



ACTIVE MOBILITY TRANSPORTATION STUDY

Town of Olds

Prepared For: The Town of Olds
Date: 2024-07-03
Our File No: 4039.T01

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LAND ACKNOWLEDGEMENT

The Town of Olds rests upon the traditional territories of the peoples of the Treaty 7 region of Alberta. These peoples include the Siksika, Peigan-Piikanni, and Kainai - Blood Tribe First Nations of the Siksikaitsitapi - Blackfoot Confederacy; the Tsuut'ina First Nation; and the of the Chiniki, Bearspaw and Wesley First Nations of the îyârhe Nakodabi or Stoney Nakoda. This area is also home to the Métis Nation of Alberta, Region 3. With respect we acknowledge these peoples, their cultures, and their continuing connections to the lands since time immemorial.



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1.0 INTRODUCTION

The Town of Olds is a growing community located 62 kilometres south of Red Deer along the QEII corridor to Calgary. Even though Olds has a small town charm, it offers many amenities to its residents and visitors and acts as a service hub to the surrounding Mountain View County region. This has allowed the town to develop a culture of neighbourly and community values, a stable economy, and a high quality of life for its residents.

To build on its appeal and work toward further improving quality of life for its residents, the Town is seeking to develop its active transportation network. While Olds already benefits from an active transportation network through its extensive sidewalks and pathways, the Town has always been challenged by gaps in connectivity as some destinations in town are harder to access by walking, rolling, cycling, or using other forms of active transportation. To that end, the Town retained WATT Consulting Group to undertake an Active Mobility Transportation Study (AMTS). The study has three core objectives, as follows:

- Enhance mobility by increasing connections between destinations within the community such as schools, residential neighbourhoods, shopping districts, and recreational facilities;
- Provide enhanced safety and accessibility options for people walking, cycling, and using other active modes of transportation; and
- Outline other emerging mobility options that have implications for active transportation and for the Town's transportation network more broadly.



1.1 What is Active Transportation?

Active transportation is human powered transportation; it includes walking, running, cycling, skateboarding, cross-country skiing, and more. Additionally, people using mobility devices – such as wheelchairs, walkers, and strollers – are also included in this diverse group. There are a multitude of reasons why some choose active transportation, with some using it for recreation, commuting, lack of access to a personal vehicle, mobility restrictions, and/or convenience.



Public transit may often be considered an extension of an active transportation system as people using transit begin and complete their travel using an active transportation mode.

1.1.1 Benefits

There are many economic, community, health, safety, and environmental benefits that supporting an active transportation network can bring to a community, as discussed below.



There are a diverse range of understood economic benefits of active transportation. Active transportation modes are cheaper for the individual compared to motor vehicles. By experiencing the world at a slower pace than a motor vehicle and the freedom of movement provided, people may experience their community, find accessible amenities, and neighbourhoods contributing to the local economy.



By providing accessibility to more affordable and equitable transportation modes, more people are able to access their community. This may encourage face-to-face interactions, help build respect and understanding, boost active recreational activities, and improve the sense of community.



Providing active transportation has been shown to increase people's activity levels and provides health benefits to populations. These benefits include increased physical and mental health, lowering risk of early death and chronic diseases (including obesity), and decreasing cardiovascular issues.



Well designed active transportation facilities enhance street level visibility of all users. This reduces interactions (including collisions) with motor vehicles and allows people to travel more safely from origin to destination. Furthermore, facilitating active transportation infrastructure and educating the community provides additional safety for children by slowing traffic speeds and reducing potential collisions.



Facilitating active transportation reduces the need for people to own and drive vehicles to access employment, amenities, and educational facilities. Lessening the reliance on motor vehicle transportation allows people to choose low and zero Greenhouse Gas (GHG) emitting transportation modes.

1.2 Plan Process

The project kicked off in fall 2022. The phased project approach was crafted in collaboration with municipal staff members, community members, and key stakeholders to generate a plan that would adequately reflect and enhance the community values associated with Olds. The project had a four-phase process, as follows:

- **Phase 1 - Baseline Conditions Assessment:** this first phase included compiling a database of existing active transportation facilities; collecting data on the road network including traffic volumes; summarizing relevant census data on commuting patterns; identifying gaps in the network including locations that are unsafe for active transportation users; and producing a list of key barriers that required further investigation in the AMTS. It culminated in a *Baseline Conditions Report*.
- **Phase 2 - Public and Stakeholder Engagement:** The Olds community was invited to share their feedback on barriers, issues, and opportunities surrounding the existing active transportation network. This phase culminated in a *Phase 2 Engagement Summary*.
- **Phase 3 - Network Analysis:** this phase involved identifying potential improvements and design recommendations for the active transportation network including new facilities and safety improvements to intersections.
- **Phase 4 – Draft & Final Reports:** the ATMS report brings together the work completed over the duration of the project, including the project findings and recommendations.

1.3 Community Engagement

The AMTS included to specific engagement activities, as follows:

- **Round 1 -** An online survey was circulated allowing the community to share their input regarding barriers and opportunities for active transportation. It also served as an introduction for the community to the project.



- **Round 2** - Outreach interviews to community stakeholders were preformed to understand active transportation stakeholders view their community and opportunities to facilitate active transportation modes.

The results of these two engagement activities saw community members from a wide variety of backgrounds giving their input on the study and how they viewed active transportation. **For additional information see Baseline Conditions Report.**

1.3.1 Key Barriers

KEY BARRIERS	KEY DESIRED IMPROVEMENTS
<ul style="list-style-type: none">• Lack of connectivity between existing trails / sidewalk systems and key destinations.• Narrow sidewalks and inadequate maintenance practices• Lack of protection for walking and cycling at intersections and along roadways.• Accessibility concerns for persons with mobility challenges (lack of curb cuts, snow clearing, uneven sidewalk surfacing, disconnected sidewalks, etc.)• Lack of lighting along active transportation network, particularly along trail systems.• Inadequate crosswalk control along main roadways.• Education and trail etiquette to improve safety and accommodate all active modes	<ul style="list-style-type: none">• Complete the transportation network and fill connectivity gaps in existing infrastructure.• Increase sidewalk width and improve maintenance practices (surface repairs, snow clearing, gras cutting, etc.).• Provide on-street cycling facilities for separation of pedestrians and cyclists.• Improve accessibility along sidewalks and at intersections to support an all-ages and abilities network.• Increase lighting and amenities along existing trails to improve safety and comfort of users.• Evaluate and improve existing crosswalk control.• Promote etiquette to decrease conflicts between users on trails and at crossings.





2.0 COMMUNITY PROFILE

The Town of Olds is a growing community that is a major service centre for the surrounding Mountain View County. Located on the QEII corridor between Red Deer and Calgary, Olds has maintained growth and economic stability allowing for a high quality of life and a strong sense of community pride.

Olds is located approximately 63 kilometres south of Red Deer and 90 kilometres north of Calgary in Mountain View County. As of 2021, Olds had a land area of 14.87 kilometres² and a population of 9,209 residents resulting in a population density of 619.3 people per square kilometre. As a municipality, it provides many services to its residents including administration, finance, public works, recreation, water, wastewater, and waste management.

Olds' safe neighbourhoods, parks, and extensive trail network compliment its large number of amenities, including the Olds College of Agriculture and Technology.

Connecting neighbourhoods for various active transportation modes is a priority of the community allowing the town to become significantly more walkable, bikeable, and accessibility-needs friendly.

2.1 Population Summary

According to the 2022 census, the Town of Olds has a population of approximately 9,567 residents. Though the population of Olds is observed to have declined by -0.15% on a yearly comparison, there has been an overall increase of 1.37% (from 9,467 to 9,567) during the last 5 years. While this shows a small population increase within the town itself, it is also noted that the greater Mountain View County saw an overall population growth of 4.11% over the same timeframe.

2.2 Transportation Mode Share and Demographics

Statistics Canada reports the main mode of commuting for the employed labour force aged 15 years and older.¹ Within the Town of Olds 7.62% of people currently choose

¹Statistics Canada (2021), Census Profile, 2021 Census of Population – Olds, Town (T) Alberta. Available online at: <https://www12.statcan.gc.ca/census-recensement/2021/dp->



walking or cycling as their primary commuter transportation mode (6.55% pedestrians, 1.07% cyclists). A comparison of men and women indicates that while walking rates are similar – 125 and 120, respectively – men are 2.5 times more likely to choose cycling as their main commuter transportation mode (25 men and 10 women).

Several limitations exist when assessing transportation data obtained from the 2021 Statistics Canada Census:

- 2021 data was obtained during the COVID-19 Global Pandemic, resulting in transportation trends to be less representative compared to normal conditions.
- Census data does not account for transportation outside of to-and-from work commuting data; as most respondents to the AMTS online survey indicated that they use active transportation modes for non-commuting purposes, this may not fully capture active transportation utilisation within the Town of Olds.

2.3 Community Destinations

Olds' large number of amenities and compact geography means that people do not have to travel great distances to access many key destinations within town. The town has five grade-school schools: École Deer Meadow School, École Olds Elementary School, Holy Trinity Catholic School, Olds High School, and Olds Career High School and Off Campus Learning Centre; Olds Hospital and Care Centre, Olds College of Agriculture and Technology; Olds Municipal Library; a downtown shopping district along 50 Avenue between 46 Street and 54 Street; a large box store shopping district along 46 Street at the west edge of town; an industrial district on Imperial Way; and many more local amenities as shown in **Map 1**.

This compact geography also lends itself well to supporting active transportation modes. This is supported by census data with Statistics Canada reporting that 74.76% of residents do not leave the town boundary for work, and 62.43% of residents travel for less than 15 minutes to their place of employment. Based on this, by expanding the current active transportation network, there is an opportunity for many people in the community to walk, cycle, and/or use another active transportation mode as their primary mode of transportation.

[pd/prof/details/page.cfm?Lang=E&SearchText=Olds&DGUIDlist=2021A00054806034&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0](https://www25.statcan.gc.ca/prof/details/page.cfm?Lang=E&SearchText=Olds&DGUIDlist=2021A00054806034&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0)



2.4 Existing Active Transportation Facilities

The *Baseline Conditions Report* provides a detailed overview of the Town's existing active transportation conditions including the key barriers facing people walking, rolling, and cycling. This section provides a summary of the Town's existing active transportation facilities and are illustrated in **Map 1**.

2.4.1 Pedestrian Facilities

Within the Town of Olds there are many pedestrian facilities available, with concrete sidewalks being the most common. Currently, approximately 71.80 kilometres of sidewalks are available throughout the Town, complemented by 16.49 kilometres of multi-use pathways trails. At the current time, much of the multi-use pathway system could be widened and improved to allow safer and more comfortable user experience. There are several roadways that have narrow shoulders, which allow able bodied pedestrians a place to walk where sidewalks are missing; however, they pose several accessibility and connectivity challenges.

Each facility type present in Olds is described in more detail below.

Non-separated Sidewalk

A non-separated sidewalk is located directly adjacent to a roadway, physically separated by a curb. These facilities separate pedestrians from motor vehicles and improve comfort and safety for pedestrians. These facilities are also able to aid people with mobility issues and users of transit services; however, depending on their width and maintenance, these facilities may result in some users feeling uncomfortable when they are congested.



51st Avenue facing 52 Street



55 Street facing 61 Avenue

Separated Sidewalk

A separated sidewalk has a physical separation or barrier between the sidewalk and roadway, such as a grass or otherwise landscaped boulevard. The separation acts as a buffer and enhances pedestrian safety and comfort while providing a space for certain amenities and utilities. Separated sidewalks are found throughout Olds including (but not limited to) along 46 Street, 52 Avenue, and 55 Street. Separated sidewalks should be placed on arterial roads, areas of high pedestrian volume, near healthcare facilities, and school zones.



Local Trail

Local trails are similar to separated sidewalks, however they are more separated from roadways and often do not have a roadway present beside them. They offer a greater physical separation and are primarily intended for pedestrians but could also accommodate other users such as people cycling. These trails have a wide range of surfaces including chip trails (wood), asphalt, gravel, and more. They also can vary in width to accommodate a variety of uses. That said, due to the variety of surfaces, they may not be accessible to all users.



Local trail between 57 Street and 48 Avenue



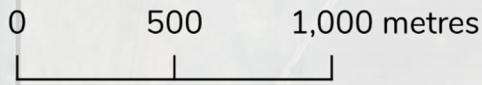
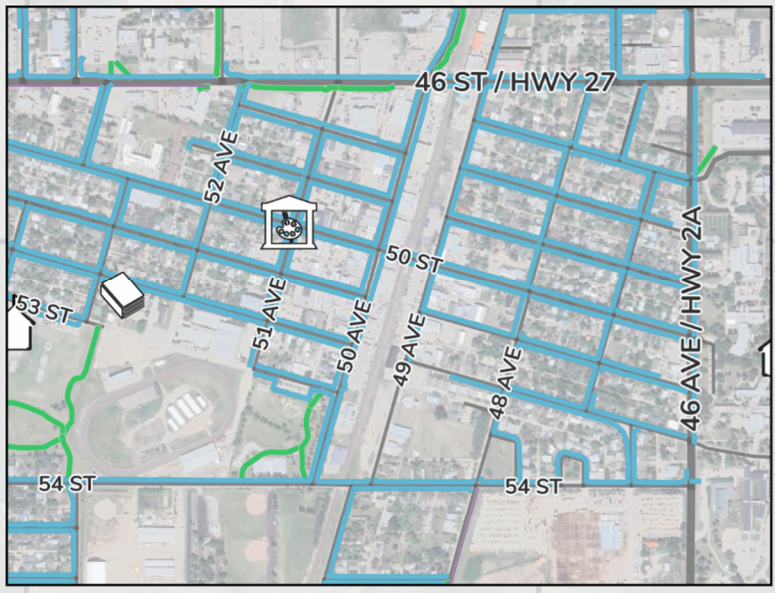
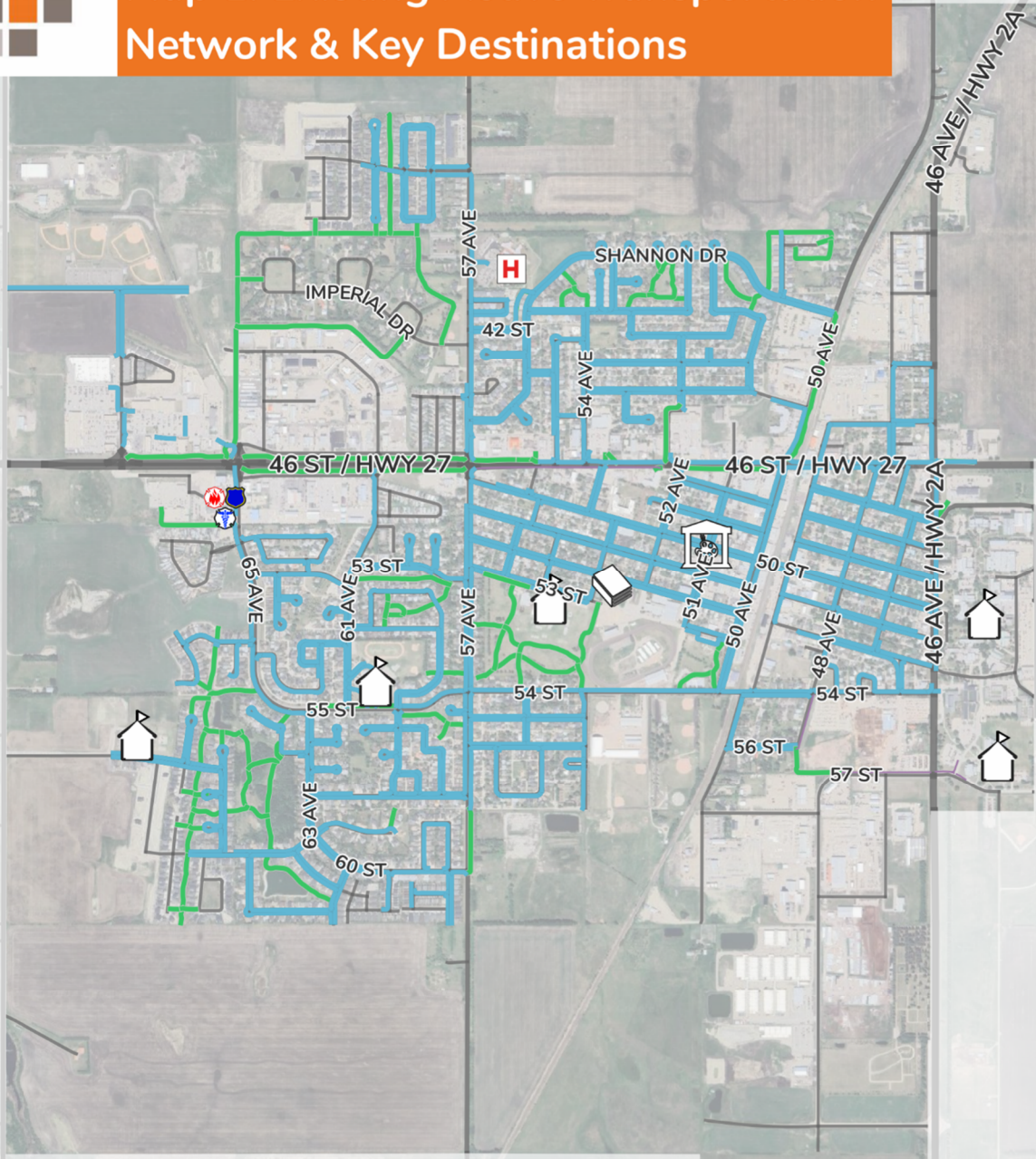
Multi-use pathway north of 65 Avenue

Multi-Use Pathways

Multi-use pathways are similar to local trails; however, they often experience higher user volumes as they are generally wider than local trails to accommodate those higher volumes and multiple modes of active transportation. They maintain physical separation from motor vehicle traffic and typically have a surface made of asphalt or concrete.



Map 1: Existing Active Transportation Network & Key Destinations



Existing Active Transportation Network
 Trails and Pathways
 Sidewalk

Key Destinations
 School
 Hospital
 Emergency Services
 Library
 Tourism



2.4.2 Cycling Facilities

The Town of Olds does not have dedicated on-road cycling facilities. Research indicates that cyclists prefer roadways with slower traffic (approximately 30km/h), lower traffic volumes, and a direct connection from their origin to destination.^{2,3} When dedicated infrastructure is not available, these factors often result in those who still choose to cycle to ride on local roadways and sidewalks to avoid potential conflicts with motor vehicle traffic. Additionally, the current pathway system - while available to cyclists – is primarily designed for pedestrians and may lead to conflicts between users. Small children and pets may have sudden movements that are difficult for cyclists to predict and result in a less comfortable experience for all pathway users.

People cycling typically use multi-use pathways and/or local roads with 30 km/h posted speed limits when moving around the community. Some people may cycle on busier collector / arterial roads, but those roads are largely unsafe and inaccessible for people cycling. **Table 1** below shows the length of multi-use pathways and local roads with 30 km/h posted speed limits (including school and playground zones).

Table 1 – Existing Cycling Network

Type	Length (km)
Multi-Use Pathway	16.49
Local Roads with 30 km/h posted speeds	12.25
Total Length	28.74

² Dill, J., & McNeil, N. (2013). Four Types of Cyclists?: Examination of Typology for Better Understanding of Bicycling Behavior and Potential. *Transportation Research Record*, 2387(1), 129-138. Available online at: <https://doi.org/10.3141/2387-15>

³ Dill, J., & McNeil, N. (2016). Revisiting the Four Types of Cyclists: Findings from a National Survey. *Transportation Research Record*, 2587(1), 90-99. Available online at: <https://doi.org/10.3141/2587-11>



Shared-Use / Local Roads

Local roads often have a lower speed and volume than arterial and collector roads. Due to this, they are often the preferred roadway used by cyclists when no dedicated cycling facilities are present. As they lack physical or visual separation between cyclists and motor vehicle traffic, they can often be considered uncomfortable for both cyclists and drivers alike.



54 Street facing 50 Avenue (Centennial Park)





3.0 STUDY FRAMEWORK

3.1 Vision

The AMTS includes a vision statement to highlight the community's long-term transportation network. It aligns with the Town's Municipal Development Plan and reflects what was heard during community engagement.

"Olds offers a variety of transportation options to residents and visitors. Its active transportation network allows people to move around the community safely by walking, cycling, or rolling. The active transportation network connects neighbourhoods, schools, recreation centres, employment destinations, and natural environments including parks and green spaces. A connected and safe network of active transportation facilities makes active transportation an appealing option for moving throughout the community."

3.2 Mobility Objectives

The vision statement is accompanied by four distinct objectives, as follows:

- A. Ensure the coordination and construction of safe and efficient roads, cycling and pedestrian facilities.
- B. Seek opportunities to reduce travel demands and promote alternatives to the private automobile.
- C. Coordinate the planning and construction of transportation facilities within the Town with the Provincial and County authorities responsible for connecting routes outside of and through the town.
- D. Promote the development and enhancement of regional transportation facilities.





4.0 PEDESTRIAN & TRAIL NETWORK

4.1 Priority Projects

There are seven priority pedestrian infrastructure projects proposed for the Town of Olds. The recommended projects were identified based on meeting at least one of the following criteria:

- Fills in a gap in the pedestrian network;
- Connects to a key destination (e.g., school, community centre, commercial amenity, downtown); and/or
- Provides people walking with greater separation from motor vehicle traffic.

Map 2 identifies locations and facility type for the four priority projects may be described in (**Table 2**):

Table 2 – Pedestrian Priority Projects Location and Facility

Location	Facility Type
57 Street and 48 Avenue South side of 53 Street (Horizon School & École Olds Elementary School) South side of 46 Street Imperial Drive / Rotary Athletic Park	Multi-use Pathway Connection
Imperial Drive 46 Avenue (Highway 2A)	Sidewalk Connection
Deer Ridge Tree Reserve	Trail Connection

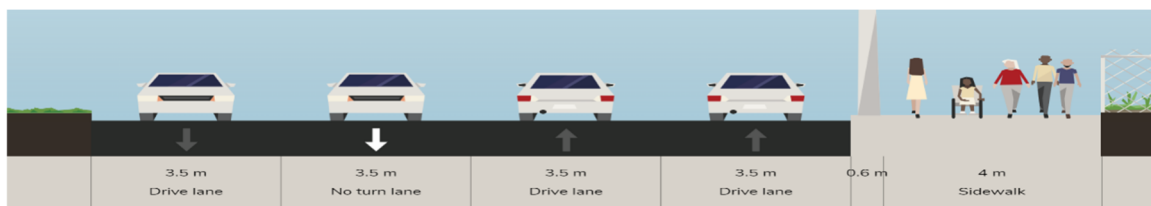


A. 57 Street and 48 Avenue Multi-use Pathway Connection

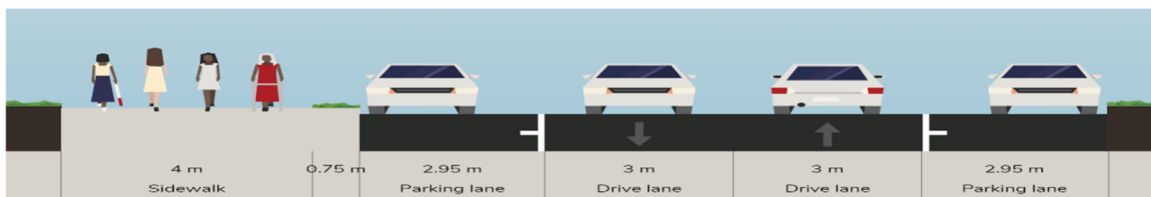
A desire line currently exists between 57 Street and 48 Avenue. This indicates that people are currently travelling through this unofficial pathway to access the college. The recommendation is to provide a multi-use pathway connection that would connect Olds College of Agriculture to 54 Street, via an existing pathway between the two segments of 48 Avenue. On the north side of 57 Street and the east side of 48 Avenue, from 56 Street to 54 Street, a multi-use pathway would be installed to separate pedestrians from vehicle traffic. The existing pathway connecting 57 Street and 48 Avenue would be retrofitted to a higher standard to provide pedestrians with a more comfortable walking experience.



Existing pathway connection on 48 Avenue



Multi-use Pathway North Side of 57 Street Concept



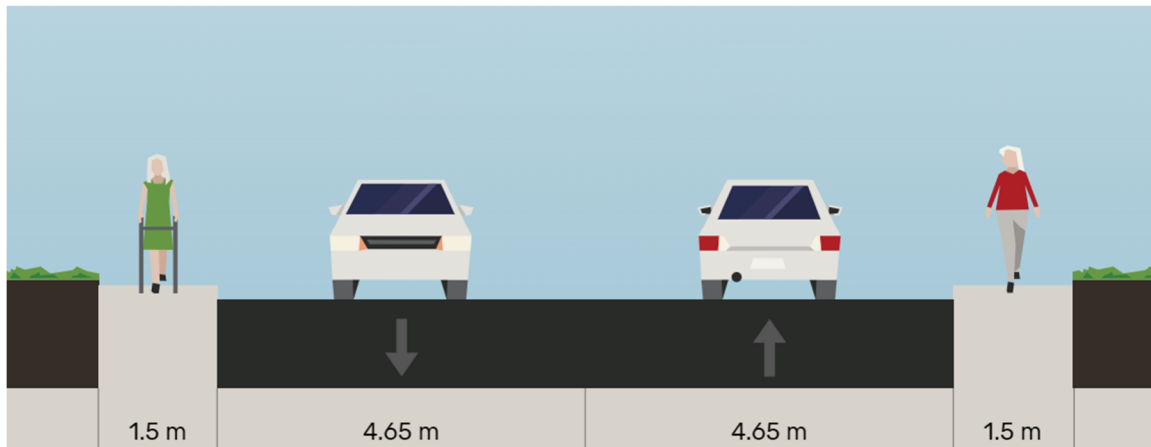
Multi-use Pathway East Side of 48 Avenue Concept



Imperial Drive (Image Credit: Google Maps)

B. Imperial Drive Sidewalk Connection

Imperial Drive is currently surrounded by approximately 2 kilometres of trail system. These trails are excellent of recreational purposes; however, pedestrians wishing to access Royal Athletic Park may wish to travel more directly by means of Imperial Drive. A sidewalk increases the safety of pedestrians walking on the side of the road by providing them a place to travel that is away from motor vehicles.



Imperial Drive Sidewalk Connection Concept

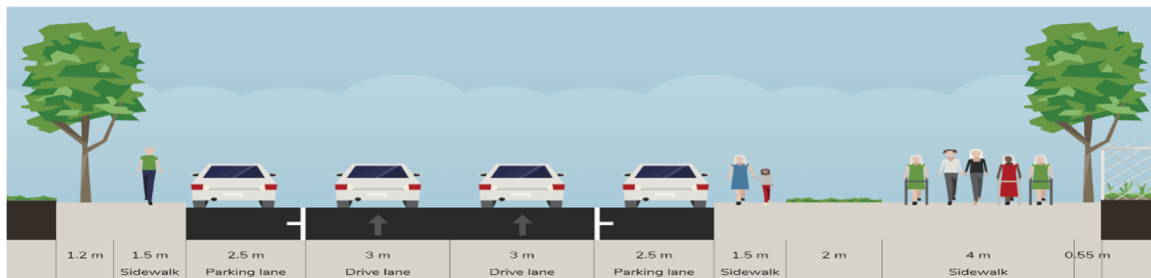


C. South Side of 53 Street Multi-use Pathway

This is the last leg of the journey for children attending Horizon School and École Olds Elementary School using active transportation. This upgrade provides safety for children using Active Transportation by separating them from motor vehicle traffic. There is currently a desire line in the location indicating that people are travelling along the proposed pathway location at this time.



53 Street towards École Olds Elementary School



53 Street towards Horizon School & École Olds Elementary School



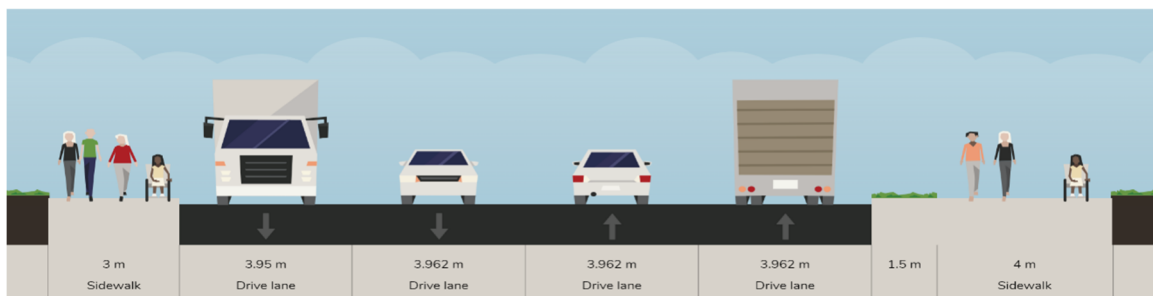
D. 46 Street (Highway 27) Separated Sidewalk / Multi-Use Pathway Upgrade

Travelling along the south side of 46 Street / Highway 27 there are currently segments of a separated pathway system for active transportation users. It is proposed to provide a multi-use pathway on the south side of 46 Street (Highway 27) from 57 Avenue to 52 Avenue; and to upgrade the existing sidewalk on 46 Street (Highway 27) from 52 Avenue to 50 Avenue. This would improve pedestrian access on the south side of the roadway.



South side of 46 Street at 5625 46 Street (Image Credit: Google)

(Left) Installation of multi-use pathway on the south side of the road travelling from 57 Avenue to 52 Avenue will allow greater access from east to west for all active transportation users. This new and upgraded trail will allow access to Downtown Olds on 50 Avenue in the east, and will connect to the existing trail along 46 Street, west of 57 Avenue.



Multi-Use Pathway South side of 46 between 57 Avenue and 52 Avenue Street Concept



E. 46 Avenue (Highway 2A) Sidewalk Connection

To provide a complete connection along 46 Avenue / Highway 2A, it is recommended that a sidewalk be installed along the west side of the roadway (as the east side does not currently have any curb and the boulevard / ditch has power poles) from 52 Street to 57 Street. This would provide a connection to Olds College of Agriculture and the proposed 57 Street multi-use pathway.



West side of 46 Avenue at 57 Street (Image Credit: Google Maps)

(Left) Installation of a sidewalk along 46 Avenue will provide a complete connection along the roadway and allow greater access to Olds College.

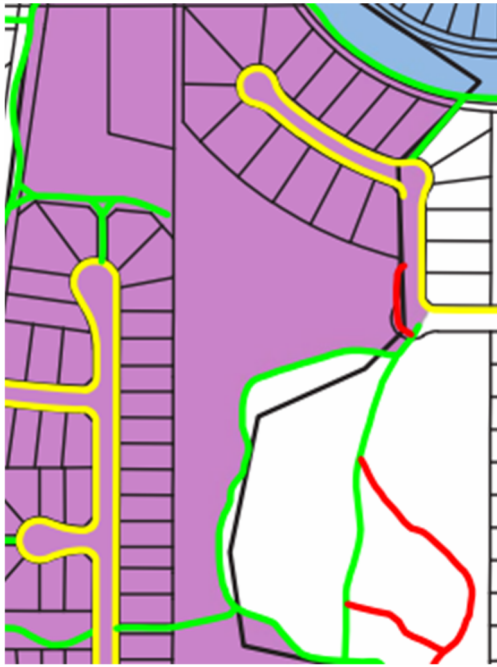
F. Deer Ridge Tree Reserve Trail Connection

There is an incomplete trail connection through the Deer Ridge tree reserve from the trail at the northeast end of Briegel Road, east towards Duncan Place. Filling this gap in the trail connection will allow easier access to the existing trails around and through the tree reserve, and address the issue of the dead-end trail.

(Right) Looking west from Duncan Place, south of 6314 – 6322 Duncan Place, along the north edge of the tree reserve.



North edge of Deer Ridge Tree Reserve (Image Credit: Google Maps)



(Left) The gap in the trail network south of 6314 – 6322 Duncan Place is apparent on the Town’s “Trail Brochure” with the trail at the north end of Briegel Road dead-ending shortly after it turns east.

Deer Ridge Tree Reserve Trails
(Image Credit: Town of Olds Trails Brochure)

G. Imperial Drive and Rotary Athletic Park Multi-Use Pathway Connector

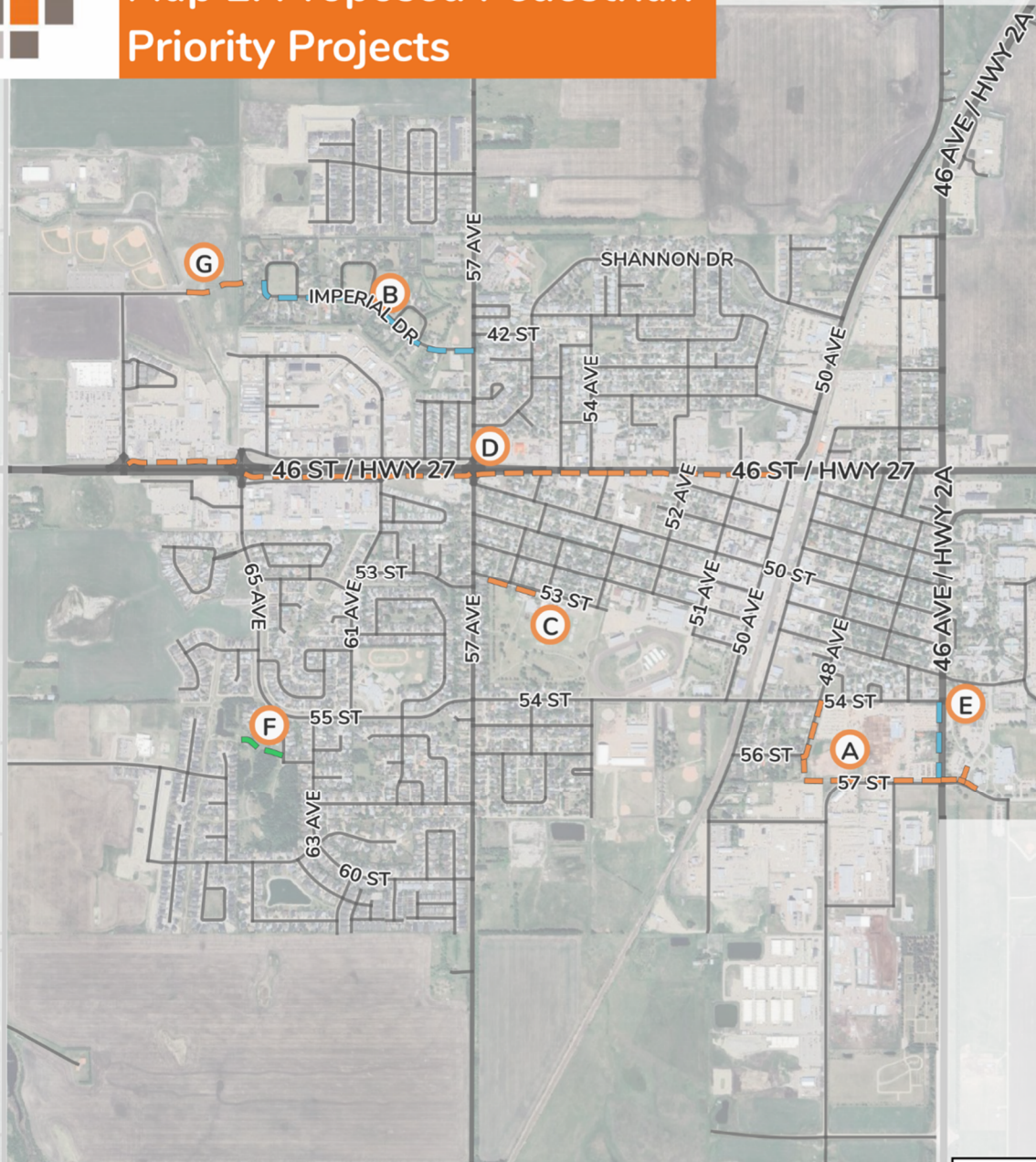
A pedestrian desire line is visible connecting the Imperial Drive pathway loop to the roadway south of the Rotary Athletic Park. It is recommended to provide a multi-use pathway connection to formally provide access between the residential development and neighbouring community amenity.



Pedestrian Desire Line – Imperial Drive to Rotary Athletic Park (Image Credit: Google Maps)



Map 2: Proposed Pedestrian Priority Projects



Proposed Network

- Multi-Use Pathway
- Trails and Pathways
- Sidewalk

Priority Projects

- A: 48 Avenue and 57 Street
- B: Imperial Drive
- C: 53 Street
- D: 46 Street (Highway 27)
- E: 46 Avenue (Highway 2A)
- F: Deer Ridge Tree Reserve Trail
- G: Imperial Drive and Rotary Athletic Park

0 500 1,000 metres



4.2 Supportive Programs + Policies

In addition to the provision of new and upgraded infrastructure, supportive policies should be considered to promote active transportation for all users. To support pedestrian active transportation, educational initiatives, trail advocacy, staffing and facility maintenance, and trail amenities should be implemented to help facilitate culture change.

4.2.1 Programs & Education

This section focuses on different active transportation programs / initiatives that the Town could explore and/or expand.

Table 3 – Recommended Programs + Policies

Program	Description	Target Audience
Install Automatic Trail / Pathway Counters	The Town could install trail counters at trail heads that allow users to see daily, and yearly trail usage for a variety of transportation modes. This would allow greater understanding of trail usage, and could inform whether any locations require separation for users.	Residents, Employees, Visitors
Family Promotion Program(s)	The Town could create a program or partner with an advocacy group(s) to encourage experiencing Olds as a pedestrian with their family. Participating families could be encouraged family walking as a means of bonding and creating a more active community.	Families
Dedicated Active Transportation Webpage	The Town could introduce dedicated webpages for active transportation modes to highlight different programs, services, information. A centralized source on the various active transportation modes would create awareness about the benefits of active transportation and sustainable travel options to encourage travel behavioural changes.	Residents, Employees, Visitors



Program	Description	Target Audience
Walking Tours	The Town could develop walking tours to highlight pedestrian-friendly destinations and increase awareness of specific walking routes, trails and amenities. This program could be run themed tours - developed in conjunction with community groups and engagement interests – that create a greater sense of community surrounding active transportation.	Residents, Visitors

4.2.2 Trail / Pathway Widening and Separation

With over 16 kilometres of trail system, the Town’s trails are a popular commodity for people wishing to travel without the use of a motor vehicle. While this popularity is excellent from an economic health, community resilience, and environmental perspective, it can lead to potential conflicts with different transportation modes of trail users. To mitigate current conflicts and/or future conflicts, it is recommended that the Town look at the following three factors when deciding whether to widen a trail / multi-use pathway to separate users:

1. Right-of-way availability;
2. Total volume of current and anticipated pathway or trail users; and
3. Ratio of pedestrians to all daily pathway or trail users.

It is recommended that new multi-use pathways be constructed to a minimum width of 3.0 metres, which provides comfortable space for two cyclists (e.g. one traveling in each direction) to pass one another. Where the Town currently has 2.5m with multi-use pathways, consideration for widening should be given when areas are undergoing improvements or the existing pathway is at its end-of-life.

Recommended ratios for when trail or pathway separation should be considered when: trails are 4.0 metres in width and has more than 1,400 daily users with at least 20% of trail users using the non-majority transportation mode.

4.2.3 Staffing for Active Transportation Coordination

Many communities have created a dedicated active transportation coordinator position to advance active transportation planning initiatives. Dedicated active transportation staff offer many benefits including ongoing support, programming, education



campaigns, and in-house knowledge of contextual requirements relating to active transportation.

To oversee recommended priority projects, policies, and programs needed to support active transportation, it is recommended that the Town employ a full time (equivalent to 1.0 FTE) Active Transportation Coordinator. If the Town is unable to fund a dedicated Active Transportation Coordinator position, then consideration should be given to a more general position within the Town’s engineering department.

The Active Transportation Coordinator would oversee the successful and timely implementation and coordination of active transportation improvements. The staff member could have active transportation responsibilities in their job description and provide additional support to the department based on current and future priorities.

4.2.4 Pedestrian Infrastructure - Wayfinding and Lighting

Wayfinding infrastructure helps individuals to traverse their environment conveniently reach their intended destination.

Fingerposts – Are used to convey simple directional information to limited points of interest and can keep people on route especially those unfamiliar with the trail network. By enabling better trip planning, it can reduce uncertainty and increase comfort when navigating trail systems



Fingerpost Wayfinding Sign in Edmonton

(Image credit: City of Edmonton)



(Image credit: Reddit User Kekkonen_Kakkonen)

Trail Lights – Are used to increase safety of users and light trails when it is dark. Trail lights may also be used to illuminate the top of a pathway to keep active transportation users on trails even during snowy conditions or when painted pathways may be covered. These are popular wayfinding tools in snowy countries such as Finland with similar winter conditions to those in Alberta.





5.0 CYCLING NETWORK

5.1 Priority Projects

These projects were identified based on their importance for connecting cyclists from their origin to their destination, as well as reducing cyclist and motorist interactions along key transportation corridors (**Map 3**). The recommended projects were identified based on meeting at least one of the following criteria:

- Provides a safe active transportation connection to key destinations (e.g., school, community centre, commercial amenity, downtown);
- Connects to the Town's existing trail / pathway network; and/or
- Provides people cycling with greater separation from motor vehicle traffic.

There are three priority cycling infrastructure projects proposed for the Town of Olds (**Table 4**):

Table 4 – Bicycle Priority Projects Location and Facility

Location	Facility Type
57 Avenue	Painted Bike Lanes
54 Street & 55 Street	Protected Bike Lanes
51 Avenue Parking	Protected Bike Lanes



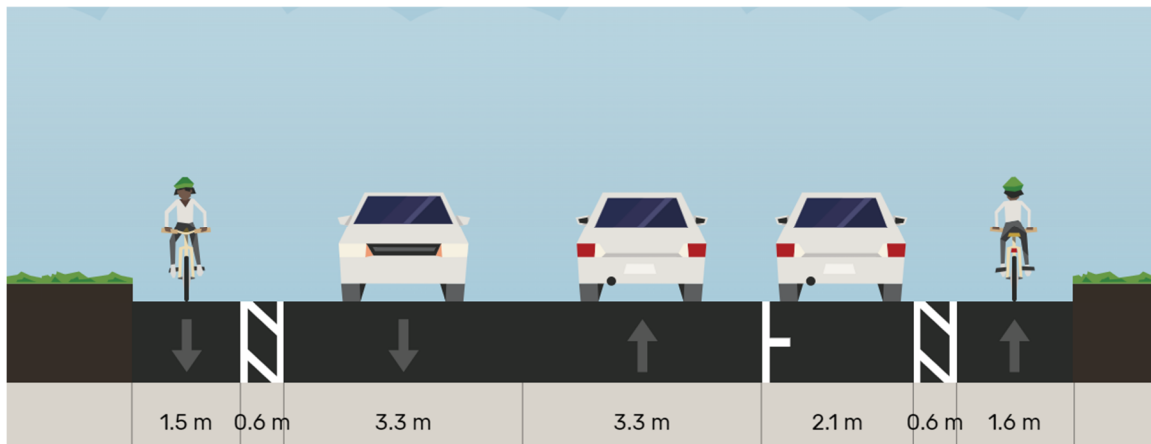
A. 57 Avenue - Painted Bike Lanes

Painted bicycle lanes are proposed along 57 Avenue from Sherwood Crescent south to 60 Street. On one side, parking would be located between the bicycle lane and the driving lane to provide an additional barrier and further separate bicycle traffic from motor vehicles.

This would provide a cycling “spine” for the town by providing a critical north-south connection. Where possible, a buffer would be painted to provide further separation between bicycles and motor vehicles.



57 Avenue (58 Street) (Image Credit: Google Maps)



57 Avenue Buffered Painted Bike Lane Concept



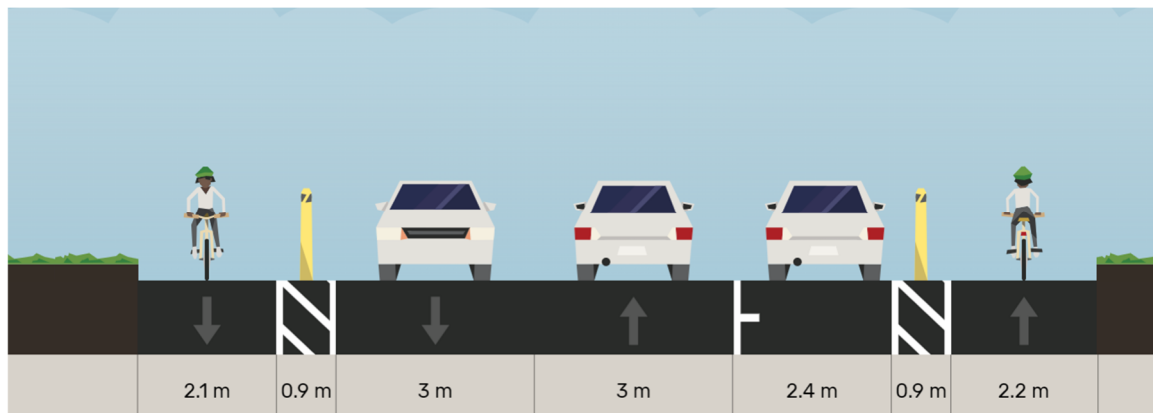
B. 54 Street & 55 Street - Protected Bike Lanes

Protected bike lanes are proposed on 54 Street and 55 Street from 63 Avenue to 46 Avenue (Highway 2A). Running east and west from 63 Avenue – past Deer Meadows School, to Olds College – this route connects residential areas to not only these educational establishments, but also to downtown Olds via 51 Avenue (Priority Project C).

A protected bicycle lane would increase safety for people cycling by providing dedicated bike lanes, separating bicycles and motor vehicles. It may also encourage more children to cycle to school as they would have a safer and higher quality bike facility.



57 Avenue (58 Street) (Image Credit: Google Maps)



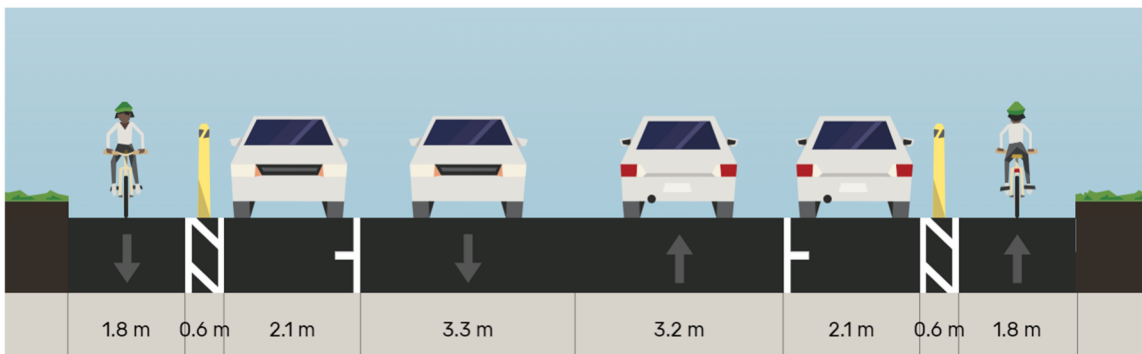
54 Street Protected Bike Lane Concept



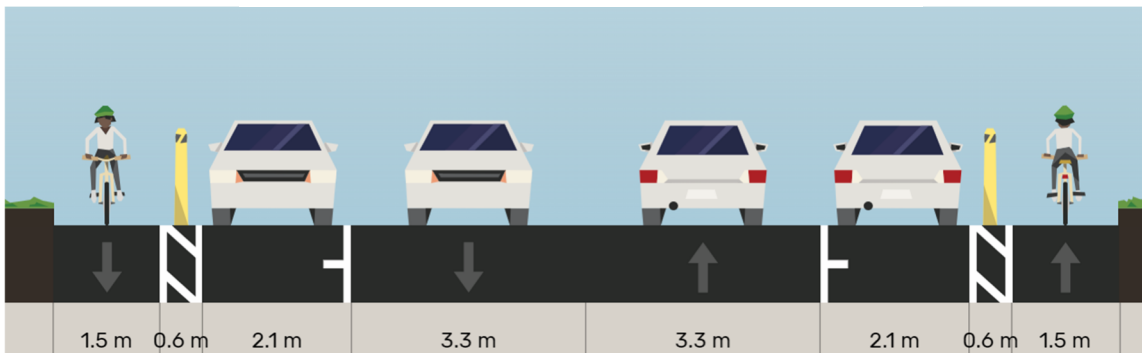
C. 51 Avenue Parking - Protected Bike Lanes

Protected bike lanes are proposed between vehicle parking and the sidewalk on 51 Avenue from 46 Street to 54 Street. Running northeast and southwest, this facility connects proposed cycling facilities on 54 Street to downtown Olds, and north to 46 Street. Parking-protected bike lanes were chosen

to provide safe cycling access to downtown while maintaining on-street parking. There is a buffer with tall bollards included to separate passengers exiting the vehicle from oncoming bicycle traffic.



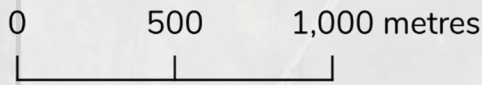
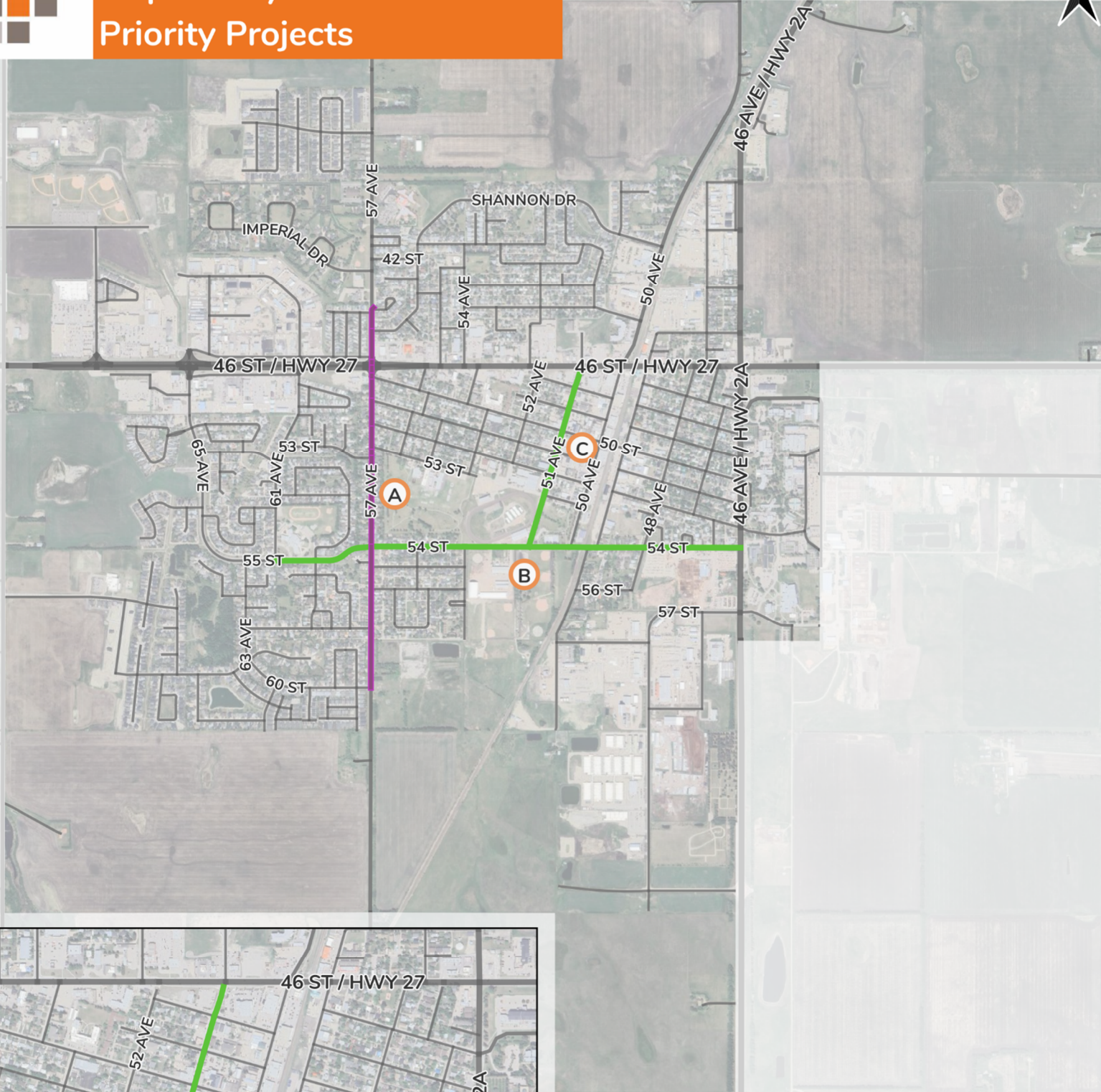
51 Avenue Parking Protected Bike Lane (15.5 metre) Concept








51 Avenue Parking Protected Bike Lane (15 metre) Concept



Map 3: Bicycle Network Priority Projects



Proposed Bicycle Network
 Protected Bike Lane
 Painted Buffered Bike Lane

Project Priority
 A: 57 Avenue
 B: 54 Street
 C: 51 Avenue



5.2 Design Guidance for Cycling Facilities

As discussed in [Section 2.4.1](#) while there are no current dedicated cycling facilities within the Town, there are three main infrastructures present within the Town of Olds that facilitate cycling active transportation, Local Pathways, Multi-use pathways, and Local roads. To complement these facility types the following are recommended:

Painted Bike Lanes



Painted Bike Lane – Red Deer, AB
(Image Credit: Google Maps)



Painted Bike Lane with Buffer – Calgary, AB
(Image Credit: Google Maps)

Definition: Painted bike lanes are dedicated lanes for bicycles to travel within on roadways. Marked with paint, these provide a visual separation and increases predictability of cyclists while travelling on a roadway. These facilities provide the least on-road comfort for cyclists and provide minimal conflict reduction to cyclists and motor vehicles compared to other facility types. Consideration should be placed on upgrading these facilities to protected bicycle lanes to further reduce conflicts between cyclists and motorists.

Applicability: Typically, vehicle volumes are in the range of 1,000 to 4,000 per day and/or vehicle speeds are between 30 km/h and 50 km/h.

Width: 1.8 m (desirable), 1.5 m (constrained) with a desired buffer of 0.6 m and constrained buffer of 0.5 m.

Surface Material: The surface should be consistent with the roadway; this provides a smooth surface that is accessible for all user groups. Painted surfaces should also be



present including symbols to indicate where cyclists should be and conflict markings at driveways and intersections when appropriate.

Slope: Consistent with roadway.

Signage: Bike lane signage should be applied, which indicates that this is a dedicated bike lane.

Protected Bike Lane



Protected Bike Lane – Edmonton, AB (Image Credit: Google Maps)

Definition: Protected bike lanes are similar to painted bike lanes providing a dedicated lanes for bicycles to travel within on roadways. Separated by a physical barrier, these provide a physical and visual separation preventing interactions and conflicts between cyclists and motorists. These facilities provide on-road comfort that facilitates a safe, comfortable experience for cyclists and motorists by reducing the potential for conflicts to occur.

Applicability: Typically, when vehicle volumes are 50 km/h or greater and vehicle volumes exceed 4,000 vehicles per day.

Width: 1.8 m (desirable), 1.5 m (constrained) with a physical barrier that should extend into the buffer area by 0.6 m and constrained buffer of 0.5 m.

Surface Material: The surface should be consistent with the roadway; this provides a smooth surface that is accessible for all user groups. The physical barrier may be made many different materials that provide a visual aid to prevent motor vehicles and bicycles exiting their respective lanes.

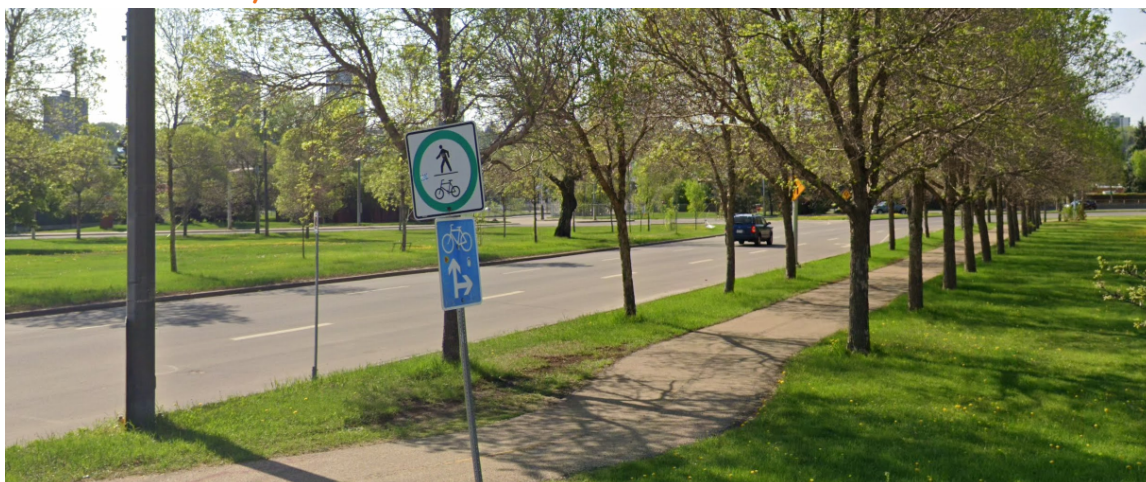


Where on-street parking is provided, consideration can be given to having the bike lane on the outside of the parking lane (e.g. on the passenger-side of parked vehicles) to provide additional separation between the vehicle travel lane and bike lane.

Slope: Consistent with roadway.

Signage: Bike lane signage should be applied, which indicates that this is a dedicated bike lane.

Multi-Use Pathway



Multi-Use Pathway – Edmonton, AB (Image Credit: Google Maps)

Definition: Multi-Use Pathways are off-street pathways that are separated from motor vehicle traffic and can be used by any active transportation user, including people walking, cycling, and rolling. Multi-Use Pathways typically accommodate bi-directional travel and are commonly shared spaces. Separation between people walking and rolling, and people cycling may be considered if there is a large number of users and/or there have been conflicts between active transportation user groups.

Applicability: Typically, when vehicle volumes are in the range of 2,500 to 4,000 per day and/or vehicle speeds exceed 50 km/h. Multi-Use Pathways may also be installed along lower speed / volume roadways when providing a neighbourhood or regional trail connection.

Width: 4.0 m (desirable), 3.0 m (constrained).

Surface Material: Asphalt provides a smooth surface that is accessible for all user groups. Unpaved pathways could be considered in rural or suburban areas, but they can



be challenging for people with mobility aids, people with visual impairment, and hinder the cycling experience by creating discomfort.

Slope: Less than 5% to ensure accessibility for people using mobility aids, recommended slope is around 2%.

Signage: Shared pathway signs, which indicates that both people walking and cycling are allowed to use this facility.

5.3 Maintenance of the Cycling Network

Active transportation facilities, like roads, must be maintained to facilitate safe travel for all. The Town currently has a roadway maintenance program, which includes year-round general maintenance of all roadway and sidewalk facilities, and includes seasonal provisions during winter months. It is imperative that all active transportation facilities – including bicycle lanes and multi-use pathways - receive maintenance to assure safe accessibility to the public year-round. Active Transportation maintenance activities include:

- Sweeping to remove gravel, debris, and vegetation as well as Trimming vegetation adjacent to active transportation facilities.
- Adjusting out of place bollards or other barriers related to protected bike lane road separation.
- During periods of snow and freezing temperatures, removal of snow and treating icy/slippery conditions.
- Asset management activities, including repairing pavement surfaces and other road surface appurtenances (such as utility covers); replacing worn pavement markings, signs, and signals; mitigating water pooling or drainage issues; replacing compromised physical barriers; maintaining street and pathway lighting; and general repair and maintenance of equipment used to maintain active transportation facilities.

5.4 Supportive Programs + Policies

Similar to recommendations outlined in [Section 4.2.1](#), programs and policies that aid in facilitating cycling that may be implemented by the town include:



Table 5 – Cycling Focused Programs & Policies

Program	Description	Key Audience
Family Promotion Program(s)	The Town could create a program or partner with an advocacy group(s) to encourage experiencing Olds as a cyclist with their family.	Families
Cycling Tours	The Town could develop cycling tours to highlight cycling-friendly destinations and increasing awareness of specific cycling routes, trails, and amenities. Themed tours - developed in conjunction with community groups and engagement interests – may also be used to create a greater sense of community surrounding active transportation.	Residents, Visitors
Lighting	The Town could look to install lighting along multi-use trails to increase safety and visibility for all users. Lighting increases the safety and comfort of trail users by allowing them to be seen even when it is dark out. Additionally, as addressed in Section 4.2.4 , lights used to illuminate the trail may be a means of facilitating trail usage when obscured or covered in snow.	Residents, Visitors
Driver – Cyclist – Pedestrian Etiquette	The Town could implement a share the trail / road program that educates trail and road users on how to navigate around other transportation modes. Typically, trail systems involve cyclists yielding to pedestrians, and both yielding to horses (when applicable) as well as usage of bicycle bells and passing calls. Furthermore, educating drivers on how to act when interacting with pedestrians and cyclists increases safety for all road users.	Residents, Visitors
Update Land-Use Bylaw	The Town should consider updating the Land-use Bylaw to include additional required bicycle parking for new residential multi-family developments and require the provision of secured and public bicycle parking for commercial developments. Required bicycle parking provides a safe and secure location to store bicycles.	Residents, Visitors, Staff, Developers



Program	Description	Key Audience
Public Bicycle Parking	The Town should implement and install public bicycle parking. Installing bicycle parking provides specific places for bicycles to be stored at trip destinations. This prevents bicycles from being locked up against public trees or signage and decrease public aesthetics. Secure bicycle parking should also be considered to provide additional peace of mind to people with more expensive bicycles such as e-bikes and cargo e-bikes.	Residents, Visitors





6.0 ULTIMATE ACTIVE TRANSPORTATION NETWORK

The ultimate network is intended to meet the vision of this plan and identifies the general location of all future active transportation facilities in the Town. Achieving the ultimate network may take several years, require significant financial resources, and continued engagement with the public and key stakeholders. That said, achieving the ultimate network will allow the Town to meet the objectives and specific targets set out in this plan and, more broadly, create a connected, compact, and safe active transportation network suitable for ages and abilities. The philosophy of this network is to provide comfortable and safe options for people to use active transportation for both recreation and their travel, especially those interested in active transportation but who may still be reliant on their vehicle due to safety concerns.

Map 4 illustrates the ultimate active transportation network, including existing facilities, the priority projects in this plan and additional future connections (e.g. a 50 Street bike corridor).

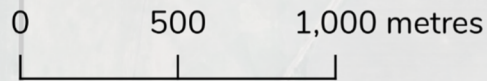
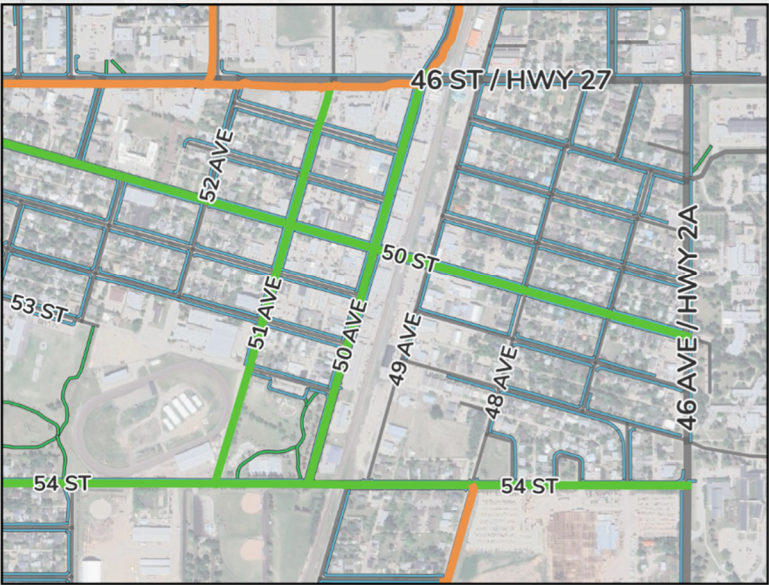
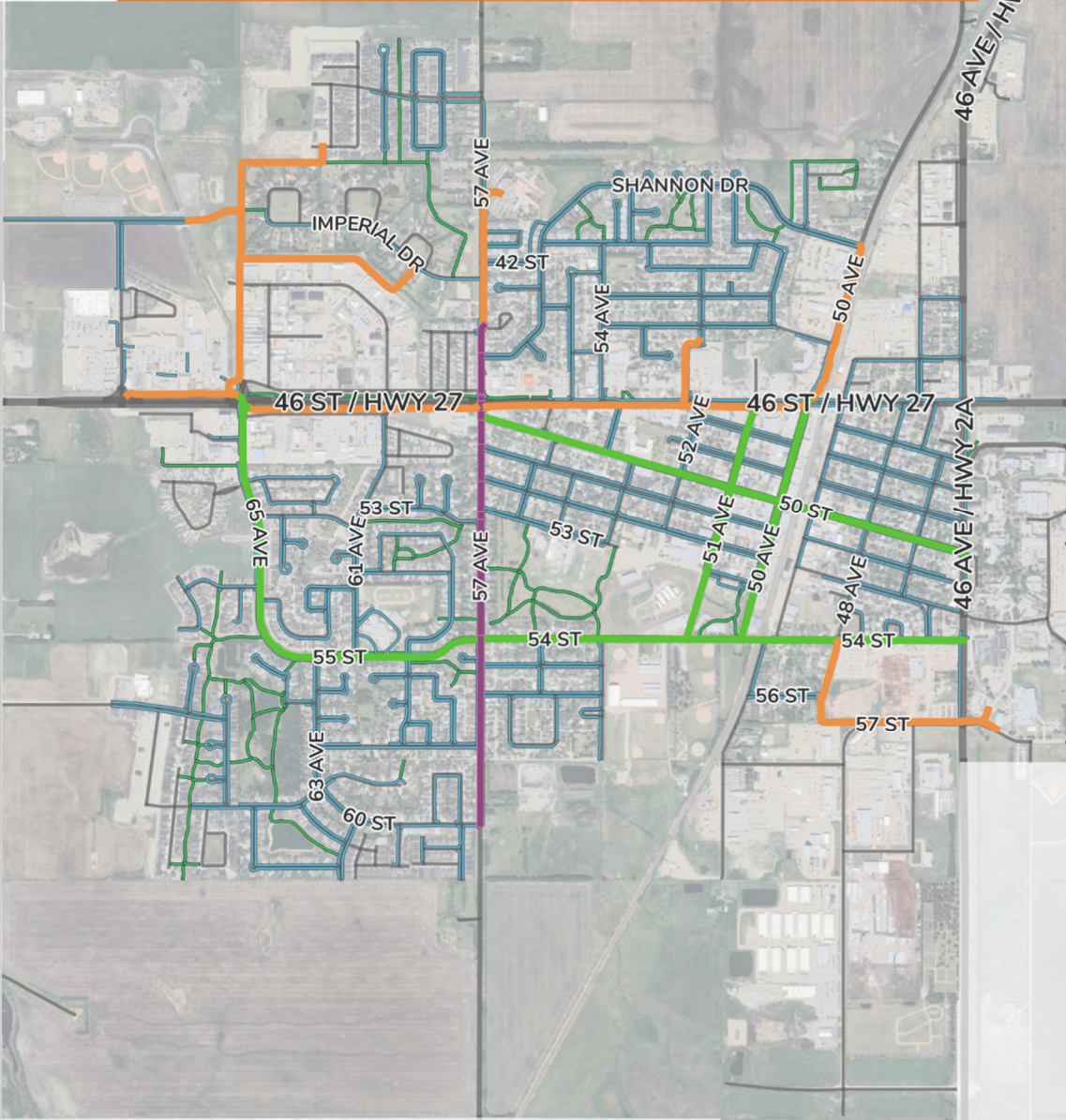
Ultimately, and notably as new development areas occur within the Town, the active network should consist of sidewalks (or trails) on both sides of arterial and collector roads, or any road that is in proximity to schools, parks, commercial areas or other key community destinations. Local roadways in residential areas should also include sidewalks on both sides of the road, while a single sidewalk in industrial areas may be sufficient depending on the expected land uses.

While developing new active transportation infrastructure, it is key to keep accessibility top of mind during design and construction. Curb ramps should be provided at all corners of intersections to allow for those with mobility challenges and those pushing strollers or wheeling to more easily cross the road.

Should a future transit system be implemented in the Town (see **Section 8.0** for more information), it should be well integrated with the active transportation network. Additionally, when choosing and designing stop locations the placement of signage and street furniture needs to still allow the free movement of sidewalk and trail users.



Map 4: Proposed Future Ultimate Active Transportation Network



Facility Type

- Protected Bike Lane
- Painted Buffered Bike Lane
- Multi-Use Pathway
- Trails and Pathways
- Pedestrian Sidewalk



7.0 INTERSECTIONS & ACCESSIBILITY

7.1 Accessibility Guidance

Providing new high-quality infrastructure is one key element in attracting new users to active transportation. However, it requires integration into a well maintained and accessible network designed for people of all ages and abilities. By implementing the guiding principles designs for all ages and abilities, conflicts between active transportation users and motor vehicle traffic may be mitigated and eliminated. The following infrastructures and design principles should be implemented to improve accessibility for all ages and abilities:



(Image Credit: Google Maps)

Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) gives pedestrians a 3–7 second head start to enter an intersection with a corresponding walk signal in the same direction of travel.



(Image credit: Global News)

Audible Pedestrian Signal

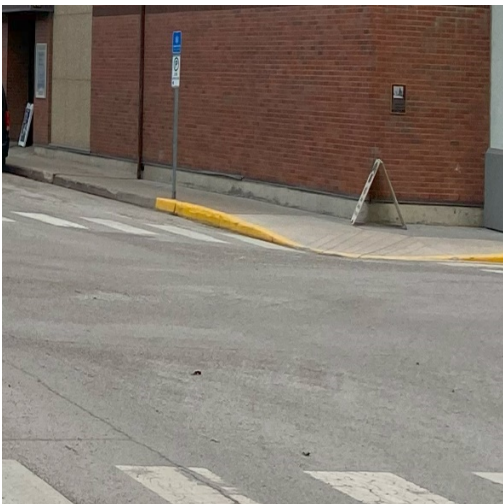
Audible pedestrian signals emit a sound to indicate when a pedestrian cross walk light is indicating to cross the intersection. They also aid the visually impaired to safely navigate intersections safely. A lack of audible pedestrian signals, is a major barrier for those who are blind or visually impaired when trying to navigate road crossings.



(Image Credit: Google Maps)

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) have flashing amber lights to alert motorists to the pedestrian crossing and increase yield behaviour. The signage and flashers may be side and/or overhead mounter.



Curb Ramps

Curb ramps help to provide universal access to pedestrian crossings by gradually lowering pedestrians into the crossing area. Where feasible, it is recommended that double curb ramps be provided at pedestrian crossings. Double curb ramps have the additional benefit of orienting pedestrians prior to them moving into the road crossing, rather than entering the road crossing and having to reorient themselves. This is especially important for pedestrians using mobility devices and who are visually impaired.

7.2 Intersection Improvement Locations

Three priority intersection improvements with a focus on increasing accessibility for those with mobility impairments are as follows:

- A. 57 Avenue and 46 Street (Highway 27)
- B. 50 Avenue and 46 Street (Highway 27)
- C. 57 Street and 46 Avenue (Highway 2A)

These projects were identified based on their importance to improving accessibility of critical intersections for people with accessibility needs and facilitating safe and comfortable active transportation for all users.



A. 57 Avenue and 46 Street

For one to navigate this intersection they must step up islands with vertical curbs that do not facilitate people with accessibility requirements. Installation of curb ramps will aid in facilitating these users. Furthermore, installation of tactile surfaces on future curb ramps will accommodate people who are visually impaired. Signal timing and crossing signals may be improved to further facilitate all pedestrians wishing to cross at this intersection.



57 Avenue at 46 Street



Vertical Curb at 50 Avenue at 46 Street



Vertical Curb (Left) and Curb ramp (Right) at
50 Avenue at 46 Street

B. 50 Avenue and 46 Street (Highway 27)

The crossing at 50 Avenue and 46 Street currently has vertical curbs with no curb ramps causing those with mobility issues problems accessing the island refuge to cross east/west on the north side of the cross walk. While some tactile surfaces exist on what present curb ramps there are, these may be improved to provide greater comfort for the visually impaired.

By creating curb ramps with tactile surfaces to replace the current vertical curbs, and improving the current tactile surfaces present this intersection will be significantly more accessible for those with accessibility requirements.

C. 57 Street and 46 Avenue (Highway 2A)

Currently this stop-controlled intersection lacks any pedestrian crossing facilities. The installation of pedestrian controlled flashers and a zebra crossing on the north side of the intersection, in conjunction with the earlier recommended sidewalk, will facilitate college students wishing to cross the road to access the nearby residential area. As indicated in [Section 4.1](#) desire lines at the west end of 57 Street indicate that this is currently being used by pedestrians accessing the college or other local amenities.



57 Street at Highway 2A

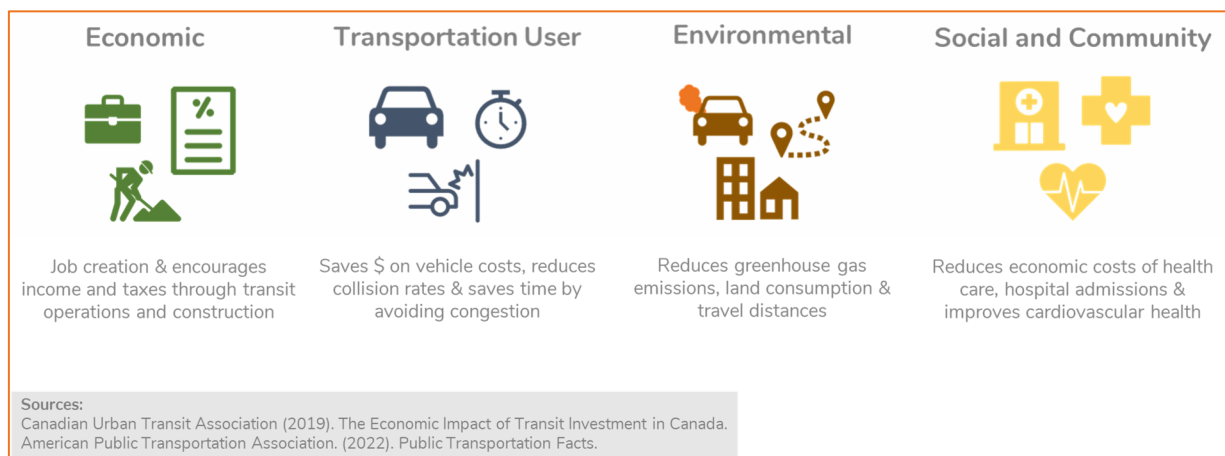


8.0 TRANSIT & EMERGING MOBILITY

8.1 Transit Benefits & Costs

Public transit helps people get to and from work and school, to medical appointments and shopping, and to recreational activities. The reasons why people choose to use transit varies and includes personal preference (such as wanting alternative forms of transportation / reducing vehicle usage) and individual / family needs. Whether due to socio-economic reasons, age or accessibility issues there are many people who rely on public transit in order to go about their daily lives.

There are numerous benefits to communities providing public transit – including economic, transportation user costs, environment and social / community benefits as illustrated below.



Transit costs vary community to community depending on the type of transit service provided (fixed route, on-demand, accessible transit services, etc.), whether fleet is owned by the municipality or contracted out to a service provider, staffing costs, and more.



It is recommended that a transit feasibility study be undertaken to understand the challenges and opportunities to provide public transit services for the Town. Several key steps for implementing a successful transit feasibility study are as follows:

- Identifying the key origin and destination points within the Town;
- Undertaking analysis to determine overall travel patterns and times including where people are travelling to along with typical trip distances and times; and
- Producing cost estimates for the transit service based on labour requirements and the number of travel vehicles required.

While not directly comparable to the Town of Olds, some transit cost information for a number of small cities is provided below for information purposes.

#1 Innisfil Transit (ON)	#2 Fort Saskatchewan Transit	#3 Leduc
<ul style="list-style-type: none"> • Population: 43,326 (2021) • Area: 262.39 sq km • Density: 165 persons/ sq km • Transit service from 2017, door-to-door OnDemand service with Uber • Fares: \$4 to \$6 (one way) • In 2021, the town provided ~63,000 trips at a cost of \$730,000 • ~ \$11.5 per trip 	<ul style="list-style-type: none"> • Population: 27,088 (2021) • Area: 56.5 sq km • Density: 479 persons/sq km • Transit: Fixed route service (four routes) • Fares: \$2.50 (one way) • In 2021, the municipality provided ~56,000 trips at a cost of \$1.3 M • ~ \$23 per trip 	<ul style="list-style-type: none"> • Population: 34,094 (2021) • Area: 42.3 sq km • Density: 806 persons/sq km • Transit: Fixed route + On Demand • Fares: \$2.00 (one way) • In 2021, the municipality provided ~44,617 trips at a cost of \$1.8 M • ~ \$ 38 per trip
		

8.1.1 On-Demand Transit

On-Demand Transit is an initiative that uses technology to dynamically dispatch a bus to locations on-request via an app or phone-in service. On-demand transit is prevalent throughout Alberta communities including Red Deer, Edmonton, and Spruce Grove. The Town of Olds currently has an on-demand transit service for people with mobility issues or over the age of 50. On-demand transit services can be suitable for service areas with low ridership of approximately three to six riders per hour. Advantages and disadvantages of On-Demand Transit are summarized in [Table 6](#).



Table 6 – Advantages and Disadvantages of On-Demand Transit

Advantages
<ul style="list-style-type: none">• Provides higher coverage with smaller vehicles• This service type is generally applicable in low density, dispersed land use environments• Efficiencies / cost savings are generally only realized where expected ridership is less than 10 boardings per hour• It increases coverage of a transit system through first / last kilometre connectivity, which is advantageous for commuters and for when a community is spread out
Disadvantages
<ul style="list-style-type: none">• This service type is not efficient or cost-effective in high density areas• Consider fixed route transit where expected ridership is higher than 10 boardings per hour• Consider fixed route where there are a number of origins and destinations

8.2 Ridesharing Services

Ridesharing services are provided by companies that match passengers with drivers of vehicles for hire via mobile applications and/or websites. While similar to taxi services, the drivers are not professional drivers but instead are everyday people who use their cars to give people rides. Additionally, these vehicles cannot be hailed from the street (only booked through the applications / websites). Companies that provide rideshare services include Uber, Lyft, and URide to name a few.

Common in larger communities, ridesharing has provided another transportation option for people choosing or needing to get place to place without driving themselves.

8.3 Electric Mobility

Advances in technology and societal changes have altered the face of transportation in the 21st century. From carsharing, ridesharing, and micromobility options (e-bikes and e-scooters), there are more transportation options today that are allowing people to be less reliant on private motor vehicles. These other mobility options are cheaper to operate/use than gas powered vehicles allowing those that adopt and embrace these emerging transportation opportunities to benefit in the long term. The federal government has mandated the end of gas-powered vehicle sales by 2035 which



demands the adoption of infrastructure to facilitate these up-and-coming technologies. Several key electrified transportation options are described here:⁴

Electric Vehicle Charging Stations

Electric vehicles (EVs) are a class of vehicles that run entirely or partially on electricity. These vehicles have a battery instead of a gasoline tank, and an electric motor instead of an internal combustion.

While cheaper to operate than traditional gas powered vehicles and allowing people the freedom to charge their vehicles from home, there are currently no publicly available charging stations within the Town boundaries. To address this, it is recommended that the Town install public electric vehicle charging stations. It is recommended that a study be undertaken to assess optimal locations for the EV charging stations. Candidate locations could include parking lots for major shopping centres, and public buildings such as libraries and town hall.

Electric Bicycles

Electric bicycles (e-bikes) are bicycles fitted with an electric motor and functioning pedals. Electric bicycles are most popular with seniors, women, and people with disabilities, as they reduce cycling trip time, increase maximum cycling distance, and reduce the physical requirements to cycle with heavier cargo loads.

It is recommended that the town update the land-use bylaw to require the provision of e-bike charging facilities and non-standard (oversized) bicycle parking within new multi-family residential developments and to require the provision of charging facilities at publicly available bicycle parking facilities and at all future secure bicycle parking locations.

⁴ CTV (2023) Gas-powered cars and trucks to be phased out by 2035: federal government. Available online at: <https://www.ctvnews.ca/autos/gas-powered-cars-and-trucks-to-be-phased-out-by-2035-federal-government-1.6693752>



Electric Scooters & Micromobility

Micromobility refers to a range of small, lightweight vehicles including electric scooters, electric skateboards, hoverboards, solo wheels, e-bikes and more. These transportation modes are often used for shorter trips where a motor vehicle would be less convenient.

It is recommended that the Town implement a pilot program to test the feasibility of a shared micromobility electric scooter program. Similar shared electric scooter programs exist in Red Deer, Okotoks, and many other Alberta communities.



9.0 SUMMARY OF RECOMMENDATIONS & NEXT STEPS

The purpose of the Town of Olds Active Mobility Transportation Study (ATMS) was to address the transportation specific objectives outlined in the Municipal Development Plan: to ensure safe and efficient roads, bicycle, and pedestrian facilities; promote alternative transportation to personal motor vehicles; and to provide guidance to enhance regional transportation facilities. To this end, the AMTS set out to achieve the following:

- Enhance mobility by increasing connections between destinations within the community such as schools, residential neighbourhoods, shopping districts, and recreational facilities;
- Provide enhanced safety and accessibility options for people walking, cycling, and using other active modes of transportation; and
- Outline other emerging mobility options that have implications for active transportation and for the Town's transportation network more broadly.

Table 7 – Summary of Recommendations below outlines all of the recommended actions in this study and includes a high-level timeline including short-term (1-5 years) or in the medium-term (6-10 years).

Table 7 – Summary of Recommendations

Recommended Action		Timeframe	Partners
Pedestrian & Trail Network			
1	Implement multi-use pathway connection on 57 Street and 48 Avenue	Short-term	N/A
2	Install sidewalk facilities on Imperial Drive	Short-Term	N/A
3	Implement multi-use pathway on south side of 53 Street between 57 Avenue and École Olds Elementary School	Short-Term	N/A
4	Improve existing separated sidewalk to multi-use pathway on 46 Street / Highway 27	Medium-term	N/A
5	Install sidewalk along 46 Avenue / Highway 2A from 52 Street to 57 Street	Short-Term	N/A
6	Fill the trail gap along the north edge of the Deer Ridge Tree Reserve	Short-Term	N/A



Recommended Action		Timeframe	Partners
7	Connect the Imperial Drive pathway loop west to the Rotary Athletic Park	Short-Term	N/A
8	Continue to expand trail system	Medium-Term	N/A
9	Increase maintenance of pedestrian facilities	Short-term – Ongoing	N/A
10	Install Automatic Trail / Pathway Counters	Medium-term	N/A
11	Family Promotion Program(s)	Short-term	Community Groups
12	Dedicated Active Transportation Webpage	Short-term	N/A
13	Walking Tours	Short-term	Community Groups
14	Trail Lighting	Medium-term	N/A
Cycling Network			
1	Implement painted bike lanes on 57 Avenue	Short-term	N/A
2	Implement protected bike lanes on 54 Street/55 Street	Short-term	N/A
3	Install parking protected bike lanes on 51 Avenue	Medium-term	N/A
4	Evaluate uptake and utilization of bicycle network	Short-term - Ongoing	N/A
5	Consider expansion of active bicycle network if visible increase in ridership	Medium-Term	N/A
6	Family Promotion Program(s)	Short-term	Community Groups
7	Cycling Tours	Short-term	Community Groups



Recommended Action		Timeframe	Partners
8	Driver – Cyclist – Pedestrian Etiquette Programming	Short-term	N/A
9	Update Land-Use Bylaw	Short-term	N/A
10	Public Bike Parking	Medium-term	N/A

Intersections & Accessibility			
1	Undertake intersection safety review of 57 Avenue and 46 Street / Highway 27	Short-term	N/A
2	Undertake intersection safety review of 50 Avenue and 46 Street / Highway 27	Short-term	N/A
3	Undertake intersection safety review of 57 Street and 46 Avenue / Highway 2A	Short-term	N/A

Transit & Emerging Mobility			
1	Undertake a transit feasibility study	Medium-term	Private transit operator
2	Implement Electric Vehicle Charging Stations	Short-term	Alberta Power Grid
3	Launch electric scooter pilot program	Medium-term	Electric scooter provider
4	Update land-use bylaw to reflect updated active transportation recommendations	Short-term	N/A