core areas for care are largely located in cluster four (4) in downtown and cluster seven (7) in the north-eastern part of the Town's settlement area. Schools are also, of course, key destinations for families, often as part of multi-destination trips.

Based on consultation, community members and stakeholders noted issues of accessibility within the Town's settlement area, particularly for young families with strollers due to the Town's topography and sometimes poor sidewalk conditions.

To meet the diverse needs of families, it is important for the Town to prioritize the implementation of both walking and cycling facilities in key areas, while providing broad connectivity across the town along key routes.



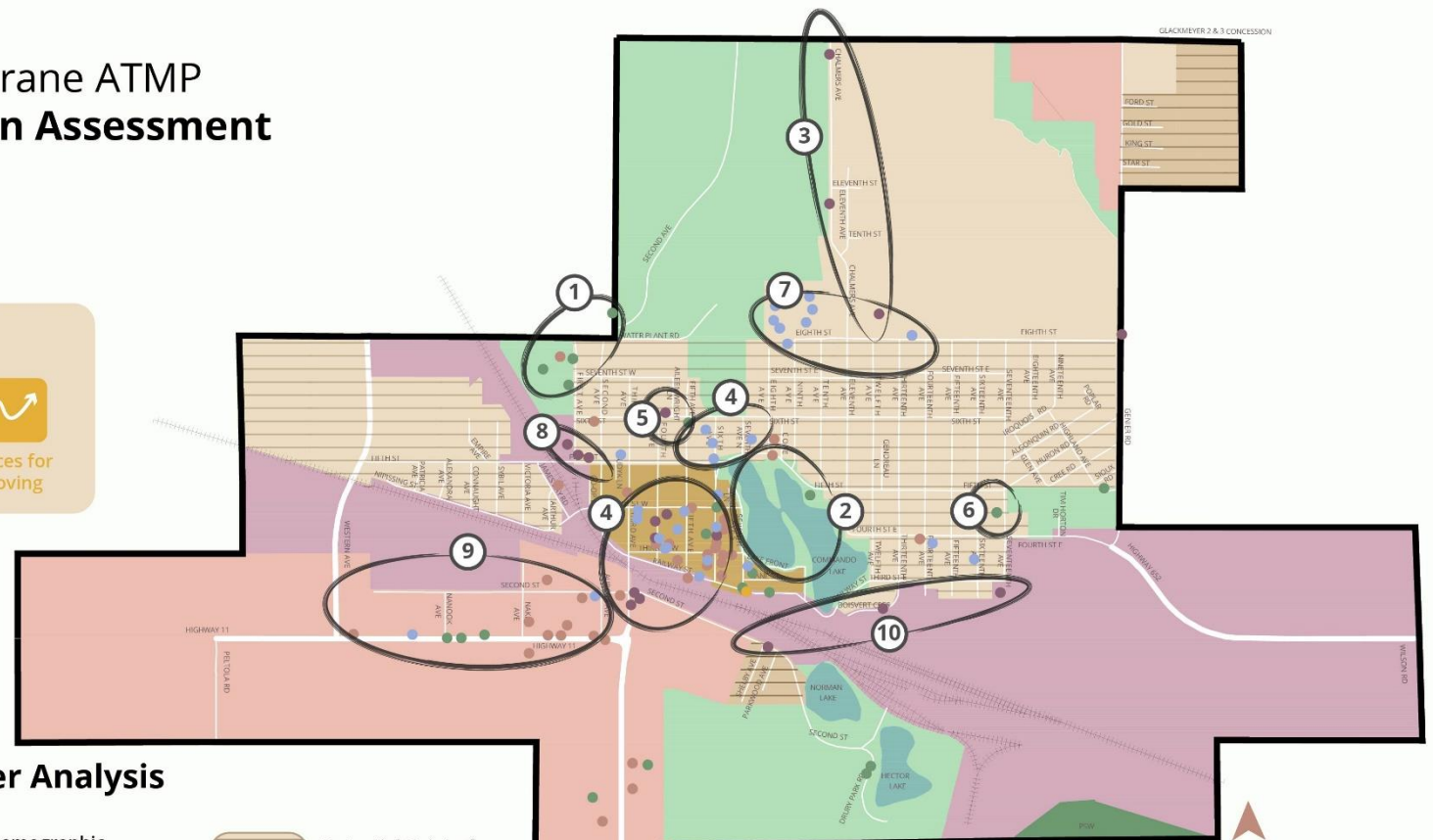
Map 4 Town of Cochrane ATMP Families Destination Assessment

Types of Destinations



Families high priority destinations

- Grocery stores
- Department stores
- Convenience stores
- Schools
- Libraries
- Employment areas
- Parks
- Sports fields
- Doctor's Offices
- Social services
- Hospitals
- Pharmacies
- Child care



Cluster Analysis

- Demographic Destination Cluster
- Potential Point of Origin
- 1** Grouping of core places to play, such as activity centres, George Ash Memorial Park, and a farmer's market
- 2** Lake Commando park & beach
- 3** Grouping of core places for learning, with both the Cochrane Public School, Cochrane High School and École Catholique Nouveau Regard
- 4** Grouping of core places for shopping working and learning, and care including the Cochrane Public Library, local businesses, and pharmacies
- 5** Aileen-Wright English Catholic School
- 6** Hillcrest Park and sports field

Land Use Legend

- Commercial
- Residential
- Green space
- Industrial
- Mobile-homes
- Prov. significant wetlands
- Downtown
- Water bodies

- 7** Grouping of core places of care, such as the hospital, doctors offices, child care, and social services
- 8** Grouping of employment areas and institutional and municipal buildings
- 9** Grouping of core places for shopping, care, and learning including department stores and pharmacies
- 10** Grouping of employment areas

Figure 9 Families Destination Assessment



Seniors, similar to children and youth, are among Cochrane’s most vulnerable populations. However, similar to many other sociodemographic groups, seniors have an array of high priority destinations to meet their needs and preferences. This includes services of care such as doctor’s offices, social services, hospitals, and pharmacies. Other high- priority destinations include places to shop, the Town’s library, and recreation destinations.

Based on public consultation, providing connectivity to key destinations around the town including seniors’ homes, the northern part of the town, and hospital was deemed particularly important. It was also noted that some seniors’ homes in the Town are at its outskirts, and not easily accessible to many key local destinations.

To meet the needs of its local seniors, it is important for the Town to prioritize the implementation of active transportation facilities near the Town’s downtown core, Commando Lake, and around cluster one (1) in the map to ensure accessibility in these areas, while also providing strategic links and improvements to other destination clusters.



Map 5 Town of Cochrane ATMP Seniors Destination Assessment

Types of Destinations



Seniors high priority destinations

- Grocery stores
- Department stores
- Convenience stores
- Libraries
- Schools (for community programming)
- Parks
- Doctor’s Offices
- Social services
- Hospitals
- Pharmacies

Cluster Analysis

- Demographic Destination Cluster
- Potential Point of Origin
- ① Grouping of core places of care, such as the hospital, doctors offices, and social services
- ② Grouping of core places to play, such as activity centres, George Ash Memorial Park, and a farmer’s market
- ③ Lake Commando park & beach
- ④ Grouping of social services
- ⑤ Grouping of core places for shopping, care, and learning including grocery and department stores, the Cochrane Public Library and pharmacies

Land Use Legend

- Commercial
- Residential
- Green space
- Industrial
- Mobile-homes
- Prov. significant wetlands
- Downtown
- Water bodies

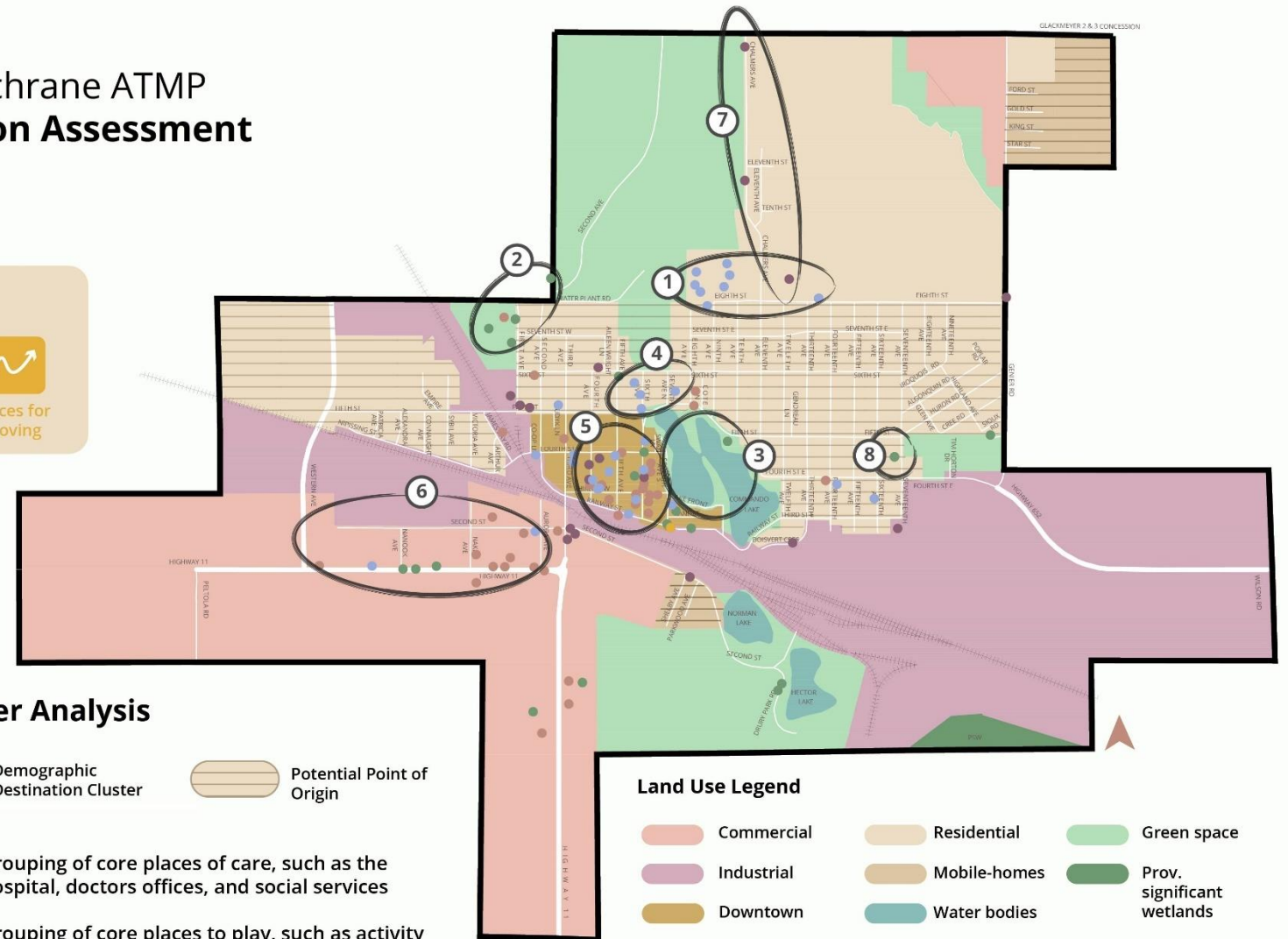


Figure 10 Seniors Destination Assessment



While access and mobility can be a challenge for people with disabilities, addressing barriers for this group is a key priority of the Town. While places of care are considered a high priority destination for people with disabilities, places for shopping, recreation and employment are equally as important to ensure independence and quality of life for people in this group. With regards to improving accessibility, it will be important for the Town of Cochrane to prioritize improving facilities around high priority destinations, including within and surrounding downtown, Commando Lake, and other commercial areas.

During both public and stakeholder engagement, participants noted the hilly topography around the downtown area, which can be a challenge for anyone, but especially those with a walker or a stroller. This was a consideration in the development of network improvements for the plan, and sometimes called for multiple routes or sets of improvements. It was also noted that winter conditions and poor maintenance can be a major impediment to functional accessibility in the Town, so it will be important for the Town to enhance its maintenance and monitoring practices in the future.



Map 6 Town of Cochrane ATMP People with Disabilities Destination Assessment

Types of Destinations



People with disabilities high priority destinations

- Grocery stores
- Department stores
- Convenience stores
- Employment areas
- Parks
- Doctor's Offices
- Social services
- Hospitals
- Pharmacies

Cluster Analysis

- Demographic Destination Cluster
- Potential Point of Origin
- 1 Grouping of core places to play, such as activity centres, George Ash Memorial Park, and a farmer's market
- 2 Grouping of employment areas and institutional and municipal buildings
- 3 Lake Commando park & beach
- 4 Grouping of employment areas and institutional and municipal buildings
- 5 Grouping of core places for shopping, working and learning, and care including grocery and department stores, local businesses, and pharmacies

Land Use Legend

Commercial	Residential	Green space
Industrial	Mobile-homes	Prov. significant wetlands
Downtown	Water bodies	

- 6 Grouping of core places for shopping, care, and learning including department stores and pharmacies
- 7 Grouping of employment areas
- 8 Hillcrest Park
- 9 Grouping of core places of care, such as the hospital, doctors offices, and social services

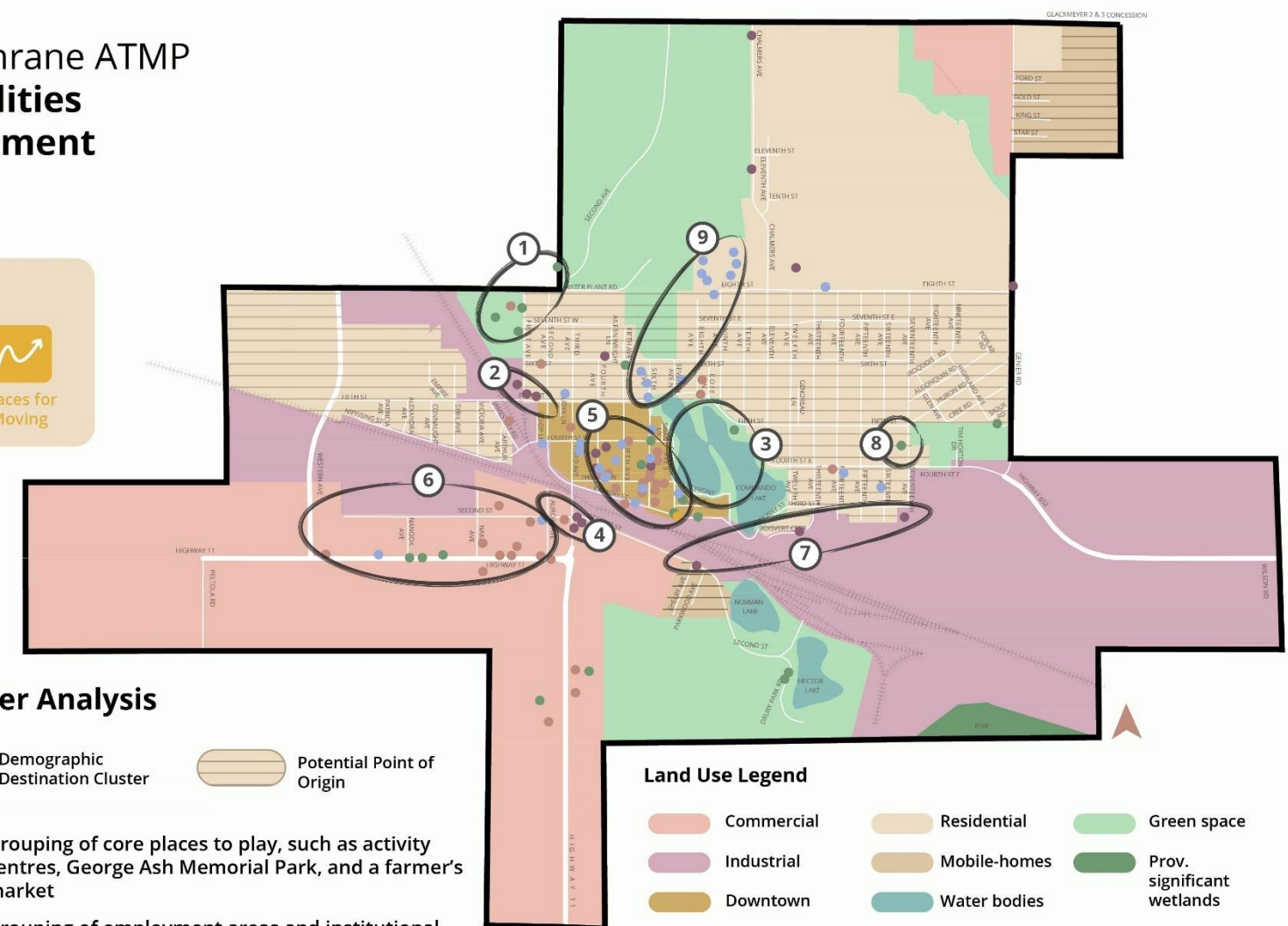


Figure 11 People with Disabilities Destination Assessment



Origins and destinations

where journeys in Cochrane begin and end is important for understanding where active transportation facilities may be most needed and how the implementation of the plan's proposed facilities should be prioritized. In the town of Cochrane there are several primary destination clusters and a number of key origins where residents are coming from.

As noted previously, the greatest degree of population density in the Town is concentrated within the neighbourhoods surrounding the settlement area's downtown and Commando Lake. Most of the Town's destination clusters follow a similar pattern. For a network development perspective, this is beneficial as several key linkages between residents dwellings and their destinations can be implemented in short-term. However, it will still be important to provide key, strategic links to and from the Town's more peripheral locations.



Map 7 Town of Cochrane ATMP Destination and Origin Connectivity

Population Density



Core origin areas*

* Based on residential land-uses identified in OP and pop. density

Destination heat mapping

Heat mapping of core destinations that were identified as high-priority for one of more of the demographics (youth, young adult, adult, senior, people with disabilities)

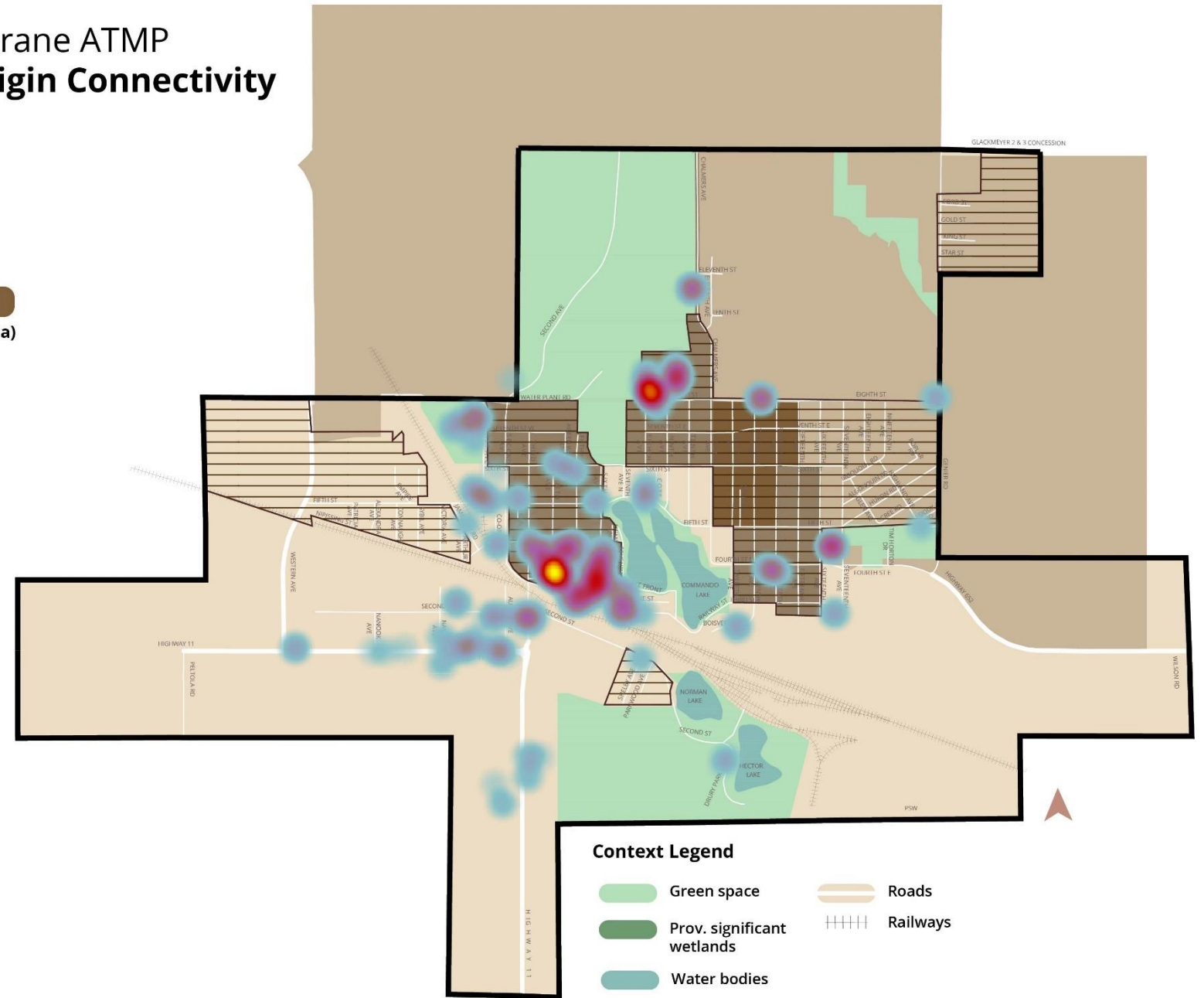
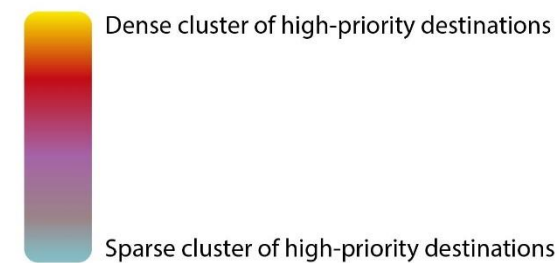


Figure 12 Destination and Origin Connectivity in the Town of Cochrane Settlement Area



2.2 Plan Engagement

As a people-first strategy, this ATMP was developed through an iterative engagement approach. This involved engagement with various parties including Town staff and decision-makers (e.g., Council), the general public, indigenous partners, agency representatives, and other stakeholders.

The following is a summary of the engagement initiatives conducted throughout the project to inform the development of the ATMP. These activities held during the plan's development were essential to provide in-depth insights into active transportation and trails in the Town of Cochrane from local voices. In addition to the formal engagement activities, the consultant team maintained ongoing lines of communication with municipal staff, with monthly touchpoints to ensure progress and achievement of project deliverables, while sharing information and coordinating work on key tasks.

This section provides a high-level summary of the goals of each round of engagement, the core engagement activities and tactics that were undertaken, the key input received, and how this input was used in the development of the plan. It is important to note that this summary does not reflect all the dialogue and virtual engagement that was undertaken over the course of the project. A more detailed summary of consultation input has been provided to the Town for consideration in the ATMP's implementation.

Round 1

Engagement Goals

- Identify the preferred vision statement and goals
- Confirm existing conditions, gaps, and key destinations
- Identify potential network routes, opportunities and challenges

Tactics and Activities

- Development of a project brand and promotional materials
- Launch of the project webpage
- Online public engagement, including a survey and other tools through the project webpage
- Notification of project commencement to agencies and stakeholders
- Public outreach through social media and traditional media
- Council Workshop
- Recreation Board Meeting #1



Overview of Input Received

Existing active transportation use

- Walking is popular in Cochrane, as well as winter trail use
- People use active transportation for a variety of reasons, including fun, fitness, and various day-to-day trips

Challenges

- Community acceptance and behaviour change may impact the plan's implementation
- Challenging weather in the Town (especially in winter) may deter the adoption of active travel, and deteriorate AT conditions
- Town's topography, particularly in the downtown
- Costs and funding
- Lack of amenities
- Maintenance of facilities
- Barriers, e.g. railway lines, busy roads

Opportunities

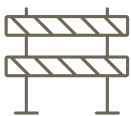
- Create mountain and fat tire biking routes
- Utilize existing laneways
- Extend the AT network beyond the downtown
- Consider safety and connectivity, particularly in key locations (e.g., near Highway 11, over railroad tracks)
- Pay special attention to the needs of seniors, accessibility
- Ensure recommendations are feasible, and can be managed long term

Community Goals

- Provide the best of a small community and family-oriented living while also being future oriented
- Growth anticipated, through growth in mining and agricultural industries
- Desire to attract a robust workforce
- Need to develop AT infrastructure that accommodates the needs of all ages, abilities, and backgrounds
- Important to focus on indigenous and francophone culture and celebrating this as a part of the town's identity

Application of Input

- Identified the socio-demographic needs relative to the various destinations within the community
- Identified best practices within the northern context and outreach programs to encourage change acceptance and behaviour change
- Recommended that the ATMP be incorporated as part of the overall policy and planning framework of the Town
- Informed the preliminary vision for the plan, ensuring that it is unique to Cochrane, and emphasized forward-thinking and the need for all-season planning that includes all ages, abilities and respects and welcomes diversity



Round 2

Engagement Goals

- Gather input on preliminary actions and network improvements
- Confirm preferred design options
- Identify priorities and phasing preferences

Tactics and Activities

- Project webpage updates and online public engagement
- Recreation Board Meeting #2
- Public Open House
- Public outreach through social media



Overview of Input Received

Challenges

- Consider seasonal maintenance challenges, e.g., snowmobile or ATV use along trails, and prioritize year-round maintenance of key facilities
- There are two busing services for local schools, with inconsistent services, this creates challenges for students to engage in active travel
- Due to insurance expenses and monitoring and management challenges, the preference of the ski club is to have the ski area closed off during the summertime

Priorities

- Amenities around Commando Lake, e.g. shaded seating, rest areas
- Traffic calming and pedestrian comfort and safety, particularly along 11th and 8th Street, and Railway Street
- Ensure safe crossings over rail lines
- Create both walkable and bikeable recreational AT and trail loops
- Connect central Town area to surrounding natural areas through new trail links
- Prioritize the development of AT infrastructure beyond the downtown area.

Application of Input

- Confirmed and refined the proposed network and supporting recommendations of the ATMP
- Involved the public in the finalization of the draft ATMP and its proposed recommendations.



2.3 Vision and Objectives

Questions such as “Where are we going?”, “What will get in our way?”, and “What do we need to do?” are important to ask when developing a vision for a plan and providing direction for how that plan will feasibly be implemented. These questions help uncover underlying philosophies that identify what a community values. The Cochrane ATMP is intended to be a plan that can be used and adapted over the next two decades by staff, council, community members and other partners to support and achieve the future vision for active transportation and recreation within the Town of Cochrane.

This ATMP will be a mechanism by which the Town’s desired future for active transportation and trails is achieved. This is articulated most clearly and concisely through the plan’s vision, while being underpinned through collaboration with members of the community, the plan’s recommendations, and a prioritization of key projects and practices that guide day-to-day decision-making and strategic improvements. A vision statement, when adopted by a municipality, its decision-makers, residents, and partners is a key tool to create buy-in and achieve long-term commitment to implementation. This is because a vision statement includes a series of ambitious aspirations that illustrate what the Town wishes to ultimately achieve through its efforts and implementation of the ATMP.

The vision statement developed for this ATMP was informed by and confirmed through local engagement and builds on the Town’s previously adopted plans and policies. The vision for the ATMP demonstrates the Town of Cochrane’s ambitions and commitment to active transportation and trails for the community’s health and wellbeing. The ATMP’s vision statement is additionally supported by supportive ambitions and plan objectives that provide direction on how the Plan’s vision will be achieved.

As such the vision for active transportation in the Town of Cochrane is:

A People-First Mobility Plan

Cochrane is a uniquely northern community that supports growth and welcomes people of all ages, abilities and backgrounds by providing places and spaces that are accessible, attractive, appealing and accommodating through safe, comfortable and unexpected active transportation and recreation opportunities.



The Town's vision for active transportation is supported by a set of objectives to help define and provide additional detail to help clarify how the vision will be achieved and / or the specific principles that will help articulate the desired outcomes further. The master plan objectives should be used as indicators of success moving forward. These objectives include:

1. Community-Focused

Provide equitable solutions for mobility, prioritizing the most vulnerable

Prioritizing Cochrane's vulnerable is a core objective of the ATMP in order to provide equitable mobility solutions that will benefit both existing and future active transportation users in the community.

2. Integrated

Create continuous linkages that combine opportunities for day-to-day transportation with recreation to maximize community benefit

By providing an integrated active transportation network, both residents and visitors will be able to maximize the benefits of using active travel for both utilitarian and recreational trips due to the presence of continuous and clearly defined AT linkages.

3. Comfortable and Safe

Prioritize comfort and safety for community members based on individual needs and overall experience

Both the real and perceived safety of all active transportation users, no matter their age or ability is a priority of the ATMP to minimize injuries and ensure the comfortable use of AT facilities across the Town.

4. Barrier Free

Remove physical and non-physical barriers through infrastructure, programming and community support

The removal of all barriers, whether they be physical or invisible is a pillar of this plan to encourage and enable the use of Cochrane's AT facilities by people of all ages, abilities, and backgrounds.

5. Connected

Seamlessly provide access to destinations that address the needs of community members – both today and in the future

Build a connected network that provides seamless connections to destinations that serve a variety of needs and desires for community members and visitors across the Town, while considering future development and shifting demographics.



6. Feasible

Balance the cost and impact of conditions and contexts with interest and demand

While striving to be ambitious, all the recommendations to the network and its supporting policies and programs were filtered through a cost and feasibility assessment to ensure the proposed projects can be implemented. The plan also provides direction to Town staff regarding implementation approaches and strategies.

7. Supportive

Provide various community services that support community growth and attract new residents and visitors

This plan will be integrated within the existing policy, planning, and physical context in the Town of Cochrane, and include recommendations that support various community goals, growth, and attract new residents and visitors.

8. Future-Oriented

Pursue actions and opportunities that demonstrate progress and innovation

A forward-looking, future-oriented outlook on transportation and recreation in the Town of Cochrane is critical to ensure the town is proactively planning for the people, concerns, and issues of today and tomorrow. This requires both flexibility to future opportunities and an openness to new and evolving technologies and trends.

9. Effectively Managed

Ensure community assets are well maintained and meet evolving standards, with a means of adapting when needed

Because this ATMP is planning for the future, it is critical for its recommendations to apply and be guided the most relevant standards and best practices, while recognizing these will inevitably change over time. This plan will provide an action plan that will give decision-making guidance to Town staff to ensure effective ongoing implementation, monitoring and maintenance of this plan and the Town's active transportation projects, programs and policies.

In addition to these objectives, a series of supportive ambitions were also identified to help guide the ATMP's actions, including the network and supporting recommendations. During implementation it will be important to keep the ATMP's vision, objectives and ambitions in mind to ensure that day-to-day implementation, as well as plan monitoring and maintenance, continually strive towards this vision, ambition, and associated objectives. These ambitions are to:

- BE BOLD
- BE CONNECTED
- BE ACCESSIBLE
- BE FEASIBLE
- BE A PARTNER
- BE UNEXPECTED
- BE ADAPTABLE



3 People-First Network

A core component of the Cochrane ATMP is the identification of a planned network of facilities that will serve people travelling by non-motorized, active modes in the Town as it grows and evolves in the future. The primary goal of the network is to realize the plan's overall vision and objectives through a connected, comfortable, and accessible set of facilities, including a mix of off-road trails, and on-road infrastructure for walking and cycling. The ATMP network consists of a range of projects and facilities that aim to serve a variety of active trip purposes, user types, expectations, trip lengths and durations (as noted in 1.1.1). The future network leverages existing infrastructure, while addressing current gaps, and taking advantage of future opportunities and planned growth in the Town. The development process and outcomes of the ATMP network is described in the following chapter.



3.1 Network Development Process

To develop a future active transportation network for the Town, the ATMP considered various factors in its analysis, building on the existing conditions analysis, key destination review and sociodemographic analysis (as detailed in 2.1). Since the Town, as of the ATMP's development, does not have an overarching transportation plan, the project team took a multimodal approach that went beyond the scope of a typical active transportation or trails plan. This involved examining the entire local road network for opportunities that could enhance the safety of active transportation users where there may be conflicts with motor vehicles, while also examining opportunities for various other community needs, as well as future off-road trails in strategic areas, such parks, open spaces, and planned future development areas.

A set of initial candidate routes were identified based on this analysis, and split into three categories: Trails, Cycling, and Walkability / Mobility, each having unique considerations, as summarized below:

Trails	Cycling	Walkability & Multimodal
<ul style="list-style-type: none"> • Off-road • Opportunities in parks, open spaces, and other key areas • Organized based on various trail classifications • Goal to connect people in Town to natural areas, recreational opportunities 	<ul style="list-style-type: none"> • On-road • Routes identified for utilitarian and recreational purposes • Facility selection based on context, and using relevant guidelines • Goal to attract cyclists of all ages and abilities 	<ul style="list-style-type: none"> • On-road • Corridors identified for strategic sidewalk improvements, streetscaping, and traffic calming • Goal of attracting more walking trips, while also improving multimodal safety and accessibility

The candidate routes identified in each of these categories were subject to further examination. This analysis was based on a set of criteria, placing a priority on **connectivity and feasibility**. Once a route was carried forward into the recommendation stage, facility types and design enhancements were identified. Facilities and design solutions for on-road facilities were based on relevant provincial and national design standards, including accessibility guidelines and regulations, and aimed to accommodate users of all ages and abilities (AAA).

Routes and associated improvements that were identified as part of the final network were then prioritized and phased according to three horizons: short-term (2025-2030), medium-term (2031-2035), and long-term (2036-2045). The phasing and prioritization of AT projects are described in more detail in Section 3.4.



The overall process is summarized in **Figure 13**.



Figure 13: Network Development Process Overview

3.2 Network Outcomes

A total of 85 km of new active transportation facilities and other improvements, along with associated amenities and spot improvements, are being recommended, including:

30 km

Of new off-road trails

26 km

Of walkability / multi-modal improvements

23 km

Of cycling improvements

It should be noted that there is some overlap between the improvements. For instance, some street segments include multiple improvements that fit into various categories, such as in-boulevard multi-use trails (9.5 km) which are designed to be shared with pedestrians and cyclists. The three sets of improvements are designed to complement each other, and work together to create a seamless, connected network of routes that can be used to access key destinations in the Town, while also creating loops that function as continuous recreational experiences for people to enjoy. The network improvements are summarized in the following sections, with a comprehensive network database provided to the Town to facilitate implementation and ongoing management of the recommended projects.



3.2.1 Trail Improvements (Off-road)

A key focus of the ATMP was to identify trail improvements, including to achieve the key goals of enhancing trail connections north and south of Commando Lake, and to connect people in the central, developed area of Town with the natural areas at its periphery and surrounding area. While the ATMP was being developed, the Town built new connections around Commando Lake, and to the north from 6th Street, past the Hospital to Chalmers Avenue.

The design of trail improvements may vary considerably depending on their specific context, including their surroundings and target user groups. Trail improvements were sub-categorized according to trail classifications, depending on their intended use and design, as described in more detail in Section 3.4.

The proposed ATMP off-road trails map is presented in **Figure 14**.

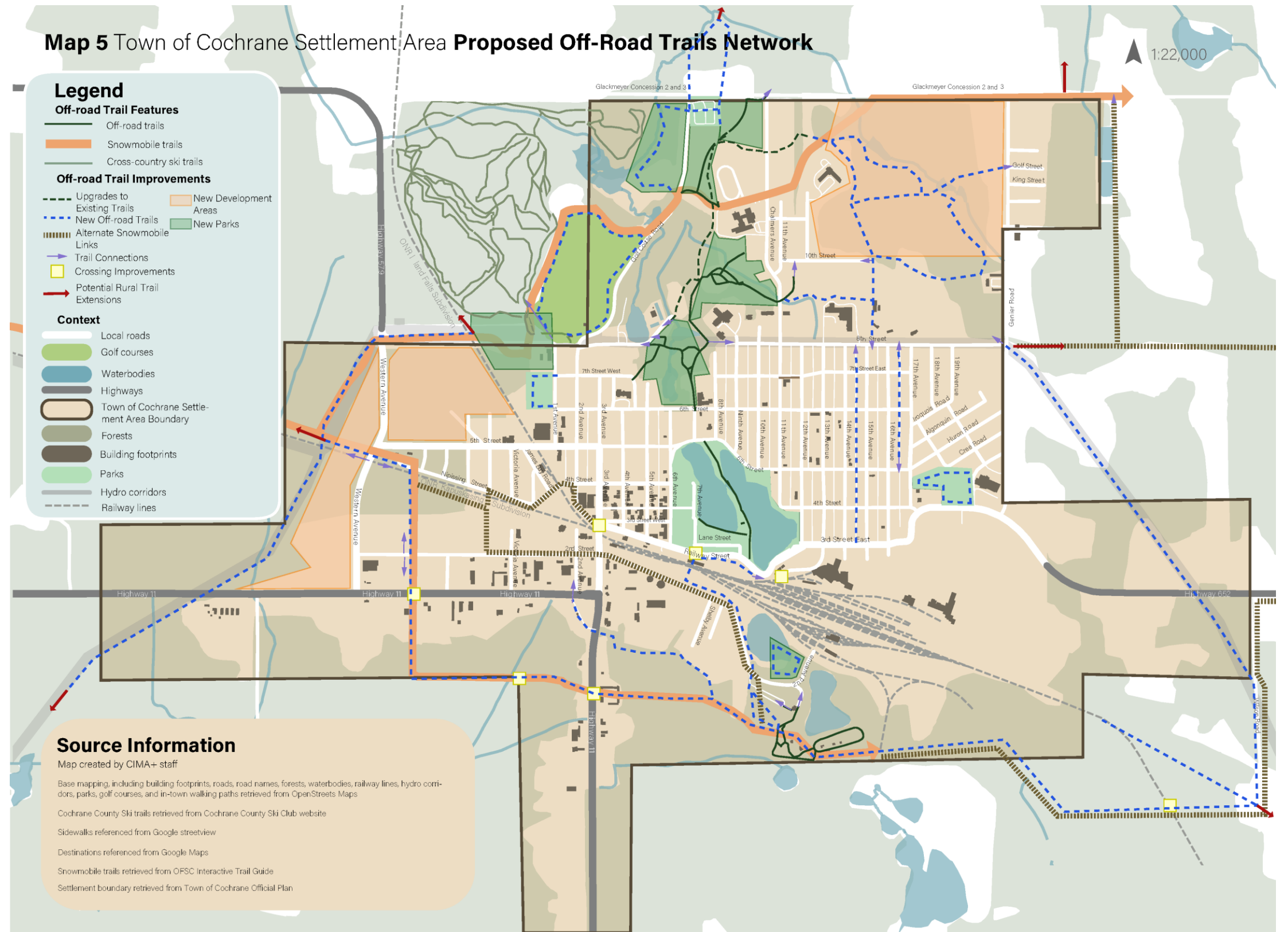


Figure 14 Proposed Off-Road Trails Network Map



3.2.2 Cycling Improvements (On-road)

The cycling network was developed with the goal of providing a strategic network of facilities and routes that are safe and comfortable to ride for people of various ages, abilities, and skill levels. The intent of the cycling network is to make cycling a more attractive activity for residents as well as visitors to the Town, and thus facilitate more trips by bike. The future cycling network builds on previous efforts by the Town to establish bike lanes and multi-use paths, while recommending as appropriate that these facilities be upgraded to meet recent design guidelines (described in Section 3.3) and enhanced through the implementation of supplementary links.

The proposed ATMP Cycling Network map is presented in Figure 15.

Improvement Type	KM
Multi-use Paths	9.5
Separated Bike Lanes	4.3
Bike Lanes (conventional)	5.7
Signed Routes	2.6

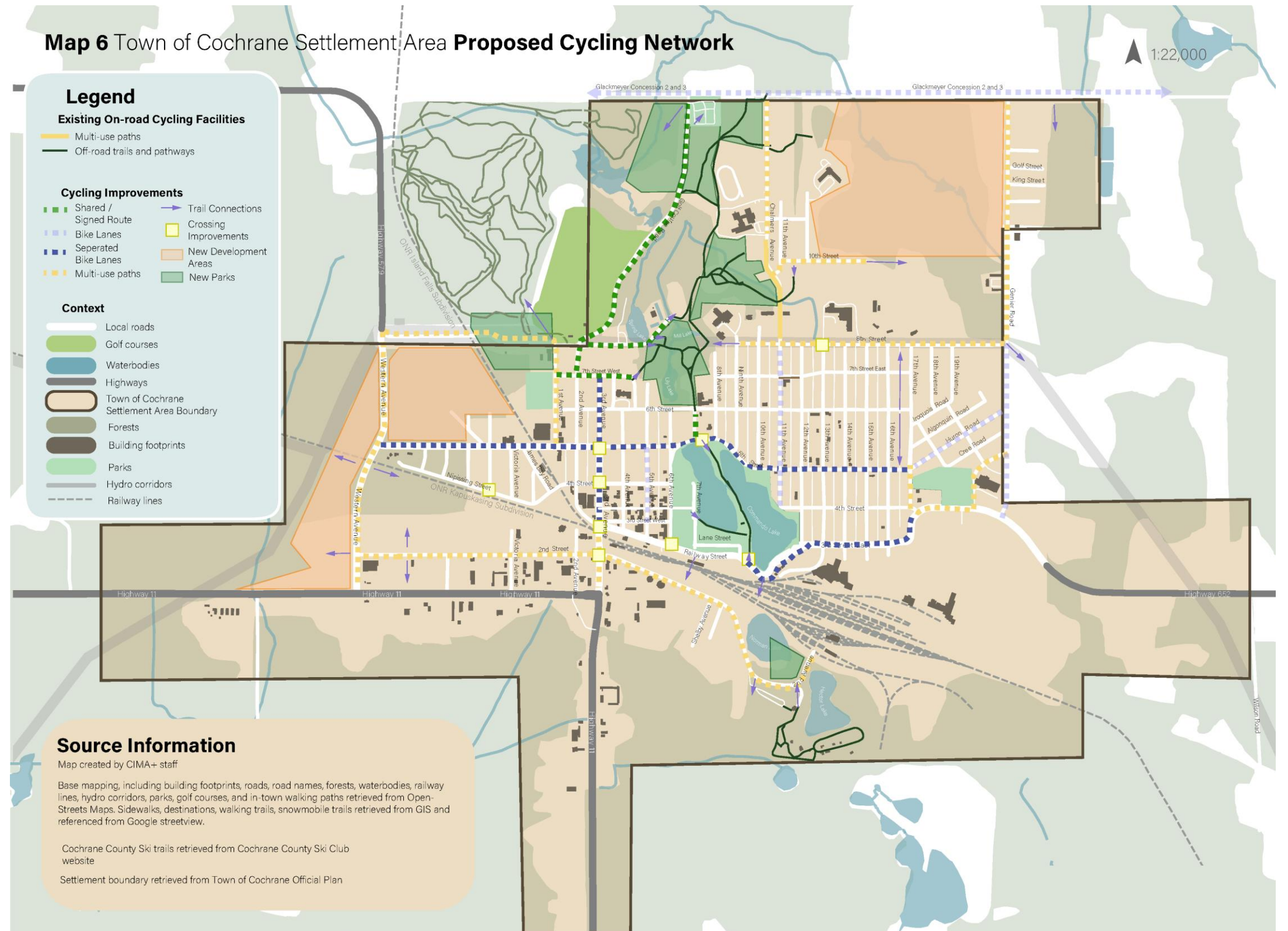


Figure 15 Proposed Cycling Network Map



3.2.3 Walkability and Multimodal Improvements (On-road)

One of the goals of this ATMP was to elevate the design opportunities for pedestrians and to think wholistically about how the built environment is designed to accommodate safe and comfortable travel by foot. While many plans simply consider sidewalk links in their pedestrian needs analysis, the reality is that people on foot need walking environments that are safe and comfortable when walking in a variety of ways and contexts. While this includes sidewalks, it also encompasses safe crossing locations, streetscaping to create an attractive environment, and traffic calming to ensure safety and comfort throughout walking trip. This multimodal approach was also applied in response the Cochrane context, which despite sidewalks along many streets, also has significant gaps which were not entirely feasible to address over the plan’s horizon. This required a strategic approach to identify where sidewalks are most needed, supplemented by a mix of multimodal improvements to make key streets and routes safer and easier to use for Cochrane’s residents.

It should be noted that since these improvements are multimodal in nature, particularly crossing improvements, additional study will be required to determine feasibility of these proposed improvements. This may also involve identifying additional locations for improvements in the future.

The proposed ATMP Walkability and Multimodal Network Map is presented in **Figure 16**.

Improvement Type	KM
Multi-use Paths	9.5
Sidewalks	10.2
Traffic Calming	10.5
Streetscaping	11.6

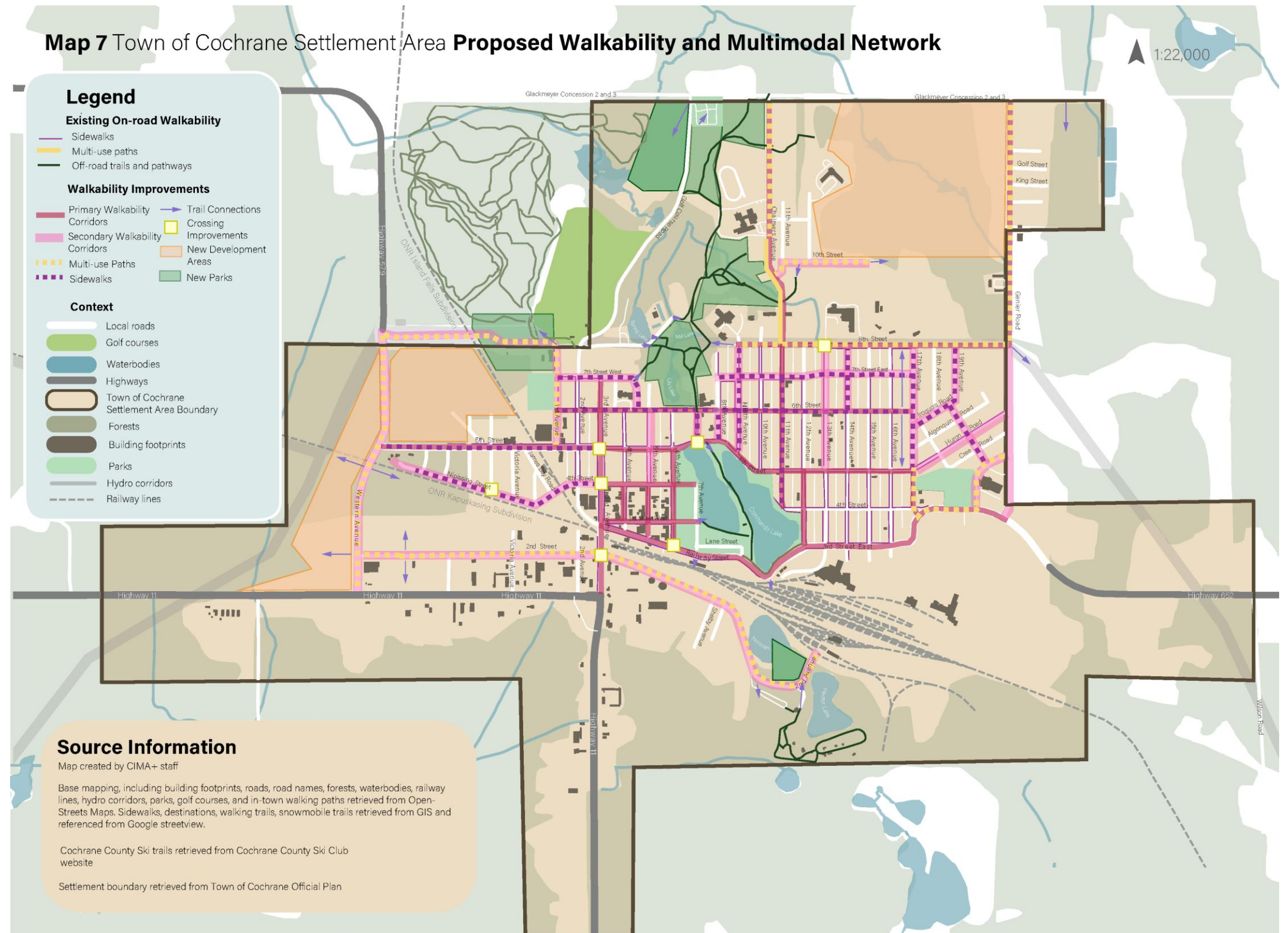


Figure 16 Walkability and Multimodal Network Map



3.2.4 Loop Route Concepts

Through consultation with the public and stakeholders, it was clear that there is considerable pride in Cochrane about the Town’s Northern Ontario identity, including its relationship with nature, the local indigenous community and culture, as well as its unique set of attractions such as its Polar Bear Habitat. While developing the ATMP network, opportunities were identified to establish some key loop routes that highlighted on-road and off-road connections and opportunities for active trips and recreation. This resulted in the development of two concepts for loop routes: the Raven Route (approx. 15 km) and the Polar Bear Route (6.7 km). These loop routes combine aspects of the off-road trails network and on-road cycling and walking networks. While the Polar Bear Route is likely the more feasible of the two loops in the short term, both routes will require more study to determine their feasibility and exact routing.

The loop routes are meant to be used to help the Town prioritize future trail and active transportation projects and provide routes that can be publicized and supported by promotional materials, wayfinding, and other amenities. The loop route concepts are presented in **Figure 17** and **Figure 18**.

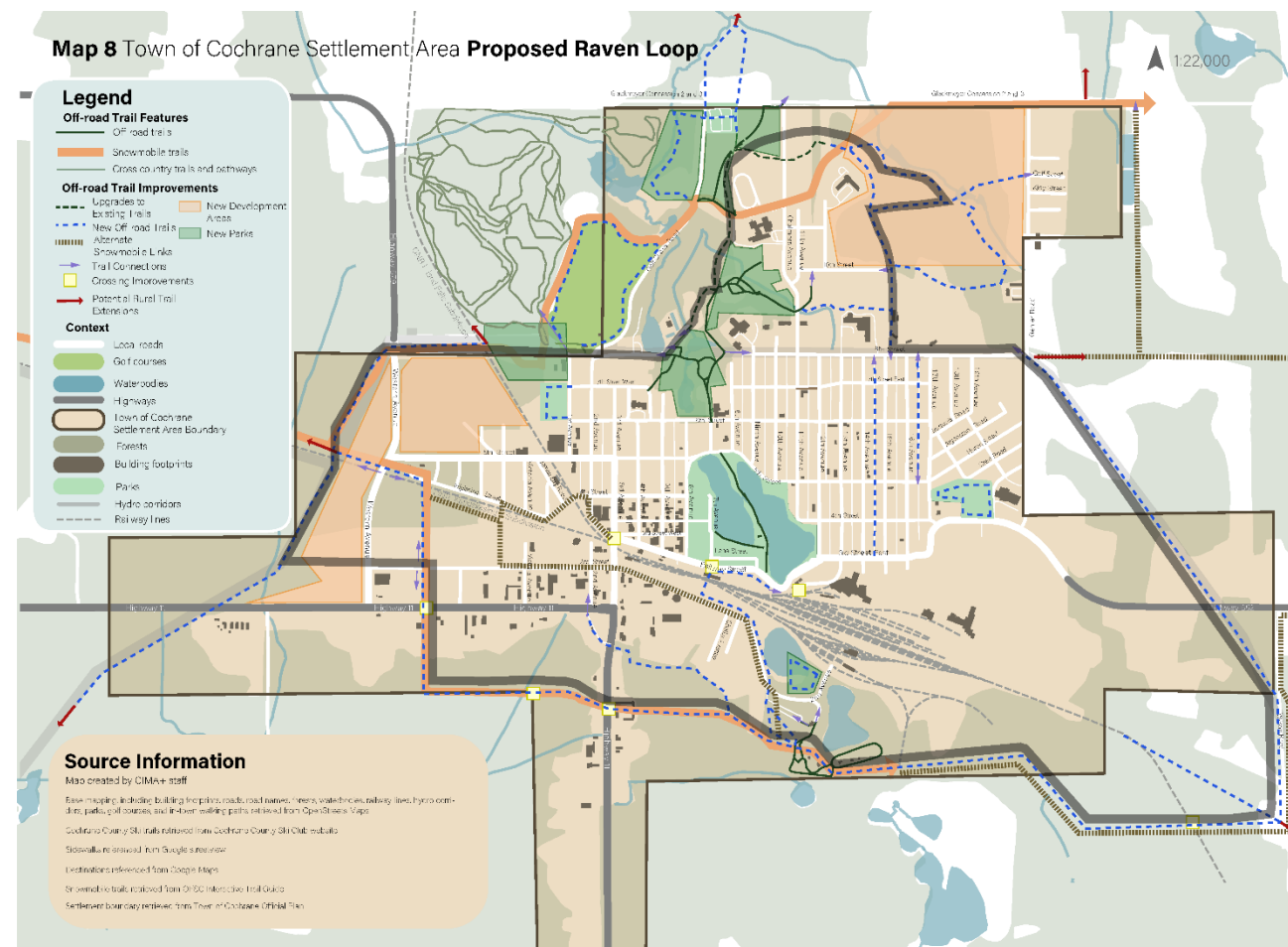


Figure 17 Raven Loop Route Concept

Figure 18 Polar Bear Loop Route Concept



3.3 Designing the Network

There were several key considerations when developing the proposed network, including the design of walking, cycling and trail facilities.

Some of the key considerations that were applied include:

- Function and uses
- User experience
- Safety / hazards
- Feasibility and operational requirements
- Traffic conditions and road function
- Standards and guidelines
- Amenities

In recent years, there has been a significant evolution in the design standards, best practices, and concepts related to active transportation. Recent and emerging trends and concepts that impact transportation design include a focus on Complete Streets (streets that accommodate all modes and users of all ages and abilities), Vision Zero (working



Final Report. October 2024

towards the goal of zero traffic fatalities or injuries), and micromobility (small electric powered vehicles and associated sharing services). Furthermore, there have been significant recent updates to design standards that better reflect the importance of active transportation, and aim to improve accessibility, increase separation from motor vehicles, and attract a wider range of users.

In addition to international guidelines and best practices, key national and provincial guidelines and standards that guided the local design recommendations included:

Off-road Trails

- Ontario Parks Association, *Parks Best Practices Manual* (2018)
- Trans Canada Trail, *National Guidelines for Classifying Multi-use Trails in Canada* (2021)
- Best practices from other municipalities

On-road Facilities

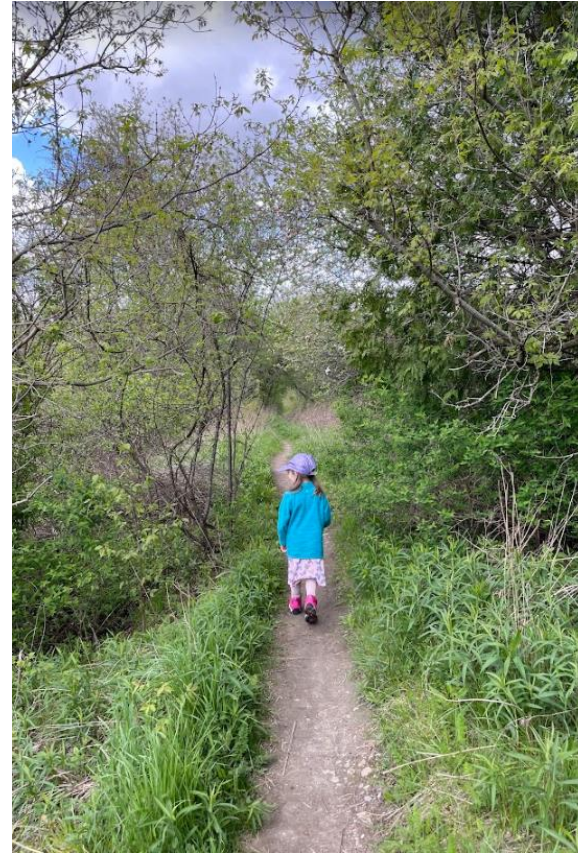
- Ontario Traffic Manual (OTM), *Book 18: Cycling Facilities* (2021) and *Book 15: Pedestrian Crossing Treatments* (2016)
- Transportation Association of Canada (TAC), *Geometric Design Guide for Canadian Roads* (2017)
- Province of Ontario, Accessibility for Ontarians with Disabilities Act (AODA), *Design of Public Spaces Standard* (2005)

This ATMP refers to and reflects the most up-to-date versions of the aforementioned documents at the time of this report's finalization. Town staff should refer to the most recent applicable best practices and standards as they implement the ATMP's recommended infrastructure projects.



3.3.1 Off-road Trail Design

The provision of high-quality off-road trails that provide connections through parkland, open space, and natural areas can enhance recreational opportunities for residents and visitors in a variety of ways. Trails in urbanized areas can also supplement the on-road network by providing useful utilitarian connections to key destinations. When designing and implementing trail projects, it is important to recognize that people are looking for various types of experiences when using trails. This includes users seeking relatively passive recreation such as leisurely local walks, to more strenuous active recreational experiences such as mountain biking or longer distance hiking – sometimes along varied terrain. In all trail networks – especially in a northern community such as Cochrane - it is important to consider various seasonal uses as well, such as cross-country skiing, snowshoeing. Another consideration is balancing and managing the use of motorized and non-motorized modes along trails to protect and enhance user comfort, safety and accessibility. Cochrane already has a significant trail network, both formal and informal, used by ATVs and snowmobiles, and the ATMP trail network leverages these facilities to better facilitate their use by active users.



Off-road trails are significantly different than on-road facilities, as they are not subject to on-road engineering standards and guidelines. The design of trails can be highly variable, depending on the expected trail function, anticipated users, user experience, and other factors. Trails in urban areas are generally expected to serve a wide variety of user groups and be fully accessible. This includes being in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) legislation and regulations by providing sufficient width and firm, stable surfaces, and other features. In contrast, trails in more natural or rural areas may not always be fully accessible for all people and are often targeted towards a specialized set of users. Thus, these trails may be narrower and follow varied terrain and topography. A high-quality off-road trail network has a mix of different types of trails, with various experiences, skill levels, and intended uses clearly communicated at key locations.

A welcoming trail network also includes key trailheads at points of entry and exit along trail routes, along with associated amenities such as various types of signage (wayfinding, interpretive, regulatory, etc.), seating, waste bins, landscaping, bicycle or vehicle parking facilities, and other features. Additional details regarding signage and wayfinding guidance are provided in Section 4.1.1.

To support the Trail Network described in Section 3.2, trail classifications and associated guidelines were developed as part of the Cochrane ATMP and presented in **Table 4**. These were developed based on best practices and relevant guidance. The Town is encouraged to further refine these broad trail classifications and guidelines for each individual project as they proceed toward implementation. The full details of how the trail classifications have been assigned within the network links have been provided to the municipality as part of a comprehensive ATMP network database.






	Community Trail	Natural Trail	Shared Use Trail
General Function	Non-motorized active use for a mix of purposes (recreation, leisure, commuting, etc.) Spine trails linking to key destinations in urban areas	Non-motorized active use, for primarily recreational purposes. Provides access to open spaces and natural areas	Shared by active (non-motorized) and motorized uses, for long-distance recreational purposes
Expected Users	Pedestrians, cyclists, and other active users of various skills, ages, and abilities	Pedestrians, hikers, mountain bikers, winter activities, and other active users with moderate skill, stamina	Hikers, mountain bikers, ATV/ORVs, snowmobiles
Typical Distance	Short 0-2 km	Short – Moderate 1-5 km	Moderate / long 5 – 25+ km
Difficulty	Easy	Moderate	Varies based on condition
Accessibility	Meets requirements	Where feasible	Where feasible
Width	3.0 – 4.0 m	1.0 – 2.5 m	2.0 – 4.0 m
Surface	Hard surface e.g., asphalt, compacted/ crushed stone	Granular or natural surface e.g., gravel, woodchips, dirt	Granular or natural surface e.g., gravel, woodchips, dirt
Seasons	All-season	Mostly three-season use, some niche winter uses	Varies by season
Example:			

Table 4 Cochrane ATMP Trail Classifications and Guidelines



3.3.2 On-road Cycling Design

The proposed facility types for the Town’s future cycling network were identified in accordance with relevant design and traffic engineering guidelines, standards, and best practices, and adapted based on the local context and feasibility considerations. In our review of the Town’s existing on-road AT conditions, it was identified that while the Town had implemented cycling facilities in the past, these facilities were not always maintained or updated regularly to current guidelines, highlighting the importance of having a set of fulsome guidance in the ATMP. Cycling facility design guidance has evolved quickly across North America in the past decade as cycling becomes more popular, and people have recognized the benefits of providing high quality and protected infrastructure for bicycles that serve not just experienced and dedicated cyclists, but a wider group of people of various ages, abilities, and levels of cycling skill and experience.

As noted in Section 3.2.2., the proposed cycling network consists of four main types: Multi-use Paths, Separated Bike Lanes, Conventional Bike Lanes, and Shared Routes. A summary of the design guidance for each of these facility types, is provided below. Design guidance is adapted from the provincial Ontario Traffic Manual, Book 18, which provides practical guidance for practitioners on the planning, design, and operation of on-road cycling facilities in Ontario. Town staff should refer to the full OTM Book 18 and other relevant guidance documents for further details when implementing cycling network projects.

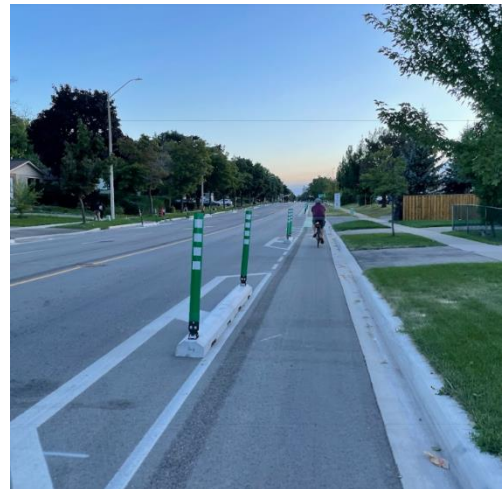
Multi-use Pathway

Description	A two-way path that is separated from the travelled portion of the roadway by a curb and buffer. Multi-use paths are shared by cyclists, pedestrians, and other active modes.
Width	Recommended: 3.5 m Minimum: 3.0 m Constrained: 2.4 m
Considerations	<ul style="list-style-type: none"> • Appropriate for busy roads • Appropriate for locations with on-street parking • Best for locations with low to moderate pedestrian volumes • Best where there are few intersections or driveways



Separated Bike Lane

Description	An on-road facility designated for the exclusive use of cyclists, and which is separated from motor vehicle lanes by a horizontal buffer and vertical elements that restrict traffic.
Width	Recommended: 1.8 m + 1.0 m buffer Minimum: 1.5 m + 0.3 m buffer
Considerations	<ul style="list-style-type: none"> • Separation may include various elements, (e.g., flexible bollards, planters, pre-cast concrete curbs, etc.). These may be removable in winter. • Appropriate for busy roads • Appropriate where there are frequent driveways or intersections, but may need adaptation




Conventional Bike Lane

Description	An on-road facility designated by pavement markings and signage for exclusive use by people riding bikes. Bike lanes can be marked with a single line, or “buffered” markings (e.g. double line).
Width	Recommended: 1.8 m Minimum: 1.5 m Optional buffer: 0.3 – 1.0 m
Considerations	<ul style="list-style-type: none"> • Appropriate for a range of roads • Avoid adjacent to on-street parking



Shared Routes

Description	Low-volume, low-speed streets that are appropriate for bicycle travel and shared use by cyclists and motorists.	
Width	Width of roadway	
Considerations	<ul style="list-style-type: none"> • Appropriate for quiet, local streets • If existing conditions do not allow for safe shared use by cyclists and motorists, enhance safety through traffic calming and other treatments. 	



3.3.3 On-road Walkability and Multimodal Design

Creating safe, accessible, and welcoming places that invite people to walk includes not only sidewalks that are fully separated from motor vehicles, but also involves ensuring these sidewalks are well maintained, and supplemented by a walkable environment, including places to cross the street, slowing traffic along streets, and streetscaping and amenities that create an attractive place to be. Design of sidewalks and other paths of travel also needs to consider accessibility and universal design for people of varying abilities; in Ontario this means following the requirements set out in the Accessibility for Ontarians with Disabilities Act (AODA).

A key approach to examining walkability along streets in a comprehensive manner involves considering three distinct areas, or “zones” in the roadside boulevard. These include:

- **Pedestrian Through Zones**, the primary sidewalk or pathway that runs parallel to the street and is intended to be clear and navigable for pedestrian travel.
- **Frontage Zones** are located adjacent to property lines and are offset from adjacent lands, including a “clearance from building fronts, doors, utilities and architectural features” (TAC, 2017).
- **Furnishing / Buffer Zones** are located between the roadside curb and the sidewalk (or pedestrian through zone) and provides a buffer between motor vehicle traffic and pedestrians, as well as space for elements such as lights, utility poles, landscaping, and street furniture.

There are five categories of improvements included as part of the Walkability and Multimodal portion of the ATMP network. These include new multi-use paths, new sidewalks, traffic calming, streetscaping, and crossing improvements. Design guidance for each of these (except for Multi-use Paths, which are covered in Section 3.2.2) are included below.

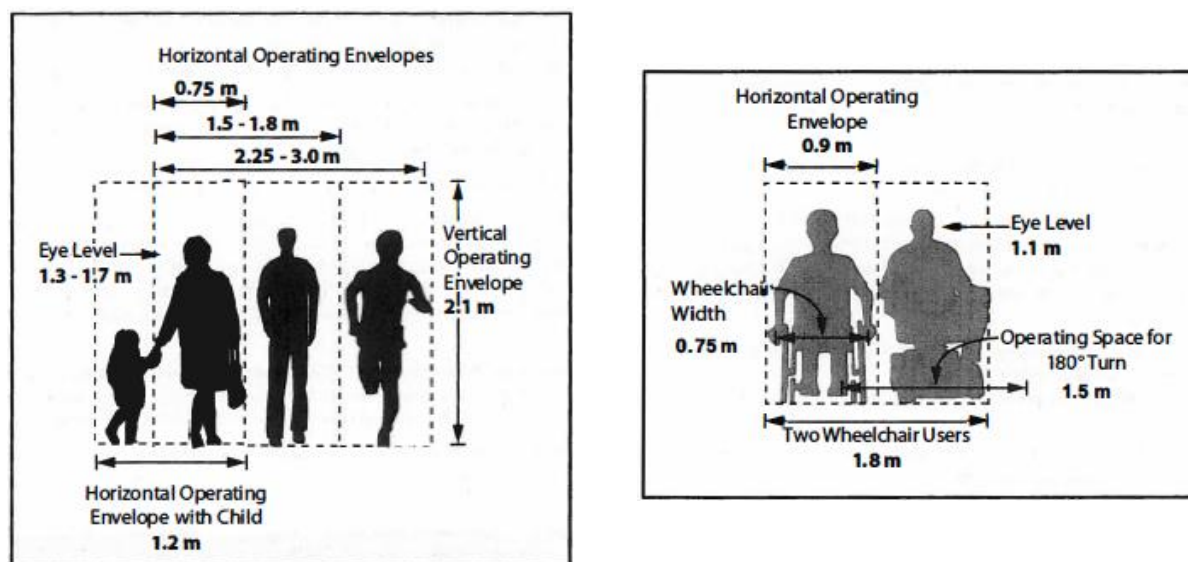




Figure 19: Design needs for pedestrians of various ages and abilities (TAC, 2017)



Sidewalk Improvements

<p>Description</p>	<p>The primary pathway that runs parallel to the street and is intended to be clear and navigable for pedestrian travel.</p>	
<p>Considerations & Features</p>	<ul style="list-style-type: none"> • Sidewalks should be no less than 1.5 m in width, with no obstructions at any point, and wider (1.8 m +) where feasible, especially where higher numbers of pedestrians are anticipated, e.g., downtown. • Sidewalks should be supplemented by buffer zones and frontage zones, as appropriate and feasible. • Sidewalks should have firm, stable, and slip resistant surfaces, and ensure sufficient horizontal and vertical operating space for pedestrians of varying ages, as well as people with disabilities (e.g., wheelchair users) 	

Streetscaping Improvements

<p>Description</p>	<p>Streetscaping includes features and amenities to improve the function and appearance of a street, including street furniture and landscaping.</p>	
<p>Considerations & Features</p>	<p>Street Furniture</p> <ul style="list-style-type: none"> • Benches • Waste bins • Bike racks • Signage & wayfinding • Public art <p>Landscaping</p> <ul style="list-style-type: none"> • Trees • Grass • Flowers and other plantings 	



Traffic Calming

<p>Description</p>	<p>Measures along roadways to manage and slow the speed of motor vehicles. Reduced traffic speeds increase safety for all road users, especially vulnerable pedestrians and cyclists, improving visibility, and decreasing the likelihood of serious collisions and injuries.</p>
<p>Considerations & Features</p>	<ul style="list-style-type: none"> • Speed humps / cushions • Curb extensions or bollards to narrow roadway • Pavement markings • Signage, e.g., dynamic speed signs, reduced speed limits



Crossing Improvements

<p>Description</p>	<p>Improvements at intersections or mid-block locations to facilitate crossings for pedestrians and cyclists where demand exists.</p>
<p>Considerations & Features</p>	<p>May include:</p> <ul style="list-style-type: none"> • Mid-block pedestrian crossovers (PXO), type A, B, C or D (as per OTM Book 15) • Pavement markings, e.g., crosswalk markings, stop lines • Curb extensions • Accessibility features, e.g., tactile surfaces, curb ramps.



3.3.4 Conceptual Road Design Cross-Sections

Given the multimodal nature of the ATMP’s recommendations, and the lack of existing Town road classifications, a set of illustrative cross-sections were developed as part of the ATMP. These cross-sections are not meant to be prescriptive but aim to provide a basis for future Town road classifications and associated engineering and design standards, and also to help facilitate and streamline the implementation of ATMP and other Town road projects. The cross-sections are based on common right-of-way (ROW) widths found in the Town, but further analysis and study will be required by Town staff to ensure an appropriate design for specific projects. For roads built as part of new development, for instance, or road reconstructions, the conceptual cross-sections can be followed more closely, while for projects that involve retrofit or resurfacing of existing roads, adaptations likely will need to be made. Two design options were provided for each three broad road contexts; considerations for each of these contexts are described in **Table 5**, with the illustrative cross-sections shown in **Figure 21** to **Figure 25**.

	Local / Minor streets	Connector streets	Downtown area streets
Context	Local neighbourhood streets with predominantly residential land use	Busier streets that provide connections between land uses	Streets in the Town’s central business district with very wide ROW width
Traffic Speeds	Low	Moderate	Moderate
Traffic Volumes	Low	Moderate	Moderate
Examples	7 th Ave, 9 th Ave, 6 th Street	5 th St, 3 rd Ave, 11 th Ave.	4 th , 5 th and 6 th Ave., 3 rd and 4 th St., Railway St.
Cycling facility type	Shared use or none	Designated or separated (e.g., bike lane, multi-use path)	Varies

Table 5: Street types for ATMP Road Design Cross Sections



Minor / Local Streets

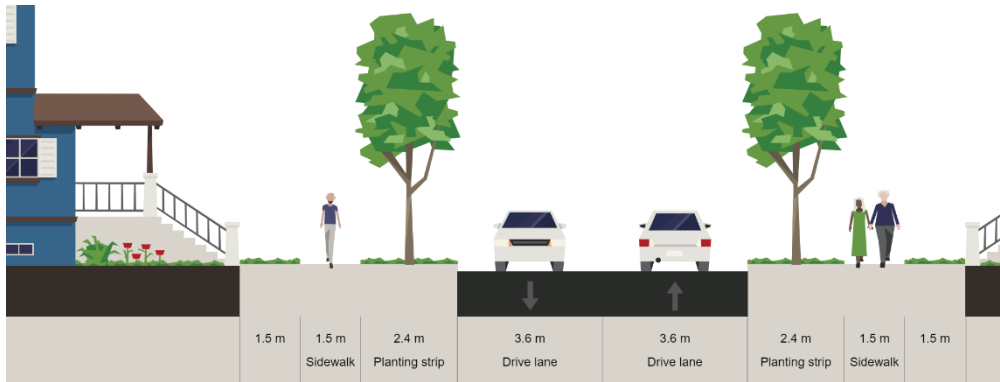


Figure 21: Local street, standard ROW

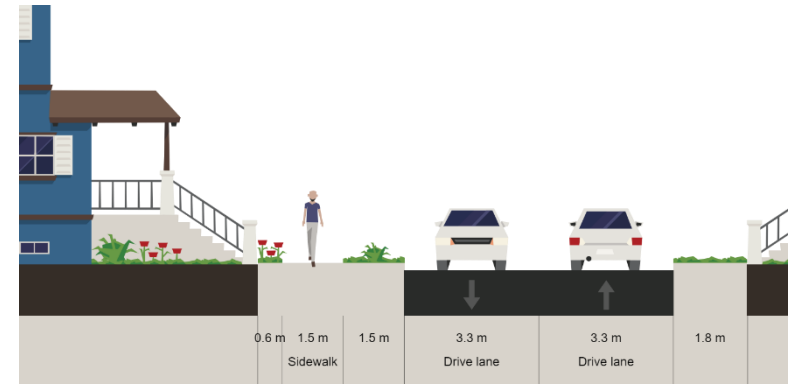


Figure 20: Local Street, narrow ROW

Connector Streets

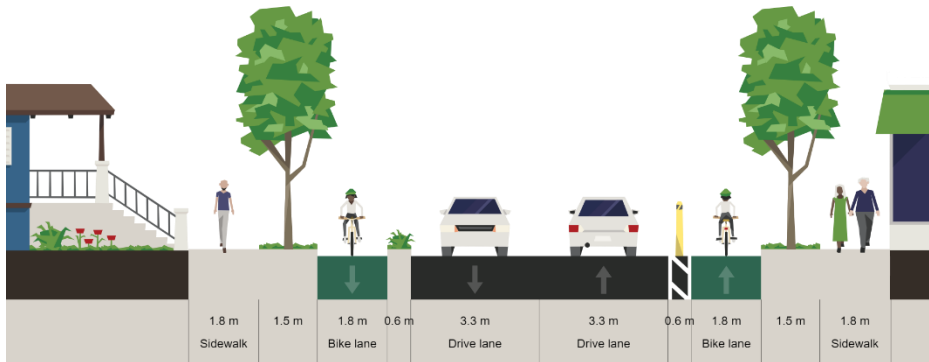


Figure 23: Connector Street, with separated bike lanes

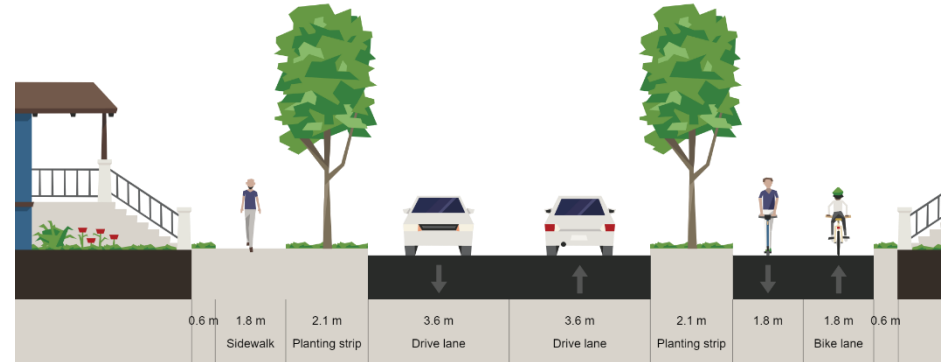


Figure 22: Connector Street, with multi-use path



Downtown Street

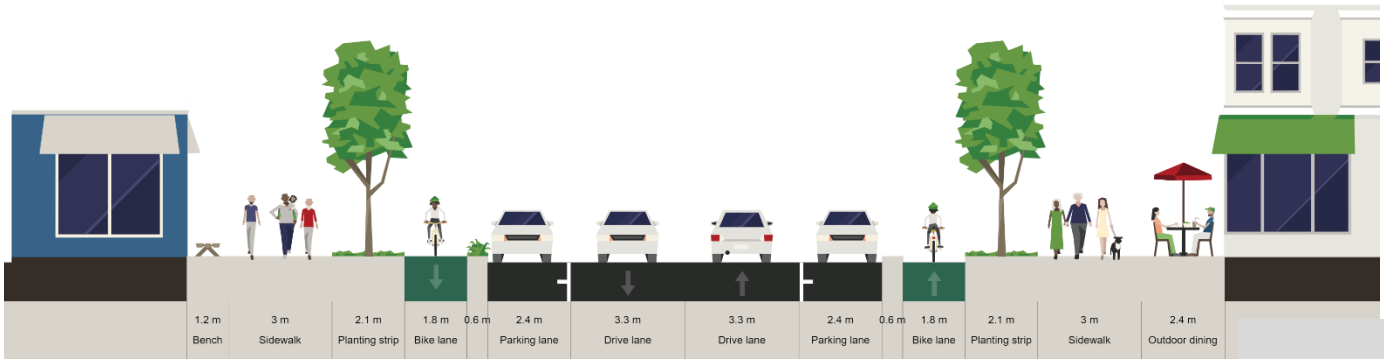


Figure 24: Downtown Street with separated bike lanes

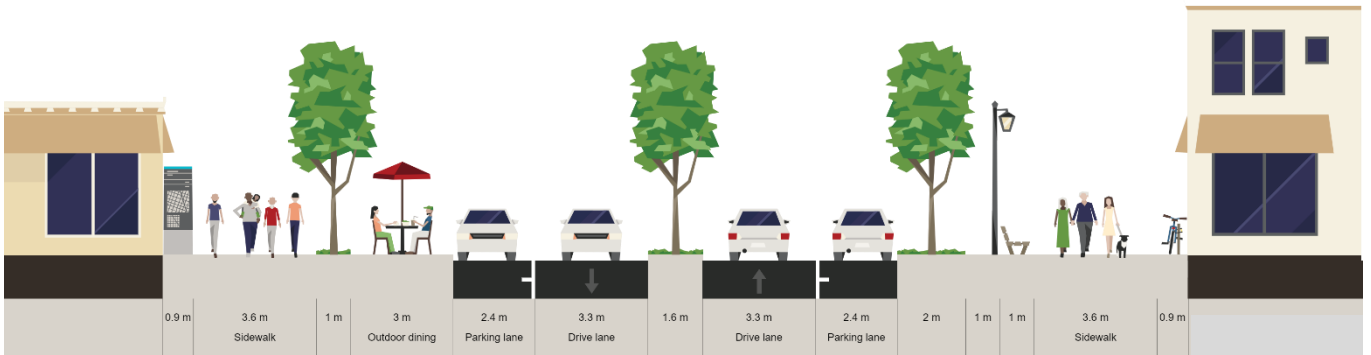


Figure 25: Downtown Street with expanded sidewalks, patios, and streetscaping



3.4 Network Phasing, Costing and Prioritization

As noted in Section 3.1, the network development process culminated in assessing all projects identified as part of the ATMP network in order to prioritize and phase each of them.

Prioritization was done according to two main criteria:



Community Connectivity determined based on the destinations and sociodemographic review, input received during consultation, and mapping analysis.



Feasibility based on the analysis of site conditions, including aerial imagery, site visits, and input from consultation.

Each of these criteria was applied to each network segment, and assessed as either high, medium, or low. This assessment was then applied to determine phasing according to the framework summarized in **Table 6**.

Connectivity	Feasibility		
	Low	Moderate	High
High	Medium-term	Short-term	Short-term
Moderate	Long-term	Medium-term	Short-term
Low	Not carried forward	Long-term	Medium-term

Table 6 Network Phasing Framework based on community connectivity and feasibility

This initial high-level analysis was supplemented by additional assessment to consider coordination with planned municipal projects, and to ensure a balance of projects among the various phasing horizons.



This assessment allowed for projects to be phased according to three horizons:



The phasing plan does not identify a specific year that a project is recommended to be implemented within each broad horizon but is intended to provide high level guidance for project initiation. Exact project phasing should be determined on an annual basis as part of the capital planning process undertaken by the Town (as per Recommendation 4.3), with considerable coordination between the various municipal departments to align priorities and leverage opportunities for multi-modal implementation efforts. As the Town proceeds with the implementation of the ATMP network, it is possible that priorities may change, or additional funding may become available that may change the prioritization of projects and the phasing of implementation. The Town is encouraged to undertake ongoing monitoring of implementation and funding opportunities to ensure that project timing is refined, which will largely be based on available funds, both internally and externally. More details on ATMP implementation prioritization and processes are provided in Section 4.4.

The following is a summary of the proposed projects by phase, distance, and classification for the Town of Cochrane:

	Off-road Trails	Cycling	Walkability/ Multimodal
Short-term	13.5 km	7.6 km	10.6 km
Medium-term	9.4 km	8.9 km	9.2 km
Long-term	7.3 km	6.5 km	5.2 km
Total	30.2 km	23 km	26 km



3.4.1 Network Cost Estimates

Estimated capital costs have been determined for the proposed linear network improvements set out in *Section 3.2*. Of note is that crossing improvements, while identified in the plan, are not included in the costing assumptions or phased, as these are expected to be implemented as part of the Town’s overall roads and transportation infrastructure improvements. Infrastructure costs were prepared based on a series of assumptions determined at the time of development, based on best and comparable practices from other jurisdictions. These costs are not meant to be prescriptive, but to provide a preliminary cost estimate to inform long-term capital budgeting processes and be the foundation for annual budgetary discussions and decisions made by Town staff. The costs are based on 2024 values, and do not include additional costs beyond construction. The estimated costing is intended to be reviewed and refined at the time the Town proceeds with the implementation of a given project. More detail on funding considerations for ATMP projects is provided in *Section 4.4.2*.

Based on these cost assumptions, the overall capital cost for the implementation of the entire recommended network is estimated at approximately \$13 Million, over the 20+ years that the plan is forecast to be implemented (approximately \$600,000 per year). As detailed in *Section 4.4.2*, these funds are not expected solely to come from one source, but from a combination of the town’s overall road and parks infrastructure budgets, a variety of external sources (e.g., grants), and some new dedicated transportation and trails funding. A summary of the costing and phasing of the plan (rounded to the nearest \$1,000) is provided in **Table 7**.

	On-road Network	Off-road Network
Short-term	\$4,901,000	\$1,714,000
Medium-term	\$2,681,000	\$1,523,000
Long-term	\$1,700,000	\$972,000
Total	\$9,300,000	\$4,090,000

Table 7 Costing Estimates for the ATMP Network by Phase



3.4.2 Priority Projects

Within the network, in addition to potential improvements being prioritized and phased according to various horizons (as described in Section 4.4.4), a set of key projects were identified as priority projects. These projects are those that are highly feasible and will have the most impact at attracting users. All of these have been classified as short-term projects, to be implemented by 2030, although it should be noted that these projects may not be implemented before other short-term projects, as some will require further study before proceeding, and there may be other projects that align better with the Town's overall capital project schedule.

Priority projects identified as part of the ATMP include:

Off-Road Priority Projects

Trail Project #5

Upgrade north-south hydro corridor west of Western Ave and unopened road allowance at west end of 8th St. to create shared-use trail.

Trail Project #17

Upgrade existing laneway to a more formalized shared trail, as a pilot project to determine feasibility and usefulness of using Town laneways for greater active use.

Trail Project #23

Upgrade and formalize trail along hydro corridor at east end of Town (southeast from 8th St. and Genier Rd.)

On-Road Priority Projects

2nd Street

Provide multi-use path along 2nd Street, from Western Ave to 3rd Avenue.

3rd Avenue

Formalize previous bike lanes and provide physical separation from traffic, along with streetscaping, from 3rd St. to 7th St.

5th Street

Formalize previous bike lanes and provide physical separation from traffic, from Western Ave to 17th Ave.

6th Street

Address sidewalk gaps and improve walking conditions through traffic calming and streetscaping.



4 Supporting Recommendations

In order to comprehensively realize the ATMP’s vision and goals, a robust set of recommendations is required to ensure support for active transportation and trails in a comprehensive manner. The recommendations described in this chapter aim to support the implementation of the planned network (described in Chapter 3) through supplementary processes and priorities to guide decision-making, embedding guidelines and standards in the Town’s overall practices and planning, specific maintenance and management strategies to ensure that the infrastructure remains usable over time, and be complimented by programs that ensure that active transportation is fostered in a manner that will help overcome barriers to active trips, and ultimately achieve to overarching goal of increasing active transportation and trail use in future years.

To help ensure a range of supportive recommendation types that address all these areas, while also realizing the plan’s ambitions, all recommendations have been classified and assigned both a specific recommendation type, as well as an associated plan ambition – although it should be noted that many of the ATMP recommendations can help achieve multiple ambitions and overlap various categories of recommendation types. An overview of the Plan Ambitions and Recommendation Types that guided the supporting recommendations is provided in **Figure 26**.

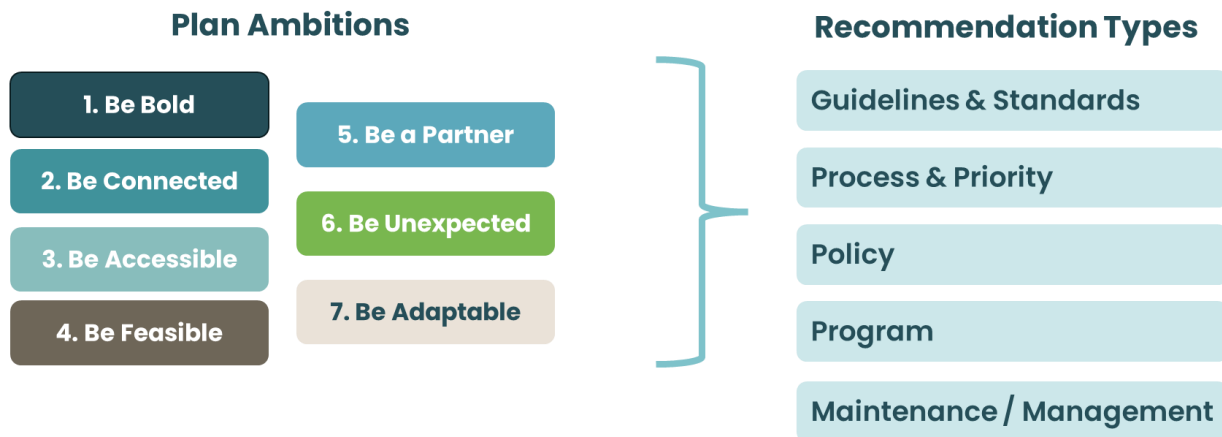


Figure 26: Connections between the Plan Ambitions and Supporting Plan Recommendation Types



All recommendations included within the ATMP have been diligently reviewed and considered with information provided to the Town to support future implementation. A comprehensive recommendation implementation database has been prepared and provided to the Town which includes the following information for each recommendation:

- Timing
- Implementation Leadership
- Internal and External Involvement
- Staffing Resources
- Financial Resources
- External Funding Opportunities

The database is intended to be used as an internal resource to support the management of ATMP implementation.

The following sections in this chapter outline the Cochrane ATMP's proposed supporting recommendations, including a brief description of each section's purpose and significance followed by a table outlining details about the proposed recommendations associated with each recommendation type. Each recommendation in the table is linked to its associated ambition, and the phasing for its implementation.

Notably, unlike the proposed projects, the phasing for each recommendation is not linked to a specific timeline. Rather, the timing has been identified based the ease at which the recommendation is able to proceed. The options include and are indicated by the following symbology:

Immediate (green): recommendations can be implemented as soon as the plan is adopted.

Alternate Timing (yellow): recommendations can be implemented once other initiatives or work has been completed.

Requires Investigation (red): recommendations which require additional research / review to be undertaken before implementation.

As the Town begins to move the plan into action, internal collaboration is critical to determine the annual priorities and work that can be completed to support implementation of the ATMP year-over-year.



4.1 Guideline Recommendations

A series of supporting recommendations were developed to ensure that the network and facility design guidance provided in Section 3.4, along with other relevant Provincial and National guidelines and best practices related to infrastructure design and traffic engineering are applied in various project contexts. The recommendations should apply to projects through from planning to design to implementation, and be embedded in the Town’s processes and practices. Recommendations should also be applied and implemented in a range of projects, including municipal projects, while also being considered as part of the application and approvals process for future private development projects. The recommendations include those that apply to routes and facilities, as well as for supporting amenities such as signage and wayfinding, street furniture and streetscaping, bicycle parking, and other features.

	Recommendation	Ambition	Timing
1.1	Site plan and other development approval requirements should consider designs and features that accommodate active transportation users, including internal circulation, and supportive amenities such as bike parking, seating areas, and landscaping.	#3 Be Accessible	
1.2	The design guidelines and criteria identified in the ATMP are to be applied and utilized when AT projects move forward to implementation or new AT opportunities arise.	#4 Be Feasible	
1.3	The trail classification guidelines and standards are to be adopted and utilized as the primary reference when Town staff proceed with the design and implementation of off-road active transportation infrastructure, in tandem with relevant provincial and national guidelines and standards relating to off-road trails.	#3 Be Accessible	
1.4	The principles of universal design should be adopted by the Town when undertaking road rehabilitation and road reconstruction projects within Cochrane, integrating best and comparable design guidelines to ensure facilities are equitable, flexible, intuitive, and safe to use.	#3 Be Accessible	
1.5	Intersections and key road locations are to be reviewed in the context of accessibility guidelines and standards to ensure that appropriate features are incorporated to address accessibility and to facilitate the transition of active transportation users and uses.	#2 Be Connected	
1.6	At major destinations, key community areas, and trail access points, space should be allocated for amenities, signage, and wayfinding for AT and trail users to encourage use and enhance user experience.	#6 - Be Unexpected	



	Recommendation	Ambition	Timing
1.7	When implementing road, parks, or other relevant projects, the design guidance provided in the ATMP is to be followed regarding active transportation and trails facilities and carried forward into any future road classification guidelines or design standards developed by the Town.	#3 Be Accessible	
1.8	A Town-wide signage and wayfinding strategy should be confirmed and implemented building upon the recommendations found within the ATMP and leveraging municipal branding, significant areas of interest and major destinations.	#2 Be Connected	

Table 8 Summary of Design Guidelines & Standards Recommendations

4.1.1 Signage and Wayfinding Guidelines

As per Recommendation 1.8, it is recommended that the Town pursue a signage and wayfinding strategy that leverages municipal branding, points of interest, and major destinations. This can help highlight the infrastructure that is built as set out in the ATMP, as well as associated concepts or routes such as the “Raven” and “Polar Bear” conceptual routes described in Section 3.1.5. The guidance in the following section is meant to form the basis of a Cochrane-specific signage and wayfinding strategy.

Wayfinding systems enable people to orient themselves and navigate throughout a community. While signage is an important part of any wayfinding system, it can also include other visual cues that help people find their way, including landmarks and supplementary amenities such as pavement markings, public art, street furniture, or rest areas. Wayfinding is especially important for active transportation users and along trails, as any deviation in a route can discourage active trips, especially along trails that may meander and go through natural areas where it can be a challenge for people to orient themselves through landmarks and other features. An effective wayfinding system help users feel confident, safe, and provide a more enriching experience while on a trail or other route. Wayfinding is especially important for visitors and tourists, who may not be as familiar with an area, and for whom effective signage can help ensure an enjoyable experience.

Effective signage and wayfinding should:

- Articulate user experience, managing expectations and potential challenges along a route.
- Communicate details for safety and accessibility.
- Be integrated between off-road and on-road networks, and for various users (e.g., motorized and non-motorized).
- Be consistent and coherent, with establishing unifying design and graphic elements and materials, including municipal and/or route-specific branding.
- Include a set of various sign types, each with a different purpose.
- Be oriented toward the intended user audience, with appropriate size and scale, while being easy to spot from a distance, and with a readable and accessible font and visual elements.



The following are the types of signage proposed for the Town of Cochrane for use along trails and associated walking and cycling routes. Of note is that these various sign types may be combined, particularly at key locations such as trailheads. All of the sign types below should include Town branding, either with the overall municipal logo or trail-specific branding or iconography.

On-road Navigational Signs

These signs are intended to facilitate awareness and access to help people navigate along routes, and to major destinations. They should be located at major decision points along roads, such as key intersections/junctions, community gathering points, or trailheads.

Content may include:

- The name(s) of one or more key destinations,
- directional arrows,
- distances and typical durations by foot or bike.



On-Trail Directional Signs

These signs are intended to provide essential navigational information to the user / visitor, and direct them to nearby trails, loops, amenities, points of interest, and key destinations. Signage should be placed at trail access points and junctions.

Content may include:

- Trail or route name,
- map of the trail or route within the associated trail and/or road network and orientation information indicating the user's current location,
- directional arrows,
- distances and typical durations by foot or bike,
- points of interest.

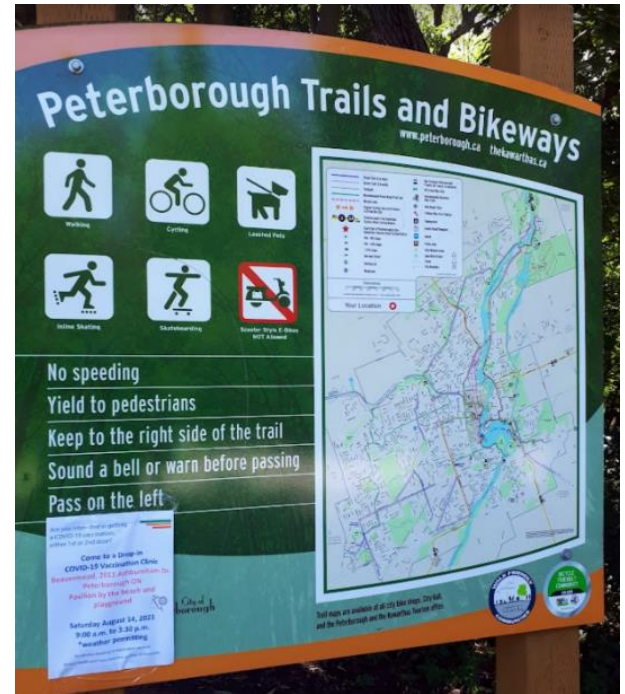


Special Purpose Signs

These signs are intended to identify information that is unique to the specific trail or route along which it is located, usually related to operational needs or expectations. Signage is typically placed at key trail or route access points or decision points, and every 500 m – 1 km to communicate necessary information regarding safety or etiquette of trail use, such as user restrictions or expectations.

Content may include:

- Trail or route name
- Regulations, rules, or other information
- Partnership recognition



Educational and Interpretive Signs

Interpretive signs can provide information about ecological, natural heritage, historical or Indigenous features in the area. They are often part of a themed trail that links to local efforts in these areas, often in coordination with local groups or organizations. Signage should be placed at specific locations relevant to the topic of the sign, such as points of interest, viewing, or rest stop areas.

Content may include:

- Trail or route name,
- map of the trail or route within the associated trail and/or road network and orientation information indicating the user's current location,
- directional arrows,
- distances and typical durations by foot or bike,
- points of interest.



Warning / Advisory Signs

These signs are intended to communicate essential safety information to the user based on conditions or potential human behaviour. These signs are to be used as needed, with their placement at any point along a given trail or route, depending on the presence of nearby features, with start and end points of routes prioritized. Warning signs may be placed along a trail permanently or temporarily depending on the nature of the hazard.

Content may include:

- Identification of specific features / hazards to be aware of, along with infographics, and how to avoid the identified hazard
- Emergency contact or other information, as appropriate.



Regulatory Signs

These signs communicate necessary behaviours for trail or road users. Along roads, they are based on the requirements of the provincial Highway Traffic Act, while along trails they may communicate local by-laws or regulations regarding trail and parkland usage. Information may be related to factors such as safety, permission or prohibition, boundaries, protection, or to direct obligatory action.

Content determined by the Highway Traffic Act or local by-laws.



4.2 Policy Recommendations

The policies adopted at various levels of governments shape and direct community growth and change, including land use, built form, and the allocation of resources. The policies that support or inhibit the improvement of active transportation in the Town of Cochrane will play an important role in the effectiveness of the ATMP's implementation. Thus, it is important that the Town's policies are in alignment with Provincial and National policy, while providing detail that reflect the local context and the Town's local goals and objectives.

To date, the Town of Cochrane has adopted several policies that support the importance of active transportation and provide guidance regarding how to best encourage related goals such as safe and efficient mobility, active recreation, and healthy living, as noted in *Section 2.1*. While support for active transportation is embedded into various guiding documents at the municipal level, the degree of detail and the type of support provided is inconsistent across plans and policy documents, and considering the degree to which there is support for active transportation and trails within the Town, there is considerable opportunity to strengthen local policy and planning guidance.

The application of thoughtfully designed and action-oriented policies in the Town of Cochrane is just as important as the ATMP infrastructure network to support then needs and ambitions of the Town's current and future people and places. By developing strong policies, the Town will communicate how it wishes to grow and change, identify the opportunities or barriers that may stand in the way, and specify what the Town will do to achieve its vision and goals. The following section includes the policy recommendations for active transportation in the Town, along with more detailed guidance and considerations for key updates to policies, plans and by-laws.



Recommendation	Ambition	Timing
<p>2.1 The Town of Cochrane Official Plan is to be updated and amended to reflect the recommendations outlined within the ATMP, including the inclusion of the ATMP network as a schedule of the Official Plan, along with supportive policies where appropriate.</p>	<p>#4 Be Feasible</p>	
<p>2.2 Develop and adopt policies within the Town's Official Plan that embrace a "Complete Street" approach to road design that is context-sensitive and considers people of all ages and abilities, with the goal of establishing and adopting new municipal road classifications to support this approach.</p>	<p>#1 - Be Bold</p>	
<p>2.3 The implementation of policy amendments and revisions are to be coordinated by the Town's Planning department, who will also be responsible for providing input on network opportunities driven by growth and development.</p>	<p>#7 Be Adaptable</p>	
<p>2.4 The Town's Bicycle Regulation By-Law (#126-2001) is to be reviewed and amended as per the direction provided within the ATMP to ensure that bicycles are permitted along multi-use trails, and so that children may use sidewalks as appropriate while they learn to ride a bicycle.</p>	<p>#4 Be Feasible</p>	

Table 9 Summary of Policy Recommendations



4.2.1 Guidance on Updating Existing Plans and By-Laws

Town of Cochrane Official Plan (2014)

The following guidance and considerations have been provided to ensure that, when the Town next updates its Official Plan, the plan's policy direction improves on the previous iteration in providing appropriate support and guidance for active transportation and trails.

Currently, there are few references to active transportation in the plan, mostly pertaining to walkways and trails. Given the importance of active transportation in Provincial planning policy and in the Town's aspirations expressed during the ATMP's development, additional detail should be provided in the Official Plan to more comprehensively support and direct ways the Town can support active transportation and provide infrastructure as part of various community's facilities and the transportation network. This could include:

- Ensuring the Official Plan reflects Provincial policies that directs municipalities to consider climate change and mitigation of greenhouse gases, support sustainability, and protect the overall health and safety of the population, by strengthening these considerations among the plan's objectives and policies, providing local context-specific solutions, and addressing how active transportation can contribute to these goals.
- Among the main objectives of the plan (2.7), include objectives that support infrastructure and programs that foster active transportation and trails.
- Within Section 10.5 ("Roads and Transportation"):
 - Add new policies that encourage walking and cycling as part of a safe and energy efficient transportation network, and which detail how active transportation facilities should be provided and designed as part of the Town's road network and within new developments. This should include clear policies that direct the provision of sidewalks along all roadways in the urbanized area of Cochrane, and the provision of cycling infrastructure as part of a comprehensive network, in keeping with the guidance in the ATMP.
 - Add a new subsection that details Complete Streets policies, including adopting municipal road classifications, and provide guidance as to how each classification can best be designed to ensure safety for people of all ages and abilities, and various road users.
- Clarifying that active transportation facilities and trails should be designed to promote safety and comfort for people of all ages and abilities and be designed in compliance with the Accessibility for Ontarians with Disabilities Act and principles of universal design.
- Highlighting areas where an enhanced pedestrian environment should be provided - such as the Central Business area.
- Referencing the ATMP as a source for more detailed guidance regarding walking and cycling facilities and trails.
- In section 11.6 ("Site Plan Control By-Law"), consider adding a reference in part 1 to clarify that in approving plans and drawings for development, the provision of cycling facilities may be required, in addition to walking and trail facilities.



Zoning By-law (No. 968 -2013)

Municipal Zoning By-laws determine and enforce the appropriate use of land within a Municipality. The By-law is a separate document from the Official Plan (OP) but is an implementation tool that is meant to implement the OP's policies into specific regulations to be met when a property is developed or redeveloped, and for associated uses. A Municipal Zoning By-law allows municipalities to control aspects of land use such as how land and buildings are used, the design (e.g., height, massing, setbacks) of buildings and where they can be located, density of development, and other requirements such as provision of parking or other services and amenities.

The following are a series of potential by-law amendments which should be considered for inclusion in the Town's Zoning By-law when it is reviewed and updated in the future, based on similar content adopted by other municipalities in Ontario:

- Compact, mixed-use development in which services, employment, and residential areas are within walking distance of each other is important to create urban form that fosters active transportation. There are a few ways the municipality could advance these principles:
 - Generally, review height limits, lot coverages, required setbacks, and other massing rules to ensure appropriate urban densities are permitted, especially in central core areas.
 - Ensure that small-scale commercial services (e.g., convenience stores, laundry services, etc.) are permitted in close proximity (walking-distance) of residents. This could be achieved by incorporating such uses within existing zoning, such as C2 or R2, or creating a new neighbourhood commercial zoning designation.
 - While the existing by-law is fairly permissive in allowing dwelling units within the C1 commercial zoning designation, it may be advantageous as development and urban density increase to introduce a new classification of mixed-use zoning to more clearly direct where higher density mixed-use development should go, and where commercial zoning is appropriate.
- Motor vehicle parking and other requirements should be reviewed to ensure they are not overly prioritizing automotive travel at the expense of other modes, including reviewing vehicle parking requirements. The by-law could also be expanded to allow opportunities for development proponents to reduce provision of parking based on providing bicycle parking, shared parking, car-sharing services, electric vehicle charging stations, and/or cash-in-lieu of parking.
- It is recommended that zoning for all appropriate urban land uses, including commercial, industrial, and multi-unit residential, be required to provide a minimum number of bicycle parking facilities. Until such time as bicycle parking is included in the Town's Zoning by-law, bicycle parking and other cycling amenities should be requested as part of development proposals where appropriate.



By-Law No. 126-2001

This by-law prohibits bicycles in areas used by pedestrians, including any sidewalks, pathway or foot path in the Town of Cochrane. As per proposed Recommendation 2.4 of the ATMP, and the 2018 review by the Cochrane Recreation and Special Events Board, this by-law should be reviewed and amended. While it is appropriate for Cochrane to regulate use of bicycles on sidewalks and dedicated pedestrian facilities, the by-law should be amended to allow children under a certain age to use sidewalks to ride a bicycle safely away from traffic, until they develop the skills to ride on the road with traffic. Secondly, the current wording of this by-law broadly prohibits the use of bicycles on any pathway used by pedestrians and may preclude implementing multi-use trails or paths in Cochrane. Multi-use trails and paths are a commonly used active transportation facility that is designed to permit shared use by pedestrians as well as cyclists and other active modes. This by-law should be amended to allow for multi-use trails to be implemented in the Town. Review of this by-law can also be an opportunity to regulate the use of new forms of micromobility, such as e-bikes or e-scooters.



4.2.2 Potential New Plans and Guidelines

Beyond the existing municipal policies and plans reviewed and noted above, below are some potential new plans and initiatives typically found within a municipal planning hierarchy which the Town of Cochrane may benefit from developing.

Transportation Master Plan

A comprehensive, multimodal Transportation Master Plan will help the Town ensure it is planning for a safe, equitable, and more sustainable mobility future in which people have a range of options to get around, and that active transportation is given appropriate prioritization among the broader transportation network. This could help build on and provide functional detail on policies in the Official Plan related to transportation and mobility. A Transportation Master Plan can also explore approaches, practices, and policies related to traffic calming and traffic control devices that have an important role to play in the active transportation network but go beyond the scope of the ATMP. Depending on the timing of such a transportation plan, the plan may also be an opportunity to update or validate the ATMP recommendations.

Road Infrastructure Guidelines/Standards

Either as a stand-alone document, or as part of the development of a local Transportation Master Plan, the Town should consider developing its own set of guidelines that provide preferred designs for road infrastructure along common road contexts. These local guidelines should draw on applicable national and provincial standards and guidance, with a focus on the local context and conditions. Such a document would have the advantage of clarifying existing practices, provide detailed specifications for contractors, and streamline road project design and implementation to ensure consistency and efficiency.

From an active transportation perspective, guidelines would have the benefit of clarifying how commonly recommended facilities, such as sidewalks, bike lanes, in-boulevard multi-use paths, and others, can be designed and incorporated into the overall road right-of-way, including desired widths, materials, thickness, slopes, and other details. They can also include preferred designs of traffic calming measures, which can help support the establishment of cycling routes and facilities and support a safer environment for all road users.



4.2.3 Emerging Policy Considerations

In addition to the specific policy recommendations and guidance detailed previously in this section, Town policies and plans should continue to be monitored relative to new and emerging policy directions. The following section presents some of these emerging policy trends, along with opportunities for considerations improvements to address them.

E-bikes and Micromobility

Small, lightweight electrically powered vehicles, such as e-bikes and e-scooters are becoming increasingly popular. These types of vehicles can blur the line between motorized and active transportation, and their use can sometimes create conflicts among road and trail users. Some provincial rules are in place to differentiate between different types, but deciding where they are appropriate and enforcing rules at the local level can be a challenge.

- Monitor evolving best practices.
- Consider modifications to municipal policies and by-laws to clarify permissions and restrictions of different types of e-bikes / micromobility in different locations.
- Consider how e-bikes / micromobility can be accommodated in the design of trail infrastructure.
- Engage in education campaigns to explain trail use etiquette as needed



Liability

If trails and active transportation facilities are improperly designed, constructed, or maintained, the Municipality may be exposed to some level of liability. Many aspects of the ATMP are meant to mitigate liability, including design and maintenance recommendations – highlighting the importance of plan implementation. Other considerations include:

- Ensure provincial and national design guidelines are followed for AT facility and trail designs, including as they evolve in the future.
- Monitor AT facilities through regular patrols and document conditions.
- Increase public awareness of user rights and obligations.
- Maintain proper insurance coverage.

New Developments

When a new development is proposed, designs should include aspects that support trails and AT, including projects in the ATMP, and which are consistent with the ATMP's design guidance.

- Review the Site Plan approvals process as needed to reflect the importance of implementing trail and AT projects and ensuring appropriate design of facilities.
- Leverage the development approval process to direct investments towards the trail and active transportation network, (e.g., via development charges, parkland cash-in-lieu).



4.3 Programming Recommendations

It takes more than just infrastructure and supportive policies to encourage active forms of transportation; a significant barrier to increasing active travel in many communities relates to cultural habits and behaviours related to transportation, that often assume automotive travel as a dominant norm. While there are some very real barriers to engaging in active transportation for people, such as weather and convenience factors, these barriers are not insurmountable and are often rooted more in perceptions than reality. Accordingly, there is a need to both promote and educate the public about how active transportation can effectively and safely and comfortably used during various seasons and times of the year, and how barriers can be overcome. The implementation of programs to encourage active transportation and trail use can also be a way to supplement the Town's overall suite of recreation and transportation services.

To effectively implement active transportation programming in the Town of Cochrane, it is critical for dedicated efforts that are coordinated by the appropriate teams and departments. It is also important that clear lines of communication are maintained with both internal and external stakeholders. The following are a series of recommendations that seek to enhance the programming related to active transportation in the Town:



	Recommendation	Ambition	Time
3.1	A community based social marketing approach is to be taken to programming and outreach leveraging the socio-demographic information and proposed programming contained within the ATMP. The Town will target the implementation of up to two (2) programs per year addressing summer and winter AT opportunities	#6 Be Unexpected	
3.2	Promotional information, including but not limited to a map presenting relevant active transportation and recreational opportunities, should be developed by the Town with the opportunity to expand to online interactive mapping and leveraging of other technology options (e.g., mobile apps)	#3 Be Accessible	
3.3	A strategic winter cycling and/or recreation network is to be promoted / communicated once infrastructure has been implemented and maintenance practices have been amended providing a unique winterized AT system for a wider range of users and interests.	#6 Be Unexpected	
3.4	Roadway space in the downtown core currently used for parking where the need is not warranted should be reallocated and used for AT infrastructure and supportive amenities and programs (e.g., sidewalk improvements, rest areas, landscaping, bicycle parking, improved accessibility, etc.).	#1 – Be Bold	

Table 10 Summary of Programming Recommendations



4.3.1 Encouragement and Education Programming

To help achieve the Town's policy goals regarding active transportation, programs that encourage and educate about active transportation are an important and cost-effective way to help overcome societal norms that often assume automotive travel as the default way of getting around, while ensuring that facilities that get built get used safely for recreation as well as utilitarian transportation purposes. The most effective behaviour-change programs take a community based social marketing (CBSM) approach that emphasizes personal contact among community members, engages them directly in the desired behaviours, and focuses on identifying and removing barriers people face. While the ATMP infrastructure network seeks to overcome physical barriers, programming should look to overcome non-physical barriers, such as lack of skills or knowledge, difficulty carrying items, access to bike repair and maintenance services, or false perceptions about the difficulty of trips on foot or on bike, just to name a few.

The following are some potential programs that the Town should consider pursuing to deliver Recommendation 3.1 of the ATMP, which recommends the Town target implementing new AT encouragement and education programs each year. Note that these programs should also be coordinated with and supplement ATMP recommendations 3.2 (Promotional information), 3.3 (Promote a winter cycling network), and 1.8 (Signage and wayfinding strategy).

Bike Rental/Sharing Service

Bike share services are becoming increasingly common and popular in communities across North America. While these services are most common in larger cities, there are models that can work on a smaller scale. The bike share system that Cochrane had in the past proves both that such a service is possible in Cochrane, but also that there are challenges that will need to be overcome to relaunch and maintain such a system in the future. Since Cochrane last had such a service, technology has made it easier to manage a bike sharing system, with various apps and software now available that can be employed (e.g., Movatic). A bike rental or sharing service can also be expanded to include cycling-supportive items such as bicycle repair kits, racks or panniers, or bike trailers, or other AT equipment such as snowshoes, skis, or scooters. Such a service would be useful for local residents, while also offering an attractive amenity for visitors to the Town.

Leveraging the local library or other community services to oversee a sharing/rental service is likely a good model for Cochrane, as it can treat such rentals similar to any other item on loan and ensures there are staff to oversee maintenance and management.



Skills Workshops

While many people may want to engage in active transportation more often, they may lack the knowledge or skills to do so confidently and safely. This is especially true regarding cycling, which can be intimidating for many people who may not be confident in their riding skills, knowledge of safe and legal cycling practices, or repair and maintenance skills. While many municipalities circulate simple messages around tips for safety and enjoyment, more extensive educational efforts are usually more effective. As with bike rental and sharing services, local library or recreation programming can be leveraged by adding specialized active transportation workshops, kids' camps, bike rodeos, or fitness classes, or by including cycling or hiking as a theme or aspect of a broader program. While many such skills workshops focus on cycling, there can also be value in offering workshops that build skills in other areas of active travel and recreation, especially winter activities such as cross-country skiing or snowshoeing.



Community Walks & Rides

A simple and effective way to encourage active transportation and trail use is by organizing walks, hikes, and bike rides within the community. These experiences can leverage other interests among members of the community, such as natural, historical or cultural features in Cochrane. Walks and rides can be focused on various demographics, such as families, seniors, tourists, or other groups. These types of experiences provide people with an opportunity to engage in an enjoyable, social activity that helps build an active transportation culture within a community. Walks & rides can be done on their own or incorporated into Town events such as Summerfest or the Winter Carnival. Once a series of walking and cycling routes have been developed through organized events, these can be used and promoted through wayfinding and online mapping tools to give people a resource to draw on for their own self-guided trips.

Active School Travel Programming

In most towns in Ontario, the majority of active trips are to school. However, trends in active school trips are heading in the wrong direction, with less children walking and biking and more being driven compared to previous decades. This is also true for the Town of Cochrane; according to a survey conducted by the Porcupine Health Unit in 2024, nearly 50% of children who were not eligible for the bus walked or biked to school. As indicated by the survey, parents said that they would be more inclined to let their kids walk to school if it were more popular, and if there were safety training and encouragement programs in place.

The benefits of kids walking and biking to school are well-documented, including



improved physical and mental health outcomes, better academic performance, safer streets, and reduced pollution and traffic. Active School Travel programs help create lifelong habits of safe walking and cycling among youth. Cochrane can leverage local schools and boards, as well as provincial and national resources and programming, such as [Ontario Active School Travel](#) and [EcoSchools Canada](#). Schools can start to get involved by participating in national and provincial promotional events, such as Walk to School Month, Winter Walk Day, or Bike to School Week, or initiate a more comprehensive School Travel Planning program – a community-based model that addresses barriers to walking and wheeling to school.

AT Incentive Programs

When encouraging behaviour change, sometimes small incentives can make a big difference to reinforce people's decision to walk or bike and help them continue the behaviour. Incentives could involve partnerships with local business, to encourage employees or customers to bike or walk and give them a small token of appreciation, such as a discount, a free coffee, or other item. Giveaways can also reinforce education and

encouragement messaging – instead of just telling people to be visible and heard on trails and paths, purchase and give out bike bells, bike lights, or reflective items. Such incentive items can include Town branding and link to relevant online information.

Winter AT Programming

As a northern community, it is important that people don't just engage in active transportation in the warmer months of the year but are willing and able to do so in all seasons and weather. Cochrane already has a culture of recreation where people are willing to go outside for snowmobiling, cross-country skiing, or for events such as the Town's Winter Carnival. The Cochrane Cross-County Ski Club and other local community resources offer opportunities for partnerships to encourage active winter recreation in a variety of ways. As with bicycles, making cross-country skis, snowshoes or other winter travel equipment available to rent to borrow can help encourage these forms of winter recreation and travel, and also make them more accessible for people to try without needing to invest in purchasing equipment. Fat bikes are also an increasingly popular way to explore trails in winter that could be encouraged in Cochrane.



4.3.2 Communication and Public Outreach

Similar to education and encouragement programming, communication tactics and approaches can help support awareness of the benefits of active transportation, and use of associated trails and facilities. In addition to the proposed programs identified in 4.3.1, there are a range of ongoing communication efforts which should be used to build awareness and inform the public about active transportation and trail opportunities in the Town.

Future communication efforts in Cochrane should further enhance and build on existing municipal initiatives, such as Cochrane Tourism, which has established a strong set of communication collateral. Future initiatives should include tailored messages, supported by a mix of online resources and tools, and printed materials.

Communication efforts should start with a strategy to target specific audiences, and to tailor messages so that they resonate and are effective with these audiences. Audiences may include various demographic groups that are common in Cochrane, such as seniors, youth, or working-age adults. The sociodemographic assessment developed for the ATMP and described in *Section 2.1* can be leveraged for this purpose. Messages may be developed on a range of topics, including safety, the benefits of active transportation, and simple ways to overcome barriers, without remembering the basics – that active transportation is simply a fun way to get around!

Today, most people get the majority of their information online, and it can be a challenge to be noticed in an online environment. An effective online presence for active transportation and trails in Cochrane starts with ensuring there are sufficient resources, and that content is consistent and updated regularly. A key step to promote active transportation and trails in Cochrane will be to regularly update local mapping to reflect key trails people can explore as the recommended ATMP network is implemented. This can be supplemented by one or more dedicated pages at CochraneOntario.com related to active transportation and trails that includes key messaging and information.

Once a more robust online presence has been established regarding active transportation and trails in Cochrane, printed materials can be produced to further spread the word. Print materials can be a useful way to get information directly into people's hands and can help promote more detailed information available online.



4.4 Process & Prioritization

Following the ATMP’s adoption, it will be critical for town staff to follow a distinct and clear process to move projects from the planning stages towards action and implementation. This project facilitation process should be initiated based on the timing and prioritization of the project, determined based on several factors including the cost and capacity of the municipality to implement a proposed project, while also considering the complexity of the project, and existing and anticipated future demand. While not all projects or programs are the same, having a defined process will help outline the typical steps that are needed to be completed which can be adapted as needed through the implementation process.

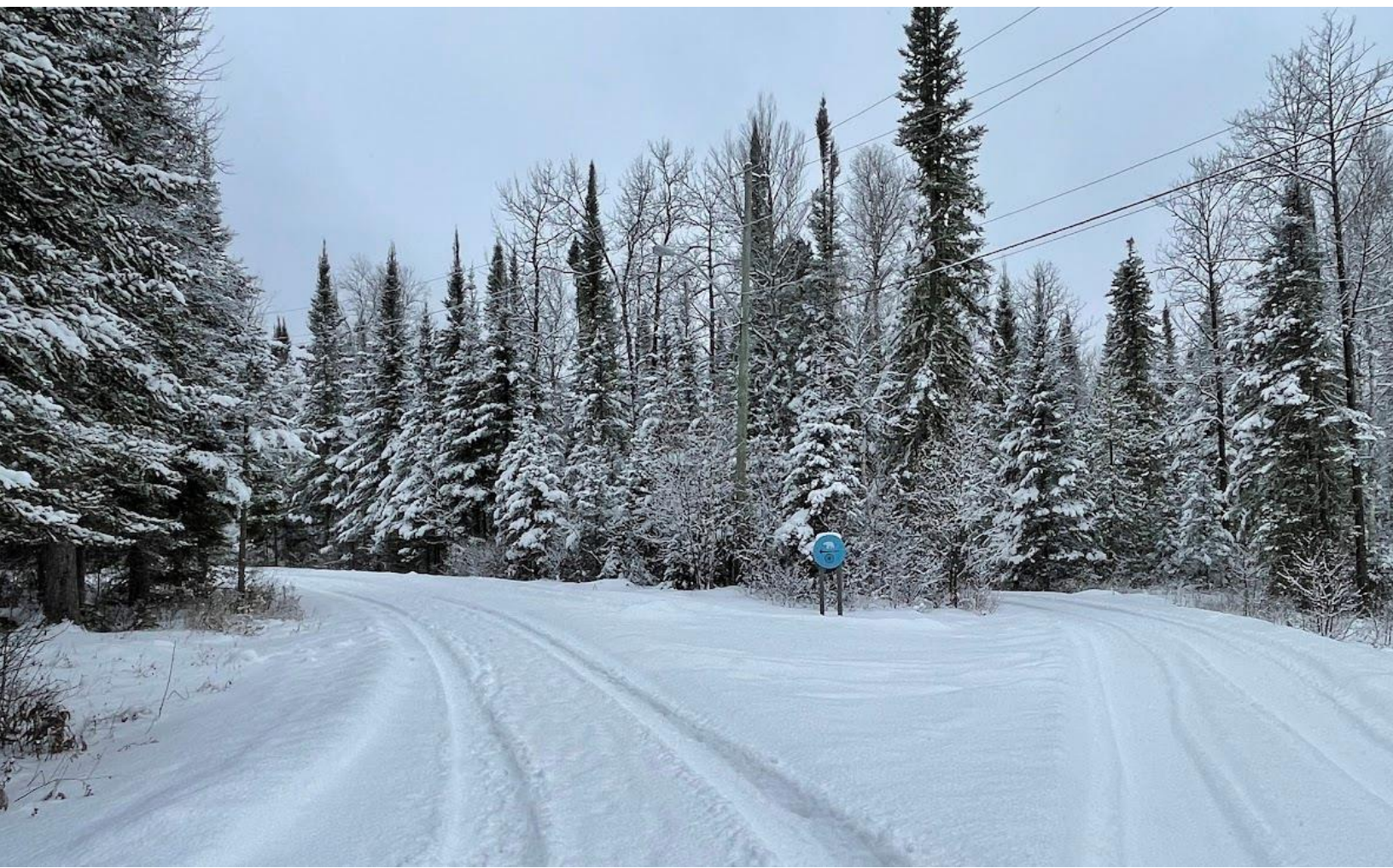
The following table provides an overview of the recommended actions by the Town of Cochrane with regards to implementation processes and prioritization.

	Recommendation	Ambition	Timing
4.1	The Cochrane Active Transportation Master Plan, as amended or reviewed from time to time, shall be used as a guide for the Town in the provision of on and off-road active transportation opportunities	#7 Be Adaptable	
4.2	The Cochrane ATMP is intended to be applied and implemented in conjunction with other functional Town master plans and studies, e.g., Parks and Recreation Master Plan	#7 Be Adaptable	
4.3	Active transportation priorities will be reviewed on an annual basis to determine which projects and programs are to proceed to implementation. Status updates and project recommendations will be summarized through annual reports to Council on ATMP progress.	#7 Be Adaptable	
4.4	The Town should proceed with funding and implementation of the priority projects as identified within the ATMP, including key off-road trails and separated on-road infrastructure.	#2 Be Connected	
4.5	Where appropriate, additional investigation and review is to be completed for the infrastructure projects as identified within the ATMP, in addition to more targeted community and stakeholder engagement when deemed appropriate	#7 Be Adaptable	
4.6	\$50,000 for the implementation of the ATMP should be allocated annually towards the ATMP to each of the Community Services and Infrastructure Services departments, with increases considered over time based on inflation and Council prioritization.	#4 Be Feasible	



	Recommendation	Ambition	Timing
4.7	A land acquisition strategy and formal development agreements should be made with private landowners to establish ownership of or support trail implementation and maintenance on private lands, as required for off-road trail project implementation.	#5 Be a Partner	
4.8	The implementation of the on-road components of the ATMP network as well as associated design guidelines and standards are to be coordinated by the Town's Infrastructure Services department.	#4 Be Feasible	
4.9	The implementation of the off-road components of the Town's ATMP network, as well as trail planning and design are to be coordinated by the Town's Community Services department.	#4 Be Feasible	
4.10	The Town should identify a seasonal or part-time internship or other position which would support the implementation of the ATMP and explore expanding the role into a fully paid position.	#5 Be a Partner	
4.11	Town staff will annually explore external funding options and alternatives at the federal and provincial level to determine if there are opportunities to secure monies to support the implementation of the ATMP beyond municipal funds.	#5 Be a Partner	

Table 11 Summary of the Process and Prioritization Recommendations



4.4.1 Capacity and Coordination

Capacity and coordination refer to both internal and external resources to implement projects. Ongoing oversight from a range of internal and external partners will be needed to ensure that the ATMP is implemented successfully on an ongoing basis. Coordination should be led by Town staff, guided by effective management practices that guide day-to-day action and decision-making.

As noted in the Process & Priority recommendations (4.8 & 4.9), the Town's Community Services department is to be responsible for the implementation of the off-road trail improvements as part of the ATMP, while the Town's Infrastructure Services department will be responsible for the on-road components, including the cycling and walkability / multimodal networks. The Town's Planning department should also take on an important role in ensuring the network recommendations are incorporated into future developments, while also taking the lead on policy implementation. Other divisions and services associated with the Town should also play a role in the ATMP's implementation, including but not limited to Bylaw, the Cochrane Public Library, Polar Bear Habitat, and Tourism Cochrane.

In addition to internal Town staff, considerable coordination and collaboration with key external stakeholders and technical agencies will be essential to expand capacity and ensure success of the plan throughout the community. This will involve leveraging existing Town partnerships, while monitoring opportunities for future partnerships as well. **Table 12** provides an overview of some of the ATMP's anticipated key partners and their potential roles as part of this plan's implementation.

Partner	Role
Local Businesses	Coordination and support for education and outreach programs, and engagement for local ATMP projects.
Ontario Ministry of Transportation	Coordination and addressing issues related to active transportation needs along Highway 11.
Ontario Northland	Coordination and permissions for any trail or crossing facilities through railway lands, and on tourism promotion and initiatives.
Ontario Provincial Police	Coordination with local detachment on enforcement of traffic laws, collection of relevant transportation data, and education and outreach initiatives.
Porcupine Health Unit	Review of policies, and coordination and support for education and outreach initiatives.
School Boards	Coordination and support for education and outreach initiatives, and engagement for ATMP projects near schools.
Taykwa Tagamou Nation	Local First Nation, who should continue to be consulted on projects, particularly if they effect their lands or members.

Table 12 Summary of Partnership Roles & Responsibilities



4.4.2 Cost and Funding Considerations

The costing scenarios set out in the ATMP consider both capital costs and operating costs. Capital costs represent fixed investments to build or purchase assets such as infrastructure. Operational costs represent day-to-day running of municipal business, including staff time and associated activities. Considering the scale of improvements identified within the ATMP, the anticipated cost and need for investment will require multiple avenues and options for funding.

As presented in *Section 3.4*, capital cost estimates were developed for the entire long-term ATMP infrastructure network, but this costing should be revisited when identified projects move towards implementation to validate and update these values based on recent staff experience and to reflect inflation or other cost considerations. It should be noted that ATMP projects will often be integrated into larger scale capital infrastructure projects, such as road reconstructions, or park or recreational developments; other projects may be done as stand-alone projects, where the active transportation or trail improvement is the sole or primary project purpose. In some cases, the Town may partner with another organization to share costs or access external funding.

While operational costs have not been specifically estimated as part of the ATMP, the Town should consider the need for ongoing operational costs and resourcing as the trail and active transportation network grows, which will be accompanied by a greater need for maintenance, management, and ongoing monitoring. *Section 4.5* provides more detail on practices and considerations in these areas.

Funding Sources

In the past, while the Town of Cochrane has built a number of trails and active transportation facilities, these projects have been paid for within broader Community Services and Infrastructure Services budgets where opportunities exist, on a case-by-case basis. While it is still anticipated that many ATMP projects will be implemented in a similar way in the future through combined budgets and coordinated capital projects, as per *ATMP Recommendation 4.6*, it is recommended that an additional \$50,000 be allocated specifically for ATMP projects to each of the Town's Community Services and Infrastructure Services departments.

This base funding will demonstrate the Town's commitment to the ATMP's implementation, improve accountability by providing specificity to municipal budgeting in this area, and to ensure staff have an ongoing source of funds for "stand-alone" active transportation and trails projects that may not fit within broader infrastructure projects. This approach will also ensure funds are available to contribute to cost sharing and external funding opportunities.

While establishing this base funding for ATMP implementation is important, it is still expected that most of the funding for projects identified in the plan will come from capital and growth-related sources (e.g., new development) as well as external funding sources. External funding opportunities should be explored regularly and pursued, whenever feasible, to offset ATMP implementation costs.

The following are potential funding opportunities which may be pursued for future support. The requirements and criteria for these funding opportunities will likely change from time to time, and new opportunities will arise – thus, it will be important for staff to regularly review potential



opportunities. The information in the ATMP can be used to support the completion of effective funding applications from these sources.

Agencies

Upper levels of government and their associated agencies and departments have various funding sources and avenues, including:

Government of Canada

- Green Municipal Fund
- Healthy Communities Canada Funding Initiative
- Federal Gas Tax
- Federal Active Transportation Fund

Province of Ontario

- Provincial Gas Tax
- Ontario Trillium Foundation Grants
- Rural Economic Development Program
- Tourism Development Fund
- Community Infrastructure Fund

New Development

New private developments must go through a municipal approval process, in which the Town can request certain facilities or amenities identified in the ATMP be built as part of a given development, or in which the Town can leverage the process for development charges to support growth-related infrastructure projects.

Other Funding and Support

In addition to formalized and structural funding opportunities, there are local options which can be explored on an ongoing basis. For these other options, it is important to note that contributions may not only be financial, but also consist of “in-kind” support such as volunteer support, promotion, or other outreach activities – which can be as valuable and financial support. This may include:

- Organizational support from local clubs and interest groups
- Partnerships with local businesses who may provide corporate funding or sponsorship of projects
- Private citizen donations
- Leveraging events and tourism to generate support for local projects.



4.5 Maintenance & Monitoring

How the ATMP’s network and its associated policies, programs, and other initiatives are maintained, managed and monitored will be essential to the ATMP’s success. An approach that regularly monitors facility upkeep is key to extending the service life of facilities and ensure they are accessible and useful for the people that use them on an ongoing basis. While in the past there have been broad efforts related to maintenance and management of sidewalks, trails, and similar facilities in Cochrane associated with overall maintenance practices, a key goal of the ATMP is to ensure that active transportation and trails are appropriately prioritized among the Town’s processes and practices. It will also be important to monitor and assess program and policy implementation.

The following table provides a summary of the proposed recommendations for maintenance and management in the Town over the course of the plan, followed by a consolidation of best and comparable practices and associated guidelines and standards for the Town’s ongoing consideration.

	Recommendation	Ambition	Timing
5.1	The ATMP network and phasing plan are to be used as the basis for annual improvements and capital planning and updated in no more than ten (10) years to reflect changes to municipal planning and status of implementation.	#2 Be Connected	
5.2	Consideration should be given to expanding the mandate of the Town Recreation & Special Events Board to support on the implementation of the ATMP, including the possibility of establishing a separate working group or Committee.	#5 Be a Partner	
5.3	Infrastructure as well as budget for maintenance of sidewalks, trails, and other active transportation facilities should be reviewed and revised annually as the ATMP network is implemented to ensure that appropriate seasonal maintenance is undertaken.	#7 Be Adaptable	
5.4	Maintenance practices are to be reviewed and amended based on the guidance provided within the ATMP to provide for all season maintenance of trail and active transportation facilities, as appropriate based on context.	#3 Be Accessible	
5.5	The network is to be monitored on an ongoing basis to identify new or additional opportunities for improvement as identified by community members or within the rural areas of the municipality once there has been sufficient investment within the built-up area of the community	#2 Be Connected	
5.6	An updated municipal asset management program is to be adopted that considers the recommended ATMP network, including the use of the ATMP database	#4 Be Feasible	

Table 13 Summary of the Maintenance and Management Recommendations



4.5.1 Maintenance

The care or maintenance of the Town's active transportation facilities is critical to ensure the safe and accessible use of infrastructure at all times of the year and extend the life of these facilities. The Town should follow the guidance set out in the Province's Minimum Maintenance Standards (MMS) for Municipal Highways (O. Reg. 239/02) and Ontario Traffic Manual Book 18 (2021) for on-road walking and cycling facilities. For off-road facilities in parks, these regulations do not necessarily apply, but the Town should consider this guidance along strategic off-road trail locations, especially along popular trails in central urban areas of Cochrane. The Town should also consider opportunities to allow for specialized winter use of trails by not clearing snow, but by grooming some trails strategically for cross-country ski or snowshoe use.

The following is a summary of the relevant standards from the appropriate documents pertaining to both existing as well as future planned on-road active transportation facilities.

Type	Service Level
Patrol and inspection	3 times every 7 days to one every 30 days (O. Reg 238/02 s. 3)
Sweeping (10.2.1)	Scheduled sweeping weekly to monthly; deploy resources outside of scheduled sweeping as soon as practicable after becoming aware of debris (O. Reg 239/02 s.9)
Surface discontinuities (10.2.2.1)	Greater than 5cm height within 2 to 21 days after acquiring knowledge (O. Reg 239/02 s.16)
Cracking (10.2.2.2)	Greater than 5cm wide and 5cm deep (O. Reg 239/02 s.8).
Surface Drop-off at Shoulders (10.2.2.4)	Deeper than 8 cm (O. Reg 239/02 s.7).
Vegetation management (10.2.2.3)	Routing mowing including daylight triangles at intersections, annual trimming of trees.
Signage (10.2.5) and pavement markings (10.2.6)	Refresh as needed

Table 14 Overview of the Minimum Maintenance Standards Guidance

To demonstrate an ongoing commitment to a comprehensive, equitable, and accessible network, it is important to maintain facilities on a year-round basis for various modes of travel, especially for pedestrians. The maintenance of on-road active transportation facilities in winter should meet or exceed the minimum maintenance standards. In built-up areas of the Town of Cochrane, sidewalks and cycling facilities should be maintained to an adequate level of snow removal, as well as ice prevention and treatment.



The following is a summary of the recommended standards for on-road AT facilities outlined by the Provincial Minimum Maintenance standards that should be followed:

Type	On-road Bike Lanes	Sidewalk / Multi-use Path
Snow Clearing	When snow accumulation on bicycle lanes is greater than 2.5 to 10 cm, “deploy resources as soon as practicable to address the snow accumulation” and within 8 to 24 hours (O. Reg 366/18 s4.2)	Maintain to 8 cm within 48 hours, minimum width of 1 metre (O. Reg 366/18 s16.3)
Ice Prevention	Up to 24 hours preceding the likelihood of ice formation (O. Reg 366/18 s5)	“Treat... if practicable to prevent ice formation or improve traction within 48 hours if the municipality determines that there is a substantial probability of ice forming” (O. Reg 366/18 s15)
Ice Treatment	Treat ice within 3 to 16 hours after becoming aware of icy conditions (O. Reg 366/18 s5)	Under routine weather events, within 48 hours after becoming aware of icy conditions (O. Reg 366/18 s15)

Table 15 Overview of Winter Maintenance Practices for On-road AT Facilities



4.5.2 Plan Management and Evaluation

To coordinate the day-to-day management of the ATMP's implementation and ensure the plans vision and objectives are achieved over the next 20 years, various tools and strategies are recommended. The following provides a summary of the tools and strategies for managing and evaluating the Cochrane ATMP:

Tool 1: Improvement and Implementation Database

All information pertaining to project recommendations of the ATMP, including project location / alignment, proposed design solutions, and proposed phasing and prioritization is included in the Improvement and Implementation Database provided to Town staff. The database is intended as a tool to:

- Monitor and manage the plan's implementation by updating relevant information within the database to reflect changes in conditions or status of recommended projects
- Communicate municipal priorities and integrated with wider municipal services
- Facilitate a greater degree of coordination between a wide range of Town Staff
- Be easily adaptable to track and monitor the implementation of recommended projects.

It is important for the Improvement and Implementation Database to be updated on an annual basis or where appropriate to reflect the most up-to-date conditions of the Town's AT network. The intent is to start integrating AT into City-wide asset management to ensure that the routes and facilities are planned, constructed, and maintained appropriately.

Tool 2: Mapping of the Network

GIS mapping of the existing and proposed networks in the ATMP provides a visual representation of the Improvement and Implementation Database.

The Mapping of the network has been provided to Town Staff and is included within this report; it is intended to be used as a tool to:

- Monitor and manage the plan's implementation
- Establish programming and outreach materials including for the Town's tourism resources.
- Communicate with external partners (e.g., surrounding municipalities, local developers, etc.)

In addition to updates to the Improvement and Implementation Database, the Network Mapping should also be updated on an annual basis or where appropriate to reflect the most up-to-date conditions of the Town's AT network and the network database.

Tool 3: Plan Evaluation Measures, Metrics, and Indicators

Establishing of a set of measures is critical to ensure plans move from ideas to action and that the plan's objectives achieve what was originally intended.

The following are some of the suggested performance measures and practices to guide the process of data gathering and to inform ongoing implementation, management, and improvement of projects, programs, and initiatives associated with the ATMP. The information gathered should be used to update annual priorities and budgeting and the plan proceeds towards implementation.





Public Health

Individual Activity Levels (#)

Metrics

Time Walking or Biking per Day
(# of Minutes)

Air Quality Index (#)



Project Progress

New facilities added (#)

Metrics

Length of new facilities added
(# in km)

AT amenities implemented (#)



Economic Development

Metrics

Survey of businesses

Number of visitors / tourists (#)



Investment

Metrics

External funding of projects
(\$ / %)



Education

Metrics

Number of campaigns
undertaken (#)

Promotional materials
(# distributed / downloaded /
site visits)



Facility Use & Behaviour

Metrics

User Counts at key locations
(#)

Mode Split (%)



4.6 Summary

As the Town of Cochrane embarks on its journey to put this people-first Active Transportation Master Plan into action over the coming decades, it will require a partnership among Town staff, council, and a wide range of municipal partners to make the plan's vision for active transportation and trails a reality. It will also require buy-in and continued engagement with the residents and businesses that make up the community of Cochrane, and for whom the plan is meant to serve.

Throughout the plan's implementation, the Town of Cochrane can build on its identity as a unique and forward-thinking Northern Ontario community, while enhancing its local assets and services to better support and welcome people of all ages, abilities, and backgrounds. This will be especially important as the Town's expected growth and development takes place, which will inevitably shift the Town's demographics in numerous ways. Cochrane has considerable potential to build on its natural and cultural assets to build a more attractive, healthier, more equitable, sustainable, and socially connected community through creating spaces and places that are accessible, attractive, appealing and accommodating through safe, comfortable, and unexpected active transportation and recreation opportunities.

To achieve the Town's vision for the future, it will be important to follow through on the ambitions and objectives that guided the ATMP process. The Town needs to remain focused on the needs of the community, and ensure that solutions do not leave anyone behind, especially as the population shifts and evolves over time. Current barriers to active trips and recreation need to be considered and eliminated over time through a mix of infrastructure, programming, and community supports, as part of a robust suite of community services that support growth. This means building seamless connections that are comfortable and safe for community members of all ages and abilities. The improvements recommended by the plan should be integrated with overall municipal efforts and services to maximize community benefits, while considering future opportunities to accelerate or shift mobility and recreation in the Town. At the same time, a focus must be kept on ensuring solutions are feasible and affordable, and that the resulting assets are managed and adapted over time.

This plan is intended to layout the blueprint to achieve these goals through a varied set of facilities and amenities, along with supporting policies, programs, processes, and practices. As noted, the ATMP is not meant to be a stand-alone document – it is intended to be woven into wider municipal planning and decision-making processes, and compliment other existing and future Town policies and plans. It is also meant to be the basis for future coordination and collaboration with partner organizations and the public, all working together towards shared goals and aspirations.

Not unlike a long hike, bike ride, or cross-county ski trip, implementing a master plan such as this is an adventure. We look forward to making progress towards the future that the ATMP sets out and are excited to have you join us on the journey toward a Cochrane with more active transportation, trail and recreation opportunities and experiences that are accessible, attractive, appealing, comfortable, and wonderfully unexpected.



