

Green Communities Guide

- Three Sisters Drive Case Study
- Overview of pedestrian / cyclist Improvements in Town of Canmore



Why do we care about trails and paths?


- Alternative Transportation
 - Reduce vehicle emissions
 - Reduce car numbers, impact on infrastructure
 - Improve community health and happiness
- People value our paths and trails
 - Top ranked amenity contributing to our Sense of Community
 - Primary use for a practical task (get something done)

Why is an Engineer presenting this? Aren't they EVIL?

- Roads, sidewalks, paths and trails are about moving *people*
- Recreational paths can also be effective commuter paths (multi-use and multi-purpose).
- A holistic approach has an incredible net benefit.

Why is an Engineer presenting this? Aren't they EVIL?

- ... *Engineers are really good at getting and spending lots of money. Get them on side!*
- *Include Pedestrian and cyclist movements in Transportation Master Plans*




Recreational and "Commuter" use of Trails and Paths

- Two uses can overlap at times
- Trail / sidewalk and destination connectivity
- Improve trail standard
 - Asphalt vs. gravel?
 - Width (ideally 2.5 to 3 metres)

Challenges - Canmore

- Barriers – Geographic & physical
 - Connectivity
 - To active use
- Car oriented culture
- Budget 
- Departmental Silos

Challenges - Geographic (opportunities)



Challenges - Barriers

- Sidewalk width and functionality
- Snow and ice



Challenges - Barriers

- Stairs and grades



Challenges - Barriers



Solutions - Connectivity

- Trails Master Plan
- Transportation Master Plan
- Bow Corridor Regional Mobility Partnership

Solutions being Implemented

- New independent path projects
- Street redesign incorporations (e.g. Three Sisters Drive)
- Budget

Independent Paths "Cougar Commuter 2009"



Independent Paths "Cougar Commuter"



Independent Paths "Harvie Heights Trail – 2007 / 09"



Independent Paths "Harvie Heights Trail"



Independent Paths "Banff – Canmore Legacy Trail - 2010"



Street Improvements

Three Sisters Drive

- Incorporate pedestrian improvements with street (re) construction projects where possible
 - Three sisters Drive
 - Elk Run Boulevard sidewalk
 - 8th ave (vs. 7th ave)
 - 6th ave (downtown)

Street Improvements

Three Sisters Drive

Street Improvements

Three Sisters Drive

Street Improvements

8th Avenue - 2006

Independent Paths

Three Sisters Commuter Trail - 2012

Independent Paths

How much we spend?

- \$150,000 per year “Bike Lane, Sidewalk and Pedestrian Crossing Improvements”
- Independent larger projects
 - 2007 – \$425,000
 - 2008 – \$530,000
 - 2009 - \$368,000
- Some sidewalk improvements included in street reconstruction

Lessons Learned and Advice

- Ensure linkage, continuity between Engineering / street movement and Recreational movement as people will use path for commuting.
- Consider paving commuter paths
 - Appropriate sun, clearable, etc.
- Ensure Transportation Master Plan considers pedestrian and cycling movement



This document is complimentary and is provided from the National Recreation Database by the [Lifestyle Information Network \(LIN\) www.lin.ca](http://www.lin.ca)

