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# **HIGHWAY 22 FUNCTIONAL STUDY UPDATE**

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## **WHAT WE HEARD REPORT**

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PREPARED BY  
ON BEHALF OF

**B&A PLANNING GROUP  
CANOPY LANDS & WATT CONSULTING GROUP**

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# ABOUT

This What We Heard Report provides an overview of the Highway 22 Functional Study Update project, the communications and engagement strategy, a summary of key feedback themes and the project team's response to questions received.

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# 1.0 INTRODUCTION

## 1.1 BACKGROUND

In 2003, the Highway 22 and Highway 1A Access Management & Functional Planning Study was approved by Alberta Transportation, setting a 20-year horizon for the future of the two primary highways.

The Study confirmed the long-range function, classification and design standards for both highways and determined future configurations, Right-of-Way (ROW) requirements, and an Access Management Strategy for the corridors.

## 1.2 CURRENT SITUATION

At the request of Alberta Transportation, Watt Consulting Group is leading an update to the Study for a portion of Highway 22; from south of the Bow River to the future Township Road 254, just south of the Town of Cochrane limits.

The Study update will align with the direction set out in Connecting Cochrane, the Town of Cochrane's Transportation Master Plan and will help guide future decisions on development, road network planning and highway improvements along this segment of Highway 22, with a primary focus on highway access and intersection improvements.

## 1.3 PROJECT TIMELINE



## 1.4 STUDY AREA





# 2.0 ENGAGEMENT

Stakeholder and public engagement is an important component of the Highway 22 Functional Study Update. The project team is committed to sharing information, answering questions and collecting feedback to strengthen project decisions.

Through both in-person and online engagement tactics, the project team shared information with, and collected input from key stakeholders, adjacent landowners and the public at large.

## 2.1 OUTREACH ACTIVITIES

The following outreach methods were utilized to raise awareness and drive participation in the engagement process leading up to the public open house. The promotions invited stakeholders and the public to visit the project website and get involved by attending the public open house, completing the online survey or getting in touch with the project team.



**Project Website**  
**([www.Hwy22Update.com](http://www.Hwy22Update.com))**  
334 visitors as of January 4, 2022\*.



**Print Advertisements**  
Advertisements in the Cochrane Eagle and Cochrane Times.



**Mailers**  
450 letters delivered to adjacent landowners and businesses.



**Road Signage**  
One northbound and one southbound road sign along Highway 22 within the Study Update limits.



**Email Invitations to Stakeholders**  
15 emails to stakeholder and community groups, introducing the project and inviting them to participate.



**Geotargeted Facebook Advertisements**  
10,728 impressions.



**News Article on CochraneNow.com**  
Published on December 8.

\*Impressions are the total number of displayed advertisements





## 2.2 ENGAGEMENT ACTIVITIES

The following engagement methods were used to share information, facilitate conversations, answer questions and collect input.



### Project Email Address

8 emails received and responded to.



### Public Open House

**December 7, 2021 5:30-7:30 p.m.**  
45 attendees and 7 feedback forms collected.



### Online Survey

6 online surveys completed.



## 3.0 WHAT WE HEARD

Feedback and questions received across all engagement methods have been consolidated and categorized into a number of themes. This section provides a list of the identified themes, as well as an overview of specific questions and comments received, with the responses provided by the project team.

### 3.1 FEEDBACK THEMES

The following outreach methods were utilized to raise awareness and drive participation in the engagement process leading up to the public open house. The promotions invited stakeholders and the public to visit the project website and get involved by attending the public open house, completing the online survey or getting in touch with the project team.



**Project Details (7)**



**Intersections and  
Road Design (7)**



**Timing / Process (6)**



**Cyclists and  
Pedestrians (4)**



**Bow River Bridge (3)**



**Speed Limit (2)**

Please see a summary of all comments, questions and responses prepared by the project team in **section 3.2**.

### 3.2 FEEDBACK & RESPONSES

To ensure transparency and open communication, the project team has responded to every question and comment received throughout the public engagement program. This section includes all questions and comments received throughout engagement, categorized into themes, along with responses prepared by the Project Team.





### 3.3.1 PROJECT DETAILS (7 COMMENTS/QUESTIONS)



Questions/Comments	Response
The information provided is general. Would like to see data, analysis and more specific timeline information. Would like to see the summary report. (2)	Once the summary report is completed by Watt, the project team would be happy to share it with those who have expressed interest.
The “current situation” should include that this section of Highway 22 is over capacity and experiences heavy rush hour traffic.	We are currently conducting detailed traffic and safety analysis, which will speak to existing traffic volumes within this stretch of Highway 22. The final report will include a section on current operations and indicate where congestion is occurring.
The current update is restricted to one intersection, hence it is not an update for the entire segment in Cochrane south of the Bow River.	This is incorrect. Alberta Transportation requested an update to the Study for the portion of Highway 22; from south of the Bow River to the future Township Road 254, just south of the Town of Cochrane limits. The request from Alberta Transportation was to look at road network planning and highway improvements along this entire segment of Highway 22, with a key focus on access and intersection improvements, not isolated to any one intersection. The traffic analysis for the future 2060 horizon focused on three intersections including Rolling Range Dr., Fireside Dr. and the new intersection in Rocky View that will service the Southbow development. The George Fox intersection is planned to shift north of the Bow River by 2060 and was therefore excluded from the future traffic analysis.

Questions/Comments	Response
This update should not stand on its own. It should include the rest of Highway 22 as well, specifically from Highway 1A through to Highway 1 (Trans Canada Highway).	Alberta Transportation recently completed a functional study for the portions of Highway 22 between the Bow River and Highway 1A, as well as from the Town of Cochrane to Highway 1. These three studies cover the entire length of Highway 22 between Highway 1A and Highway 1.
Would like to see the County and the Town work together on this study.	Both the Town and Rocky View County are key stakeholders in this project and will be reviewing and commenting on the Study Update Report.



### 3.3.2 INTERSECTIONS AND ROAD DESIGN (7 COMMENTS/QUESTIONS)



Questions/Comments	Response
Too many light controlled intersections along Highway 22 will result in slow commute times. Consider overpasses (or other intersection designs such as a roundabout / overpass / underpass to avoid additional traffic lights) to allow for free flowing traffic. (3)	The signalized intersections are the preferred traffic control for the three study intersections along the corridor. Roundabouts were looked at, but were excluded from further analysis since the corridor is being planned as a six-lane highway. Overpasses are not required based on the future traffic analysis.
Would like to see separate turning lane into Rolling Range Estates from both directions. Have noticed more people using this turn since Fireside has access to this road. Safety concern with turning on and off the highway here.	The proposed long term concept for Rolling Range Drive and Highway 22 includes separate turning lanes at Rolling Range Drive in all directions to improve traffic flow and safety. As development proceeds within the Rolling Range area, interim upgrades to the intersection of Highway 22 and Rolling Range Drive may be required.

<p>Are the three lanes continuing through town, or will a bottleneck be created at the bridge?</p>	<p>The interim design includes three southbound lanes and two northbound lanes. The additional southbound lane would mostly act as a climbing lane for heavy trucks and would only be required on the upgrade portion of the highway. The plan to expand the bridge over the Bow River only contemplates two lanes in each direction. Based on the analysis conducted as part of this study, no bottlenecks are forecasted at the bridge.</p>
<p>Concerns with Rolling Range Drive intersection on a hill, which can impact traffic with a slow start especially in the winter.</p>	<p>When this intersection is upgraded, the grades would be reviewed and refined based on Alberta Transportation design guidelines. Typically, the approaches to signalized intersections are kept at two percent or less to reduce the impacts on traffic operations. The grades adjacent to Rolling Range Drive have been reviewed and it is feasible to keep these grades at two percent or less.</p>
<p>What is the plan for Towers Trail?</p>	<p>Tower Trail will remain as an access road for some of the acreages in Rocky View and will also serve as an alternate route for future development traffic in the area. Alberta Transportation has requested that Tower Trail connect to the new intersection that will service the Southbow Development. The timing and construction of this connection is underdetermined at this time. More work is required to define the alignment of this potential connection.</p>



### 3.3.3 TIMING / PROCESS (6 COMMENTS)



Questions/Comments	Response
The bridge over the Bow must be replaced and Highway 22/1A intersection needs to be improved prior to widening this stretch of highway to avoid additional bottlenecking. Government officials must be made aware of this.	<p>We agree that the bridge over the Bow River should be upgraded either before or at the same time as this section of Highway 22 is upgraded. Funding for the bridge improvements has not been approved at this time.</p> <p>The Highway 22/1A intersection will be complete prior to the widening within this study area.</p> <p>This report as well as the Study Update report will be shared with government officials with Alberta Transportation, the Town of Cochrane and Rocky View County.</p>
No intersection should be added to Highway 22 until the Highway is at least twinned.	The only new at-grade intersection being planned in the area is the one in Rocky View County that will service the proposed Southbow development. When this development application comes forward, the Town of Cochrane, Rocky View County and Alberta Transportation will determine what improvements are required to Highway 22 before building a new at-grade intersection.
Recommend adding an additional lane northbound before any expansion takes place.	The interim design includes three southbound lanes and two northbound lanes. The timing of these upgrades will be determined through the development process and will also be based on the availability of funding.
The opportunity to develop should be contingent on the completion of these improvements so current traffic levels are not increased and safety is not jeopardized.	Intersection upgrades along the corridor will be tied to specific development phases and will be required as a condition of approval.

Given the uncertainty of provincial funding and rapid growth, the report needs to reach decision-makers ASAP.	We anticipate the report being complete in February 2022, at which time it will be shared with Alberta Transportation, the Town of Cochrane and Rocky View County.
Would like to see these improvements made as soon as possible.	We anticipate the report being complete in February 2022, however the timing of improvements are subject to provincial funding. The province's next capital plan will be released next spring, at which time we will have a better idea of when improvements are expected.



### 3.3.4 CYCLISTS AND PEDESTRIANS (4 COMMENTS/QUESTIONS)



Questions/Comments	Response
All intersections should accommodate road cyclist safety. Roads should include minimum 1.5 m wide shoulders. Should also include rumble strips to warn drivers crossing onto the shoulder.	The plans include 2.0m shoulders which could accommodate cyclists. Discussions regarding a potential pathway on the west side of the Highway (outside of the ROW) are ongoing between the Town and Rocky View.
Recommend seasonal signage in the area to notify drivers to watch for cyclists.	Thank you for this comment. This comment will be included in the final report for consideration by Alberta Transportation.
Does this study include looking at a multi-use pathway along the highway?	Yes, this was considered and Alberta Transportation, the Town and Rocky View County are looking at this opportunity.
A pedestrian bridge over Highway 22 should be considered somewhere along this study area.	Thank you for this feedback. This comment will be included in the final report for consideration by the Town.





### 3.3.5 BOW RIVER BRIDGE (3 COMMENTS/QUESTIONS)



Questions/Comments	Response
Will there be a better bridge over the Bow River?	The Study limits end before the Bow River bridge, however we are aware that there is a functional plan in the works to expand and improve the bridge, as per the Town's Transportation Master Plan. Funding for the bridge improvements has not been approved at this time.
Bridge is dangerous and undesirable for cyclists and pedestrians.	
Pathway under the bridge is dangerous in winter due to icy conditions.	



### 3.3.6 SPEED LIMIT (2 COMMENTS)



Questions/Comments	Response
Would like to see the speed limit approaching Fireside Gate dropped to 60 km/h due to safety concerns (currently is 80 km/h). (2)	While speed limits along the corridor are out of scope for the Study Update, we will pass this feedback along to Alberta Transportation who is responsible for setting and adjusting speed limits.

## 4.0 NEXT STEPS

This What We Heard Report will be shared with those who participated in the engagement program, posted on [www.Hwy22Update.com](http://www.Hwy22Update.com) and provided to Alberta Transportation, the Town of Cochrane and Rocky View County. The project team will review the input received and alongside additional technical planning, analysis and assessment, will prepare the Highway 22 Functional Study Update report.





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FUNCTIONAL STUDY  
**UPDATE**

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