

Canmore Area Trails Master Plan



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This document presents draft core content to support the second phase of engagement with Albertans on the Canmore Area Trails Master Plan. The final plan may also include additional details based on feedback received during the engagement process.

Abbreviations

ACMG	Association of Canadian Mountain Guides
AFP	Alberta Forestry and Parks
BCEAG	Bow Corridor Ecosystem Advisory Group
Trails Plan	Canmore Area Trails Master Plan
CNC	Canmore Nordic Centre
EEOR	East End of Rundle
M.D. of Bighorn	Municipal District of Bighorn
PP	Provincial Park
TCT	Trans Canada Trail
TMO	Trail Management Objective
TUO	Trail User Objective
VUMF	Visitor Use Management Framework

1 Introduction

Project Purpose, Principles and Objectives

The **purpose** of the Canmore Area Trails Master Plan (the trails plan)¹ is to provide the foundation for developing, managing and maintaining an integrated, authorized and sustainable trail network in the Bow Valley (see [Figure 1](#)) that balances ecological values with quality outdoor recreation opportunities.

Significant background work preceded the development of the Canmore Area Trails Master Plan. While some of that information is briefly summarized in this document, readers are encouraged to refer to the Canmore Area Trails Strategy Terms of Reference and Background Review² for greater understanding of the context, rationale and factors shaping the initiative.

The trails plan has the following **objectives**:

1. Apply best practice approaches to recreation and visitor-use management.
2. Identify opportunities and trail-related management actions to improve the effectiveness of wildlife corridors, habitat patches and other wildlife values in the Bow Valley and reduce recreation-caused human-wildlife conflict and impacts.
3. Identify opportunities and trail-related management actions to support a sustainable recreation economy while minimizing and mitigating undesirable visitor impacts.
4. Identify a network of trails for designation in the Bow Valley that:
 - a. Addresses connectivity gaps.
 - b. Addresses user experience gaps (e.g., opportunities for different skill levels and abilities).
 - c. Meets user needs and expectations.
 - d. Provides trails for a wide range of technical and physical abilities.
5. Complete a specific trails plan for the Canmore Nordic Centre Provincial Park (CNCPP) to guide management of these trails considering the unique sport-competition needs of that facility.
6. Identify opportunities and management actions to reduce conflict between and among trail users and communities.
7. Identify opportunities and management actions to improve and enhance trail user experiences with appropriate infrastructure (e.g., staging, parking, amenities).
8. Identify opportunities and management actions to address unauthorized trail development.
9. Identify opportunities to foster trail stewardship and community involvement in trail development and management.
10. Clarify trail governance, management and operational approaches, including evaluative processes.

The trails plan was developed and is intended to be implemented following the **principles**:

- **Offer a Diversity of Desirable Trail Experiences** — A wide variety of quality trail experiences can be welcomed and accommodated for users including cycling, hiking, and off-highway vehicles.
- **Be Inclusive and Accessible** — The trail network should provide outdoor recreation opportunities for all, regardless of skill, age or ability.
- **Strive Towards Desired Ecological Outcomes** — The network and management approaches should result in measurable improvements in specific ecological indicators of desired conditions.
- **Be Sustainable** — The trail network will be planned, designed and managed in accordance with industry best practices to ensure the network is environmentally, socially, and operationally sustainable.

¹ The project was originally called the Canmore Area Trails Strategy.

² <https://www.alberta.ca/system/files/fp-catmp-terms-of-reference.pdf>, https://www.alberta.ca/system/files/fp_cats_background_review_2024.pdf

- **Be Consistently Well-managed and Coordinated** — All levels of government, non-profit organizations, and private landowners should work closely to ensure clearly defined responsibilities toward trail maintenance and service delivery.
- **Involve and be Informed by Public Participation and Indigenous Engagement** — The local community and Indigenous communities are actively engaged in decisions about the trail network's development and management.

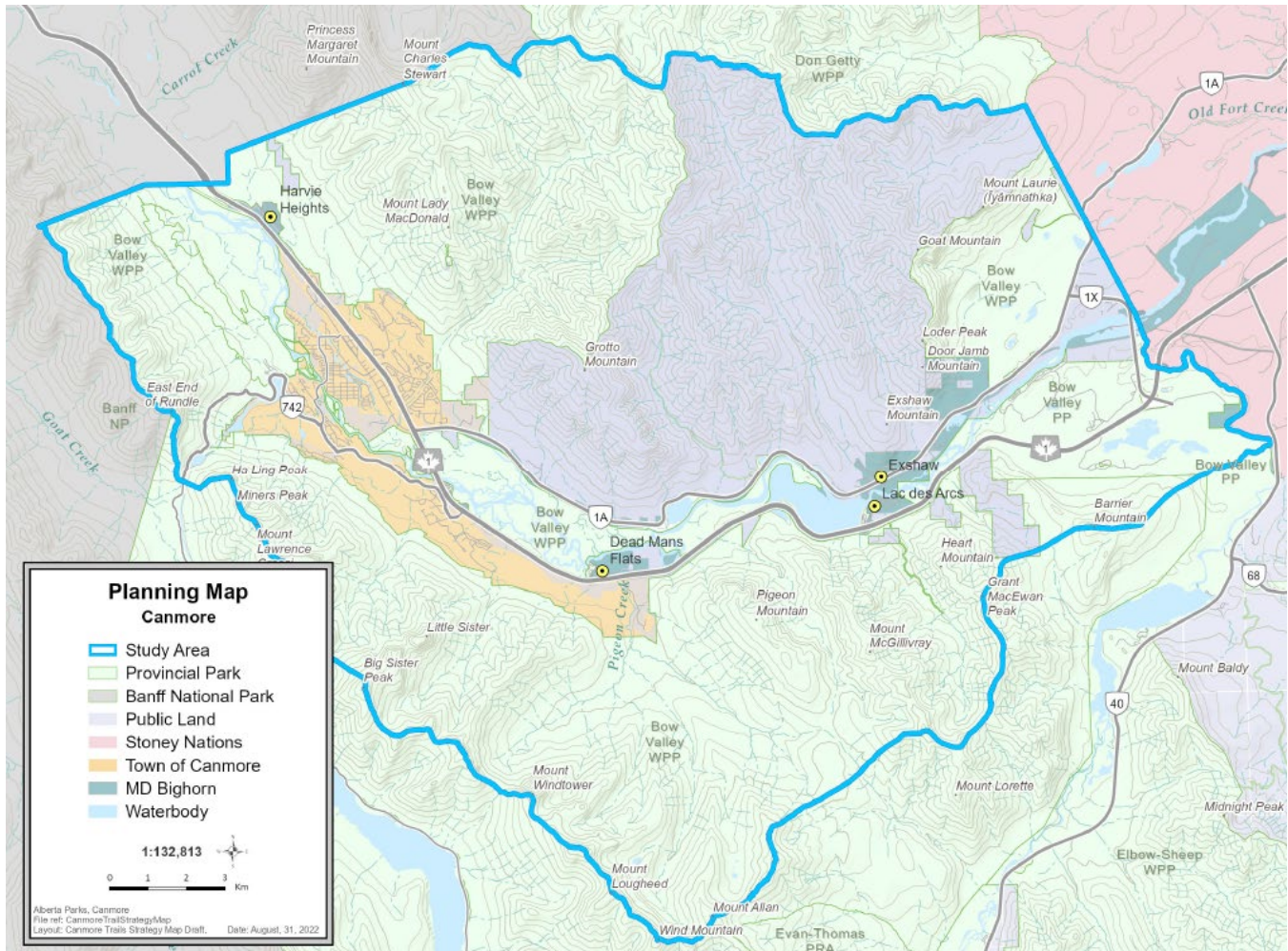


Figure 1 Map of project area

Planning Context

There is a mix of Crown land designated as park and public land, and municipal lands administered by the Town of Canmore, the Municipal District of Bighorn and the Kananaskis Improvement District within the project area.³ Dispositions within the project area grant permissions to use land for agricultural, commercial, industrial or transportation purposes.

Municipalities within the project area are experiencing population growth that is above the provincial average, while at the same time visitation is increasing. Recent estimates suggest that the area receives approximately

³ This section provides a summary of important considerations related to the Canmore Area Trails Master Plan planning context. For more detailed information, please refer to the [Background Review](#).

three million visitors annually; tourism is one of area’s key economic sectors. Canmore and the surrounding areas offer unique recreation and tourism experiences and opportunities for residents and visitors to participate in a variety of outdoor activities. The project area is a destination for hiking, biking, trail running, climbing, scrambling, horseback riding and cross-country skiing. It is also an international destination for rock and ice climbing, scrambling and mountaineering.

A prominent guiding industry exists in the project area, with the Association of Canadian Mountain Guides (ACMG) and many other commercial guiding operations leading and instructing recreationalists in the mountains, rivers, caves and canyons. Cross-country skiing is popular in the winter; the Canmore Nordic Centre was home to the 1988 Olympics and continues to host international events. Equestrian use exists on permitted trails in a variety of places in the valley. Enduro mountain biking and trials motor biking occurs near Exshaw along Highway 1A.

The Bow Valley region is an important regional wildlife movement corridor within the Central Rockies ecosystem. The valley bottom is vital to a variety of species such as grizzly bear, mountain goat, wolves, bighorn sheep, elk and migratory birds. Many of the species that inhabit the valley bottom are negatively impacted by human disturbance, and interactions with some animals, such as grizzly bear, can be dangerous for both humans and the animals.

The project area contains significant waterways, including the Bow River, Policeman’s Creek, Three Sisters and Cougar Creek, that support diverse aquatic ecosystems and fish populations. Two vegetation species-at-risk exist within the project area: whitebark and limber pine. Furthermore, vegetation communities of conservation concern, including bog birch/mountain rough fescue, limber pine/common bearberry/creeping juniper and several types of mountain rough fescue associations are found in the project area, along with forest communities such as white spruce/fern moss and white spruce/dwarf birch/beaked willow/bristle-leaved sedge.

Trail User Home Residence Location (2019-2022, cell phone data)	
Community	Percentage
Calgary	48
Canmore	29
Edmonton	12
Toronto	2
Vancouver	2
Other	8

2 Existing Trails System and Desired Conditions

Inventory of Existing Trail Conditions and Experiences

Trail condition and sustainability assessments that were conducted in the summer of 2023 identified the following key trail-related issues within the project area⁴:

- **Homogenous trail experiences:** Most trails in the project area offer a similar, intermediate difficulty with rough, rooty surfaces, particularly along designated singletrack bike trails. There is a noticeable lack of variety in trail experiences, with few user-specific optimized trails. Most trails are multi-use and bi-directional, which can contribute to conflicts and reduced user satisfaction.
- **Fragmented trail segments and lack of hubs:** Many trails were created by following wildlife paths, historical disturbances or the most direct routes to key destinations. As a result, the trail network lacks clear, well-planned trailheads, logical connectivity and a cohesive network. Instead, it is a patchwork of short, fragmented trail segments, often located near residential neighborhoods, lacking clear planning and frequently interrupted by junctions. There is a general absence of central trail hubs or logical connections between trail segments.
- **Unauthorized trail development and undesignated trails:** There are twice as many undesignated trails in the project area as designated ones. In some sections, undesignated trails are indistinguishable from the designated ones. These trails may not be in a suitable location, follow standards, and do not receive maintenance or signage. Trails built without authorization can indicate that the current designated trail system does not fully meet user needs and desires.

⁴ See the Background Review for detailed information about the trail inventory.

- **Braiding:** Many trails have evolved along the path of least resistance due to repeated traffic, leading to the creation of informal braided trails. Fragile vegetation is often trampled, which encourages the formation of additional routes, particularly where animal trails or shortcuts are followed. This results in a dense overlapping network of informal trails. Additionally, numerous alpine hiking trails lack proper signage, exacerbating the problem of trail braiding.
- **Erosion:** In steeper, exposed areas—especially south-facing alpine zones—trail alignment along the fall line has resulted in significant erosion, characterized by deep ruts and loose rocks. At lower elevations, trails that are poorly aligned or constructed on flat terrain tend to retain water, leading to pronounced damage from pedestrian, equestrian and bike traffic. Trails located near creeks are especially susceptible to flooding.

Desired Conditions

The following desired conditions depict the future state that the Canmore Area Trails Master Plan seeks to achieve and/or advance.

Ecological Conditions	<ul style="list-style-type: none"> • Trails are responsibly situated, sustainably designed and visitation is actively managed to: <ul style="list-style-type: none"> ○ Minimize disturbance and displacement of wildlife in critical habitat and during sensitive seasons. ○ Minimize human-wildlife conflicts ○ Preserve the continuity of wildlife corridors and habitat patches. ○ Maintain wildlife habitat and native plant communities. ○ Avoid impacts to fish habitat, water quality, watercourses, riparian areas and wetlands.
Cultural and Historic Resources	<ul style="list-style-type: none"> • Trails are responsibly situated, sustainably designed and visitation is actively managed to avoid unacceptable impacts on Indigenous values and historic resources. • Trail planning, development and management actively invites and considers Indigenous presence, messaging and involvement.
Trail Network Conditions	<ul style="list-style-type: none"> • Trail management objectives are established to guide the development, management, operation and maintenance of the area's designated trails. • All trail infrastructure is designed and maintained to align with desired conditions and consistent, best practice standards, which are reviewed and updated regularly. • Unsustainable, poorly designed and/or redundant trail infrastructure is improved, replaced or decommissioned. • The trail network and its use does not impose unexpected costs or liabilities on landowners and disposition holders.
Visitor Experience Conditions	<ul style="list-style-type: none"> • The diversity of trail-based experiences (activities, settings, scenery, amenities, services, access, accessibility etc.) anticipates and delivers on residents' and visitors' expectations and skill levels. • A diversity of trail experiences exists including places to be social, get exercise, have fun, experience thrills and challenges as well as places for quiet contemplation in nature. • Safe and efficient connected access to trail networks via both trails and roads existing for various ability and interests. • Visitors enjoy the trails safely, with no relative increase in safety incidents despite increasing visitation. • Trail users are informed about the area's sensitive ecological features and habitat, recreation impacts to wildlife and respect for other trail users. They are motivated to minimize environmental impacts and actively engage in trail stewardship.

Trail Governance, Management and Stewardship

- Trail development, management, operations, and maintenance responsibilities are clear and understood.
- Land and trail managers, landowners, partners, and the trail community work together towards common goals.
- Network changes (e.g., additions, alterations, deletions) are transparent, justified and authorized.
- Unauthorized use and trail development are managed consistently and promptly.
- Trail user communities have opportunities and responsibilities in managing the trail system, in alignment with their interests and capacities and supported by land managers.
- Responsible parties (trail managers, operators, partners, staff, volunteers) have the necessary knowledge, skills, resources and processes to fulfill their roles effectively.

Community and Economic Conditions

- Canmore and the surrounding area are recognized and respected as a welcoming, high-quality and sustainable trail destination.
- Local businesses, municipalities and community initiatives benefit from trail tourism and actively contribute support for trail system development, maintenance and management.
- The trail system is regularly activated in all seasons through a mix of programming, races, and other special events.
- Trail tourism and visitation supports community prosperity while preserving the enjoyment of trails, amenities, and overall quality of life for residents.

Monitoring

The Canmore Area Trails Master Plan monitoring framework will regularly assess whether actual conditions align with the desired conditions using measurable indicators and targets. Practical indicators can provide insights into the status of desired conditions. For each indicator, a standard (minimal acceptable condition) and trigger (concerning condition) exists.

Data found to be inconsistent with an indicator's trigger or standard will indicate that an actual condition requires attention and/or is changing in an undesirable way. These situations will be investigated and, if necessary, additional and corrective management actions may be implemented that are intended to bring current conditions in line with desired conditions.

3 Trail Planning and Design Approach

Trail planning strategies such as limiting human use in movement corridors and habitat patches, concentrating human use through trail bundling, formalizing community loops and addressing trail experience gaps were employed to improve habitat for wildlife, while meeting demand for high-quality recreational opportunities. A habitat model combined with a complete trails inventory was created to better understand the impact of human use on wildlife habitat in the Bow Valley and to inform trail improvements and actions.⁵

Guidelines developed by the Bow Corridor Ecosystem Advisory Group (BCEAG) for human use within wildlife corridors and habitat patches also informed the planning and design approach. Trail planning also considered the locations of the Bow Valley Community Fireguard project⁶ and, in some instances, proposed to move trails (and therefore human activity) away from areas where these fireguards provide improved habitat for wildlife. *Figure 2* illustrates the logic applied during the process of planning trails and human activity, considering wildlife habitat quality.

⁵ See the Background Review for more information about the habitat model.

⁶ Bow Valley Community Fireguard, <https://www.canmore.ca/your-government/projects/bow-valley-community-fireguard>

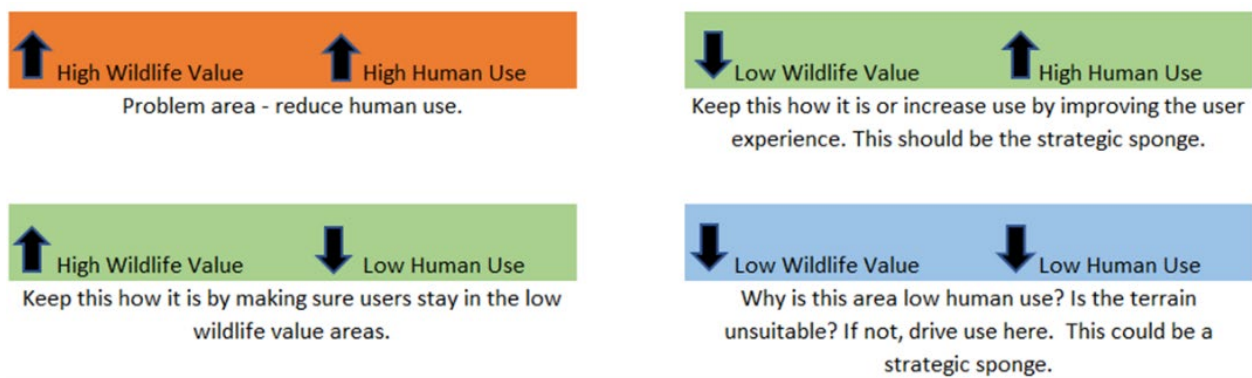


Figure 2 Wildlife values and human use

Shifting Recreation and Trail Free Areas

Trail planning should integrate physical trail alignment with an understanding of user behavior. High-quality trails designed with specific users in mind can draw use to desired areas and move it away from high quality habitat and wildlife corridors. A high-quality trail will be tailored toward a particular activity and difficulty level and meet the experience users are seeking. Often, this includes details such as directionality or a loop formation as opposed to, for example, an out-and-back.

Wildlife typically favour valley bottom habitat where the gentle slopes and sunlight reaching the forest floor supports the growth of berries, grass and other vegetation. With the progression of residential, commercial and recreational development in the valley bottom, the remaining suitable habitat is densely intersected by a network of recreational trails. This disturbance can cause wildlife to avoid or abandon the area altogether, disrupt their natural patterns and impact food sources. To mitigate this, the trails plan proposes to shift recreational use farther up the slopes and establish larger trail-free areas that support wildlife in gentler terrain (Figure 3). Trail free areas play a crucial role in supporting wildlife movement and maintaining habitat with no human disruption throughout the valley. The proposed trail-free areas are located where there is overlap with good quality habitat and in wildlife corridors and patches (Figure 4).

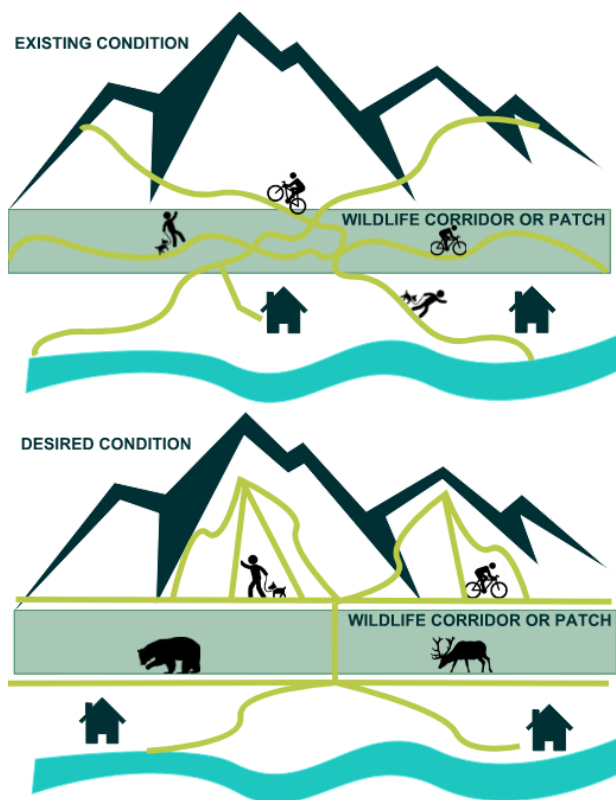


Figure 3 Future desired condition vs. existing condition

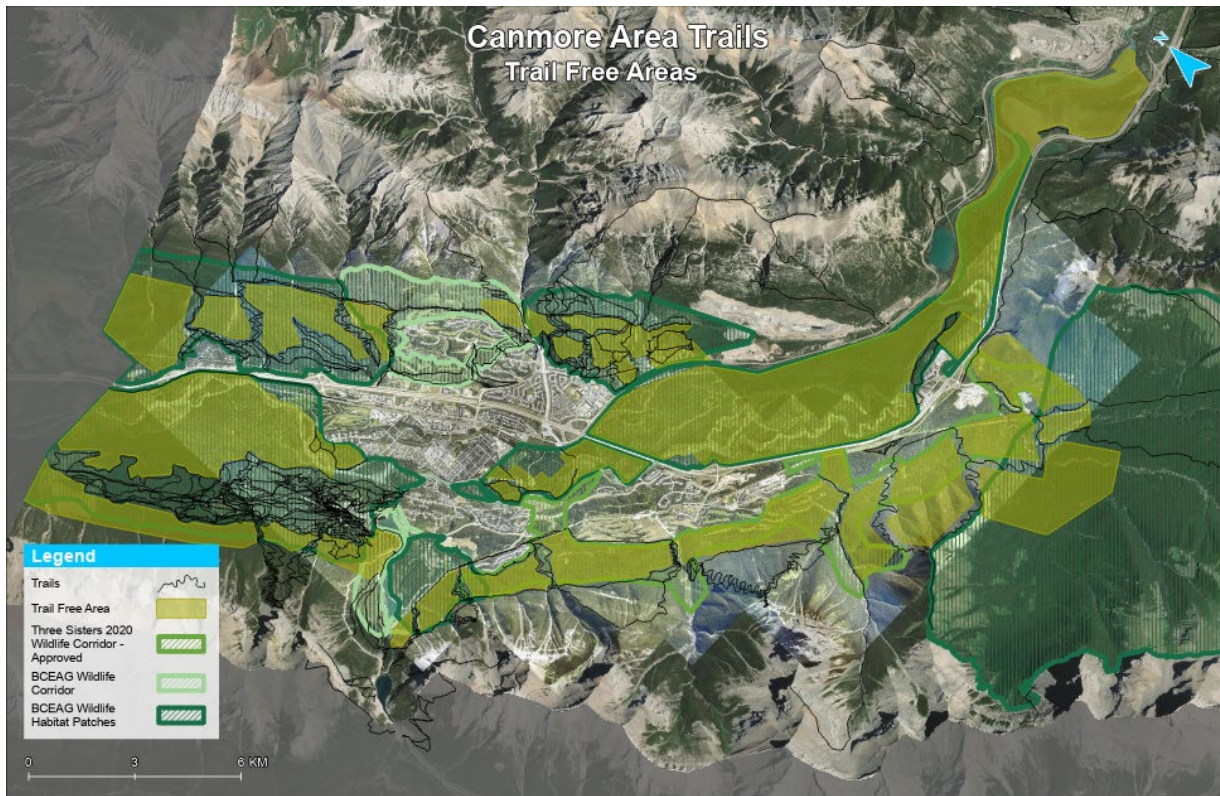


Figure 4 Trail free areas - shown only for areas with high human wildlife interactions. All trails are to be removed from these areas

Seasonal Closures

The trails plan proposes new seasonal area closures, recognizing that different species of wildlife require undisturbed environments during specific times of the year. Seasonal closures help protect sensitive wildlife during key times, reducing the risk of human-wildlife conflicts and minimizing disturbances that could lead to negative impacts on their populations and movement patterns. For example, closures can ensure bears have access to berries and elk and bighorn sheep have quiet and secluded areas for calving and lambing.

While closures are essential for wildlife, they are as brief as possible to allow for both wildlife protection and public enjoyment of natural spaces. By identifying the most critical times for each species, closures are timed to minimize their impact on public access. See [Figure 5](#) for existing and proposed seasonal closures. Evaluation of the temporal closure dates and locations within the wildlife corridors and habitat patches will continue through the collaboration of the agencies involved in the Roundtable for Human-Wildlife Coexistence.

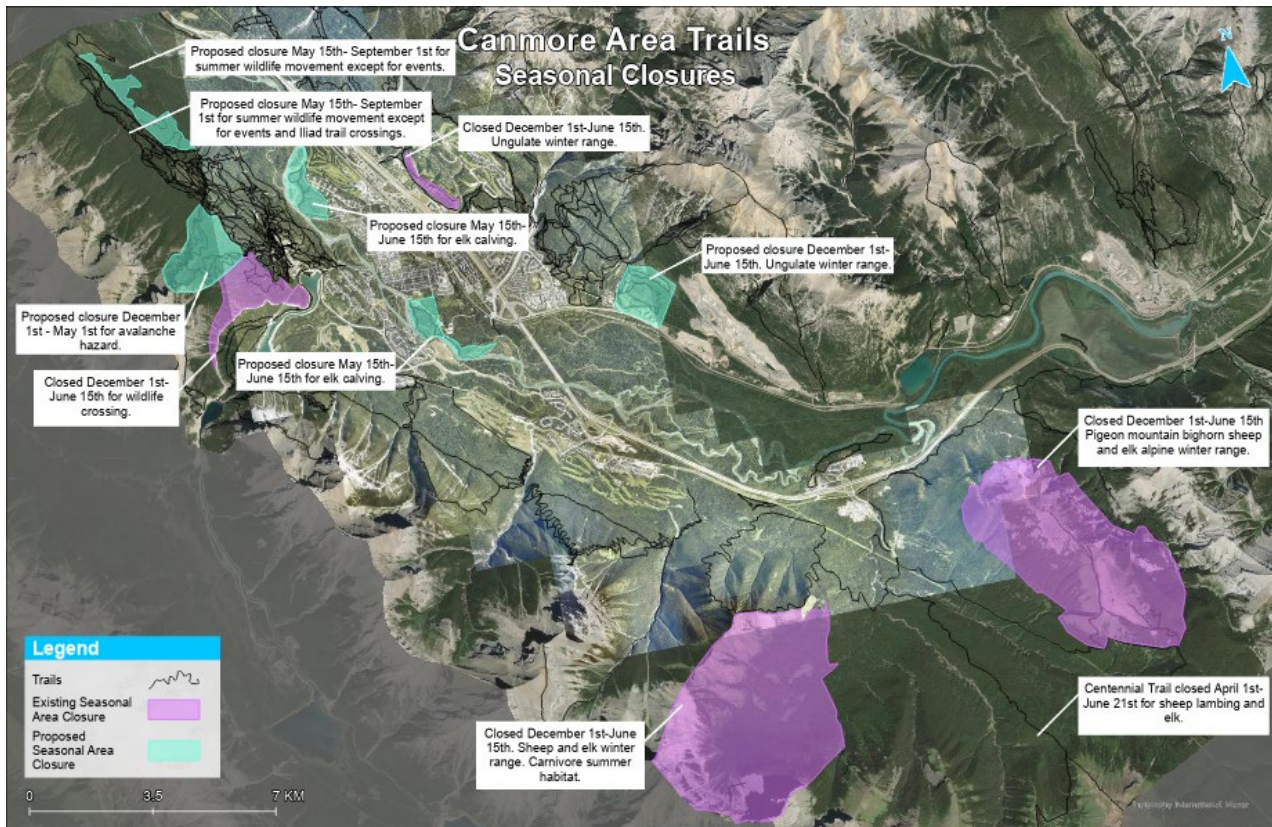


Figure 5 Canmore Area Trails Existing and Proposed Seasonal Closures

Trail Bundles

Trails will be bundled together in specific zones based on user experience and activity such as hiking, biking and equestrian, which will help limit trail encroachment into wildlife habitat. The trail bundle strategy (see [Figure 6](#)) integrates several concepts:

- **Perpendicular Crossing:** Trails either cross the wildlife corridor perpendicularly, when possible due to grades, or run along the edges. Distance between perpendicular bundled crossings should be maximized (ideally 1 km) to create larger undisturbed spaces for wildlife.
- **Concentrated Human Use:** Recreational activity is concentrated to specific areas, accomplished by grouping trails based on difficulty levels and user experiences to help reduce widespread disturbance.
- **User Separation:** Where feasible, trails are segregated by type (e.g., pedestrian, equestrian, biking) to reduce user conflicts and provide a more enjoyable experience for each group.

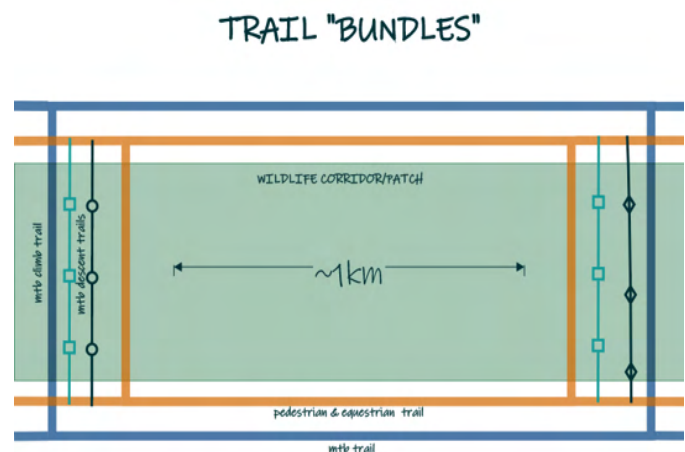


Figure 6 Trail bundles

Community Loops

One of Canmore's defining features is the ability to access trails and outdoor recreation directly from people's back doors. This has resulted in a dense network of trails extending from residential areas into wildlife corridors and patches. The community loop strategy seeks to address this by providing trails that run parallel to the communities within a buffer zone outside the residential areas (see [Figure 7](#)). These trails will provide a safe and enjoyable space for leisure walking, dog walking and family activities.

The width of the buffer zone will vary based on the specific community and the space available. In some instances, fencing could be implemented to create a more substantial barrier, further enhancing separation from the wildlife corridor. The community loops will connect to access trails that cross corridors perpendicularly. This approach ensures that human activity remains concentrated in designated areas, reducing overall disturbance to wildlife habitats.

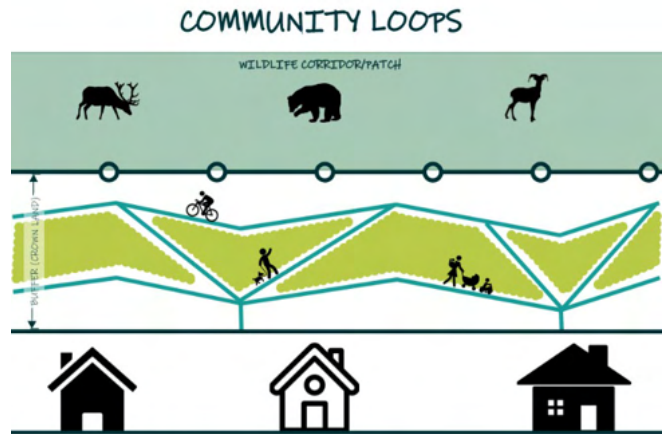


Figure 7 Community loops

Addressing Trail Experience Gaps

The assessment of existing trails in the project area and a comparison to other jurisdictions identified trail experience gaps. An experience gap refers to the disconnect between the expectations and skills of trail users and the actual conditions or challenges of the trail network. This occurs when trails do not match user's abilities leading to dissatisfaction and creation of undesigned trails in attempt to meet their desired experience.

The trail network was planned to accommodate many different user groups and provide trails with greater variation in difficulty levels. For example, additional beginner (green) trails for all users, difficult (black) trails for mountain bike users and trails and loops that meet adaptive standards whenever reasonably possible have been planned.

Downhill and enduro mountain biking, a recreational activity with growing demand, was identified as a key trail experience gap. Enduro mountain biking involves navigating challenging terrain, often with a mix of steep climbs, descents and technical sections, testing the rider's endurance and riding skills. The introduction of enduro mountain bike zones addresses this key experience gap, while shifting trails outside of the wildlife corridors and patches (see [Figure 8](#)).

Trails that cross the corridors will be minimized and will serve only to provide direct access to the designated mountain biking areas.

These mountain bike zones should offer a range of trail difficulties to cater to different skill levels and user preferences. Dedicated climbing trails should be compatible with pedestrian use, as the slower speeds of hikers and climbing mountain bikers are compatible.



Figure 8 Mountain bike zones

Expected Habitat Improvements

The proposed trails plan trail network aims to concentrate human activities in smaller areas, provide trails outside of wildlife corridors and create large trail-free areas particularly where there is key wildlife habitat. This change is expected to improve the overall habitat quality for grizzly bears across the entire planning area by 20 per cent

(see [Figure 9](#)). Targeted habitat improvements in a small portion of the study area are predicted to increased habitat quality further by 22 per cent within the 218 km² of habitat improvement areas (including fire guard areas).

Modeled Grizzly Bear Habitat Improvements from the CATS Trail Network

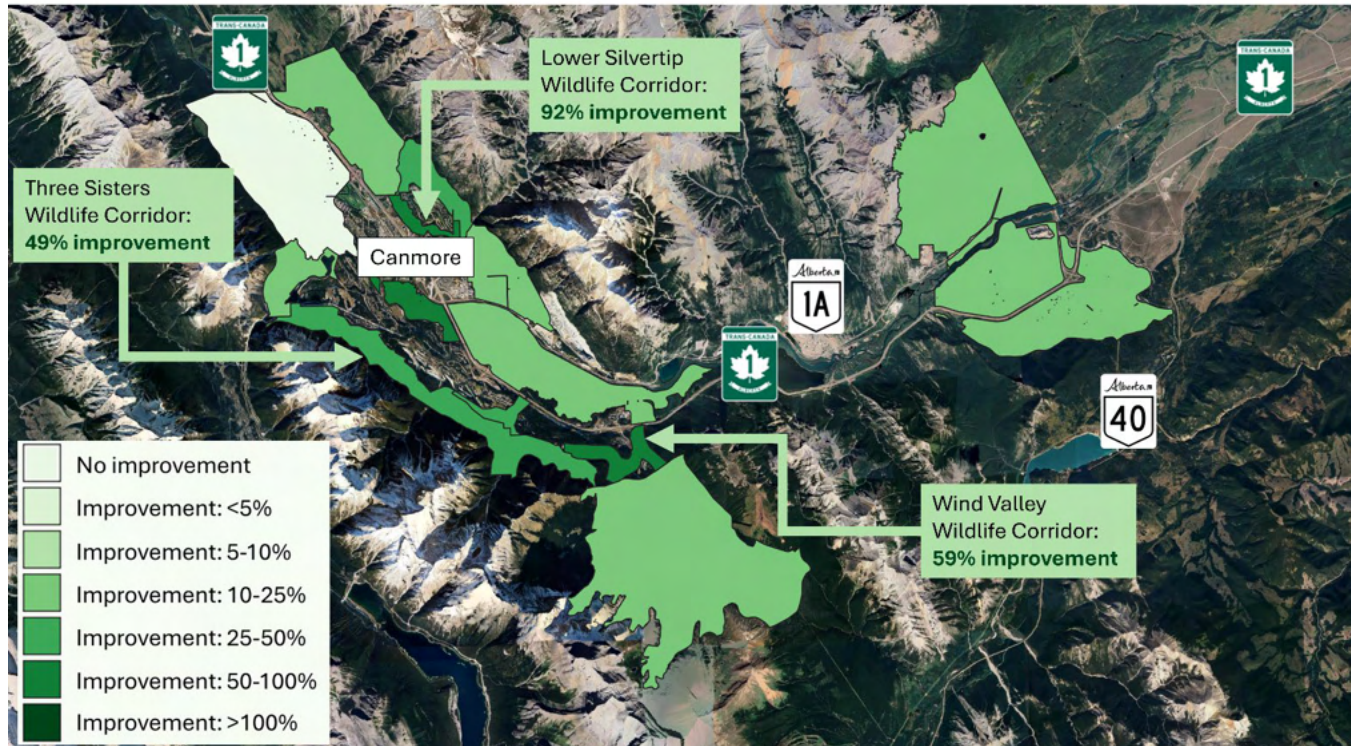


Figure 9 Modeled grizzly bear habitat improvements from the proposed trail network. Each polygon represents a wildlife corridor or habitat patch, as defined by BCEAG, and is colored according to the predicted improvement of grizzly bear habitat quality

Approach to Designating Trails

Designating the right trails and decommissioning undesignated trails is mutually beneficial and can enable land managers to perform more focused, efficient maintenance on designated trails, while trail users have a better, safer, and more enjoyable experience. However, not all trails fit into the designate or decommission classification. There are cases, as described below, where a trail should not be decommissioned for a variety of reasons. The trails plan proposes that each existing trail in the current network, designated or not, should be actioned and categorized using the following categories so no unmanaged trail remains in the network:

- **Designated:** Trails proposed to be designated are trails with an established trail management objective (TMO) that align with the objectives of the trails plan and are enabled in either a park or public lands:
 - Within provincial parks, activities on designated trails are enabled via signs and notices, as provided in the Provincial Parks (General) Regulation under the *Provincial Parks Act*.
 - Within public lands, trails may be designated by Ministerial Order under the *Trails Act*. In addition, the designated trails are enabled as provincial trails under the *Public Lands Act*. Provincial trails have general rules that are enforced under the Public Lands Administration Regulation to help ensure public safety and prevent loss or damage to public lands. They may also have trail or activity specific rules. All provincial trails will have a trail manager assigned to them, typically a partner, with AFP as the default.
- **Decommission:** Trails proposed for decommissioning are undesignated trails in sensitive environments or habitats, where a trail can be re-routed or where the same experience is provided elsewhere.

- **Undesignated – Monitor:** Some undesignated trails experience minimal use, making them more of a route than a trail. Monitoring is required for some trails where use should be minimized in the area, but decommissioning would not be successful because the route leads to a desired destination, such as a mountain peak like Anklebiter or Mt. Fable. These trails should be monitored to assess use and potential environmental degradation. Identifying issues early on can avoid significant safety hazards, trail braiding and erosion and costs of repairing the issues (decommissioning and rerouting the trail) after the damage is done. If warranted, these trails may become designated to address a safety or environmental issue. These trails should be excluded from maps intended for the general public including recreational apps and guidebooks.
- **Lease/disposition trails:** These trails are within a lease or disposition boundary and public access is permitted. The management of the trails is the responsibility of the disposition holder (unless an agreement states otherwise). Agreements may be created with a recreation group to support trail development and maintenance.
- **Trail Area:** Trail areas may be designated under the Trails Act. Within the trails plan, a trail area is proposed in the Jura Creek area for moto trials and non-motorized activities. See the Northeast Planning Unit for more information.

Unauthorized Trail Building

To minimize the development of unauthorized trails throughout the network, after completing the exercise to remove or reclassify them, the following steps are proposed to further reduce unauthorized trails:

1. Identify unauthorized trail.
2. Involve enforcement staff.
3. Close trail with signage.
4. Decommission trail with earthworks and revegetation.
5. Continue monitoring.

Table 1 and 2 below compare the Canmore Area Trails Master Plan future designated trail network to the existing network.

Table 1 Existing trail network designation (2025)

Trail type	Distance (Km)
Designated	305
Undesignated	521

Table 2 Proposed trail network designation

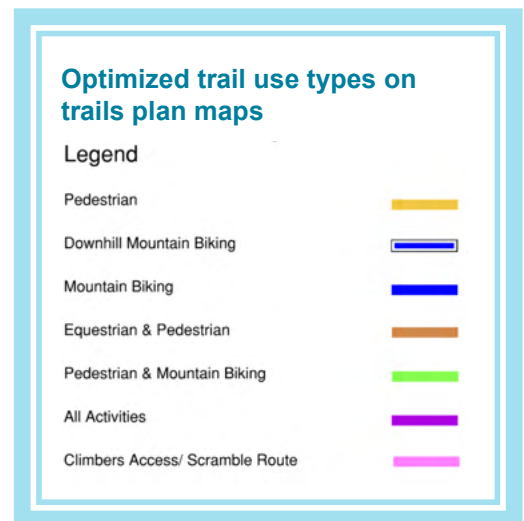
Trail type	Distance (Km)
Designated	537
Decommissioned	275

Activity Types on Trails

Trail colours show the optimized use of a respective trail, but do not necessarily prohibit other activity types. For clarity on permitted activity types:

- Pedestrians are permitted on all trails except for “downhill mountain biking.”
- Equestrians are permitted on the trails labeled “equestrian and pedestrian” and “all activities.”
- Bicycles are only permitted on trail labeled “mountain bike” or “all activities.”
- Climbers access/ scramble routes are designated trails where use should be minimized for user safety and to prevent environmental degradation. They typically have a destination, such as a climbing crag, where access is required for the experience at the destination. Minimal signage (like blazes) and maintenance by a trail proponent are appropriate, but these trails are not meant to be promoted in general public recreation maps, apps or guidebooks.

Prohibited activity types are specified, where relevant.



Trails by Difficulty Level

Figure 10 shows a summary of the difficulty levels for pedestrians and mountain biking optimized trails for the proposed trails network. There will be more easy (+19 km) and difficult (+21km) mountain bike optimized trails as a result of the proposed trails network.

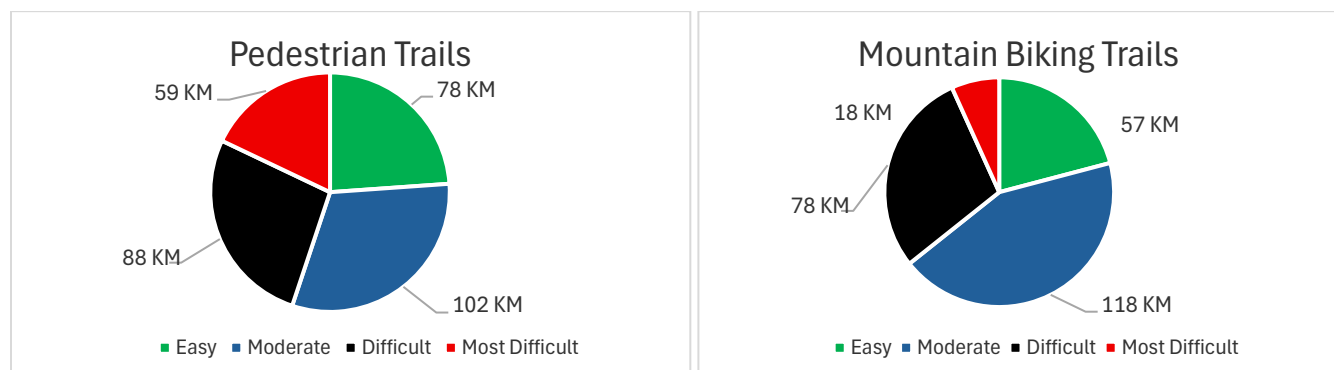


Figure 10 Difficulty breakdown for pedestrian and mountain-bike optimized trails in the proposed trails network.

Trail Evaluation, Classification and Trail Management Objectives

Proposed designated trails were evaluated using a structured decision-making process. This process provided a framework for transparent and accountable decisions, with emphasis on clarifying objectives and criteria, developing and evaluating options, exploring key trade-offs and reaching agreement among diverse perspectives. The evaluation objectives and criteria are shown in Table 3.

Table 3 Evaluation objectives and criteria for proposed trails

Evaluation Objective	Criteria
Minimize environmental impact	<ul style="list-style-type: none"> Trail segments are greater than 30 m from watercourses Trail segments avoid wet areas Trail segment avoids known habitat for sensitive species (such as bighorn sheep) Trail segment avoids high quality elk habitat Trail segment avoids high quality modeled grizzly bear and wolf wildlife habitat Trail is not located in areas important for wildlife connectivity Trail does not cross critical fish habitat Trail is consistent with management plan and BCEAG guidelines
Improve/provide for recreation experience	<ul style="list-style-type: none"> Trail provides a unique experience that is not already within the network (e.g., activity type, skill level) Trail is expected to be well used/popular Trail provides a connection that is needed to complete a route Trail provides access to a permanent destination (e.g., great views, unique landform, waterfall) The trail addresses an identified issue (i.e. issue/hazard/problem/conflict between recreation use types)
Does not create an issue	The trail does not create an issue/problem (e.g., likely summer use on winter only trail, adds people to already constrained parking area)
Minimize conflict with other land uses	The trail does not create an issue/problem for another land user (e.g., trails that enter dispositions or go near a disposition and may create an enforcement issue)
Minimize impact to known historic resources/indigenous sites	Trail do not impact known historic resources or Indigenous sites (i.e. trails within 30 m of sites)
Minimize impact on maintenance/human resource capacity	<ul style="list-style-type: none"> The trail is not going to require disproportionate resources to construct The trail is not going to require disproportionate resources or be difficult to maintain (e.g., flood prone bridges or erosion potential, overly remote location)

A trail's Trail Management Objective (TMO) describes the intended purpose, use and level of development for a trail and provides the overall decision-making framework for assessment, management and design as described in the [Trail Development Guidelines for Alberta's Public Lands](#). The TMO for each trail has been completed as part of the trails planning process.

4 Trail Network Improvements

During engagement on this draft Canmore Area Trails Master Plan, the proposed designated trail network was shown and available for public feedback on the [ArcGIS Web Application](#).

Relevant spatial data trails can be turned on and off under the layers tab and a legend shows each trail type and trail feature symbol.

To enable efficient planning, the project area was divided into eight distinct planning units (see [Figure 11](#)). This section describes the proposed trail network opportunities and improvements in detail for each planning unit.

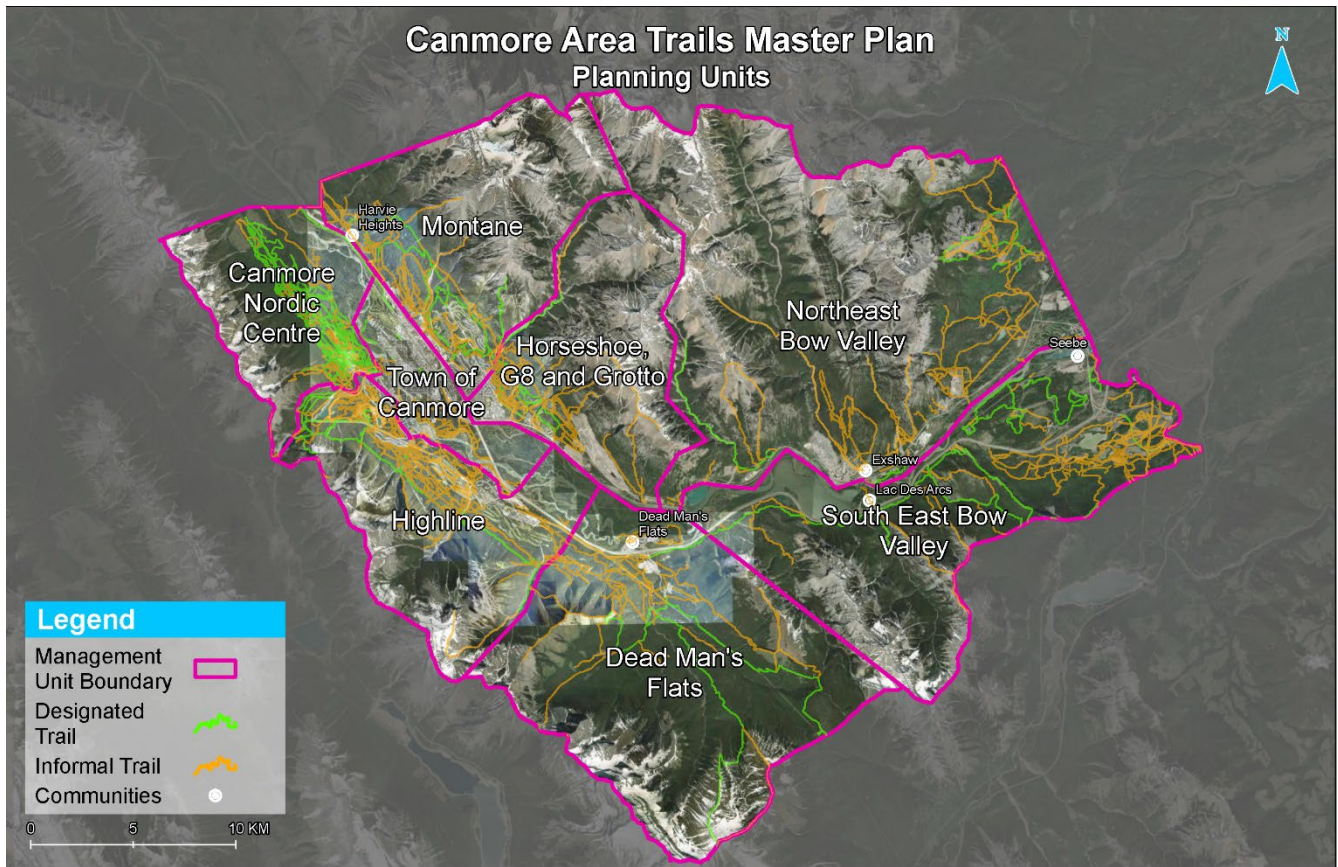


Figure 11 Map of planning units

Planning Unit #1: Montane

Intended Trail Experiences and Activities

The Montane planning unit stretches from the Banff National Park boundary to Cougar Creek. It has recently undergone fireguard work to reduce wildfire risk. The trails in the area are currently characterized by quieter and lower human use than elsewhere in the Bow Valley. Generally, there is more space for wildlife movement as human development does not abut directly to steep slopes, except around the Silvertip, Benchlands and Eagle Terrace neighborhoods. In addition to the mapped concept alignments, the following changes to the trail network are proposed (See [Figure 12](#)).

1. *Harvie Heights Bench, Harve Height's Descent and Meander*

- Maintain the Harvie Heights bench trail with spectacular views of the valley and Mount Rundle.
- Add a northwestern multi-use trail from the Harvie Heights bench to the creek as a separate easier trail for pedestrians and intermediate bikers. Leave in the more difficult mountain biking optimized descent trail.
- Construct a separate multi-use trail to the east of Tibits Quarry route connecting to the Meander parking lot. This trail would provide an easier and better experience than the steep Tibits Quarry route and would be adjacent to a new mountain bike descent trail to provide looped access to and from Harvie Heights. Another mid-sized loop option is created when this trail is combined with the western trail from the Harvie Heights Bench.
- From the Meander parking lot, construct a new multi-use trail for equestrians, pedestrians and uphill only mountain bike use, to replace Meander with a more sustainable trail, creating a loop connection from the Meander Trailhead to Harvie Heights Bench. Construct a parallel trail adjacent to the new multi-use trail that is optimized for downhill mountain biking only.

2. *Harvie Heights Community Loops*

- Maintain short loops close to the community, which are currently used primarily by Harvie Heights residents for recreational walking. Within these loops, reduce the density of trails and consolidate use to main trails. Optimize these trails for pedestrian use only.

3. *Bald Eagle Peak*

- Maintain the undesignated status of Bald Eagle Peak. Do not promote the route for public use.
- Monitor usage and environmental degradation, proceed with upgrades or decommissioning in the future as required.

4. *Montane Traverse*

- Upgrade the existing trail and construct a parallel trail. Trails to be optimized for different uses to improve experience and reduce user conflict; one trail to be optimized for pedestrian and equestrian use only, the other optimized for mountain bike use traveling west.

5. *Stoneworks Creek and Johnny's Trail*

- On the east side of Stoneworks Creek, construct a climb trail for mountain biking and a separate multi-use trail to access Silvertip and allow users to loop this area, replacing the eroded Montane Cutoff trail.
- Optimize the existing Johnny's trail for pedestrian and equestrian use. Construct a parallel trail optimized for downhill mountain biking and downhill only travel.

6. *Douglas Fir Bench*

- Work with the Town of Canmore to enforce and sign existing seasonal closure and install a seasonal gate, consistent with the seasonal closures in the Lower Silvertip Wildlife Corridor.
- Shift the west access closer to the future Stoneworks Creek housing development and construct a continuous trail running along the community side of the proposed fence all the way to the pedestrian crossing of Silvertip Road, allowing connectivity through this area when the Douglas Fir trail is seasonally closed.
- Trail connections at both ends of Douglas Fir should be kept steep and challenging to minimize use, signage is required to warn users that the east end is extremely difficult. Armoring of the eroded trench at the east end should be investigated with the Town.

7. *Benchlands Connectivity*

- To complete the loop of Montane trail back to Cougar Creek, construct a single track trail from the Silvertip pedestrian crossing to Benchlands trail, tying in with the bike skill area. The existing multi-use path will be upgraded and completed to tie into the parking lot. Additional use between the bike skill area and the benchlands residential area would help to reduce wildlife use in this area which doesn't connect to other habitats.
- Optimize mountain biking trails in lower benchlands to keep the Eagle Terrace Conservation Site trails to pedestrian only.

8. *Eagle Terrace Conservation Site Trails*

- Consolidate a clear and well-designed trail network in this area, leaving trail free areas within the Lower Silvertip Wildlife Corridor to allow wildlife use and movement. Optimize trail design for pedestrian use.

9. *Lady MacDonald*

- Lady MacDonald is a popular trail providing a challenging hike with spectacular views. Upgrade and re-route the trail to improve the user experience and reduce the environmental degradation from poorly built trail sections and trail braiding.

10. *Upper Cougar Creek Access to/from Montane Trail*

- Re-align the existing trail to reduce the grades and limit human use to the ravine (northwest) which is an important area for wildlife movement.
- In the lands east of the emergency access road between Eagle Terrace and Silvertip, construct an easy mountain biking loop along with additional multi-use trails for connectivity. Provide access to the viewpoint.

11. *Climbers Access (Bathtub Brook, The Lighthouse, Key West, Jey Hole, The Alcove, Stoneworks)*

- Designate all climbers access trails and work with partnering organizations to conduct maintenance as required.

12. *Horse Bench, Horse Ravine, Bone Gully*

- Designate Horse Bench to create a loop with scenic views for equestrian and pedestrian users. Do not designate Horse Ravine and Bone Gully as it is not for public use. The trails may continue to be used as part of a horse permit for commercial equestrian trail rides by the adjacent ranch.

Legend

Pedestrian		Parking by Others	
Downhill Mountain Biking		Decommission Parking	
Mountain Biking		Major Staging Area	
Equestrian & Pedestrian		Minor Staging Area	
Pedestrian & MTB		Signature Staging Area	
Winter Users		Community Junction / Trailhead	
All Activities		Out of Scope Area	
Climbers Access / Scramble Route		Town of Canmore Trails (Out of Scope)	
Undesignated Route - Monitor		Fence	
To be completed as part of the development			

Montane

Proposed Trail Network

The map displays a proposed trail network in a mountainous region. The trails are color-coded according to the legend: orange for Pedestrian, blue for Downhill Mountain Biking, dark blue for Mountain Biking, brown for Equestrian & Pedestrian, light green for Pedestrian & MTB, cyan for Winter Users, purple for All Activities, pink for Climbers Access / Scramble Route, grey for Undesignated Route - Monitor, and light grey for routes to be completed. The network includes various staging areas (green car icons), community junctions/trailheads (green hiker icons), and parking areas (purple and red 'P' icons). A large hatched area indicates an 'Out of Scope Area'. The map is overlaid with a grid of numbered points (1-12) in circles. A scale bar at the bottom left shows 0, 1, and 2 KM. A north arrow is located in the top right corner.

Notes:

- The circled numbers reference the CATMP report in the Intended Trail Experiences and Activities section of each planning unit.
- Trail alignments are conceptual only, accurate within a few hundred meters, to be refined during detailed design.

Temporary/Seasonal Trail Closures

There is an existing winter closure set by the Town of Canmore on the Douglas Fir Bench trail. Douglas Fir Bench is within a Wildlife Corridor and an important elk foraging area. Refer to the Seasonal Closure Map for the closure area boundaries.

Trail Decommissioning

Unless incorporated into the designated trail network, most other trails in this area are meant to be decommissioned. The list below includes significant trails that are proposed to be decommissioned.

- Re-align Meander/Montane Glades to the west to create a larger trail-free zone and habitat patch for wildlife. The existing trail has large sections of erosion issues and steep grades not suitable for intended use and direction.
- Tidbits Quarry is a fall line trail with erosion issues that cuts directly through the habitat patch. By decommissioning this trail, a larger trail free area for undisturbed wildlife use is created. Other trails in this area will achieve the same destination and provide looped hiking or dog walking.
- The trails to the west of Harvie Heights lead into Banff National Park, to an area intended for wildlife and closed to human use. The creation of other trails optimized for different activity types in the Harvie Heights area are meant to replace trail opportunities in this area.
- Decommission all trails in the Eagle Terrace Conservation Site that are not designated trails to create space for undisturbed wildlife habitat in the corridor.

Parking, Staging and Visitor Comfort and Convenience Amenities

There are few parking options within this planning unit. Most of the informal/formal trailheads are accessed through Town of Canmore land, residential neighborhoods and private land and do not currently support parking for recreational users. No new parking lots are proposed within the planning unit; however, the list below describes the proposed upgrades. Ongoing discussion with landowners and the Town of Canmore will be required for trailheads, access and staging options. The only formal parking lot in the area is the Meander Trailhead.

- Meander Trailhead: Parking and staging amenities require upgrades to meet minor staging area status, including vault toilet, upgrades to suit equestrian trailers and a suitable turnaround. The upgrades could include increasing parking capacity, better delineating parking stalls and setting up physical barriers (e.g., boulders) to prevent parking beyond the lot. Trailheads from the parking lot need to be obvious and inviting.
- The Benchlands Trail, Cougar Creek and Visitor Center Parking is within the Town of Canmore and used by recreationalists accessing the provincial park. It is not within the trails plan scope.
- With the addition of a series of hotels in Harvie Heights and concerns from residents about visitors parking or wandering through the neighborhood, a trailhead (or parking) was considered on Crown land west of the community using the fireguard infrastructure. This option was deemed unsuitable due to concerns about risks of overland flooding and illegal camping. The opportunity exists to expand Meander and move parking outside of Harvie Heights.

To reduce parking congestion, multiple access points to the trail network are provided for active transportation for residential neighborhoods such as Harvie Heights, Palliser Lands, Silvertip, Benchlands and Eagle Terrace. The remaining designated access points will be adapted to meet community junction status.

Planning Unit #2: Horseshoe, G8, Grotto

Intended Trail Experiences and Activities

The Horseshoe, G8 and Grotto planning unit stretches from Cougar Creek to the east end of Grotto Mountain. The network work is dense with trails and sees a variety of users. The northwestern portion is adjacent to residential neighborhoods resulting in high use casual recreation and dog walking, pushing wildlife movement to steeper slopes. The eastern portion of the planning unit has a large mineral surface lease deemed not compatible with recreation. The following major changes are proposed (see [Figure 13](#)).

1. *Canmore Slabs*

- Create a technically challenging mountain bike network near the Canmore slabs trails consisting of approximately two climb trails and four downhill trails. The network is intended to be in the steep slopes above where most wildlife typically travel.
- This small trail network will help to address the experience gap created by the removal of the G9 trail.

2. *Horseshoe Loop*

- Re-route the Horseshoe loop to create a more sustainable trail. Create two parallel trails to separate mountain bike and pedestrian/equestrian uses where possible. Maintain the bidirectionality of the loop. Shift the entrance trail from Cougar Creek south to create more space for the critical wildlife crossing and reduce the trail grades. Consolidate use onto a designated looped trail network through decommissioning of all other trails.

3. *Leben's Run area*

- Construct three parallel trails: the existing Leben's run as a descent trail, a new climb trail adjacent to the descent and a new pedestrian/equestrian trail to separate and optimize the experience for different users.

4. *Horseshoe Ridge*

- Create three separate parallel trails that join at viewpoints: a pedestrian/equestrian trail, and two mountain bike trails (one climb and one downhill) that form an easy loop.

5. *Bow Valley Riding Association lease trails*

- All BVRA lease trails are designated for pedestrian/equestrian only. Some of the lease lands to the east are fenced and for BVRA members only. The trails within the lease will not be promoted and will be removed from public recreational apps and guidebooks. The proposed trail network in this area will consolidate loops for pedestrian/equestrian users and create space for wildlife to access the valley bottom flats. A fence on the west side of the lease is proposed by the leaseholder to reduce multiple entry points into the area.

6. *Grotto Mountain*

- Grotto Mountain is a very challenging hike with multiple routes to the summit. Re-align the route north of the Alpine Club of Canada's lease (ACC route) to allow for undisturbed space for sheep habitat and designate the vertical mile route to create a loop option.

7. *G8*

- Redesign the G8 trail to stay out of the mineral surface lease by shortening the end of the trail and constructing an upper route to create a loop experience. G9 will be decommissioned as recreational activities are not consistent with mineral surface development.

8. *Horseshoe Meadows east of BVRA lease*

- Link together Horseshoe Meadows, Lower Horseshoe Meadows and Lower G8 to create pedestrian/equestrian only trails. These trails are not to be publicly promoted in recreational apps and guidebooks. Re-route trails out of the mineral surface lease. The trail between Upper and lower G8 will be pedestrian/equestrian only and signage will indicate that no bikes are permitted.

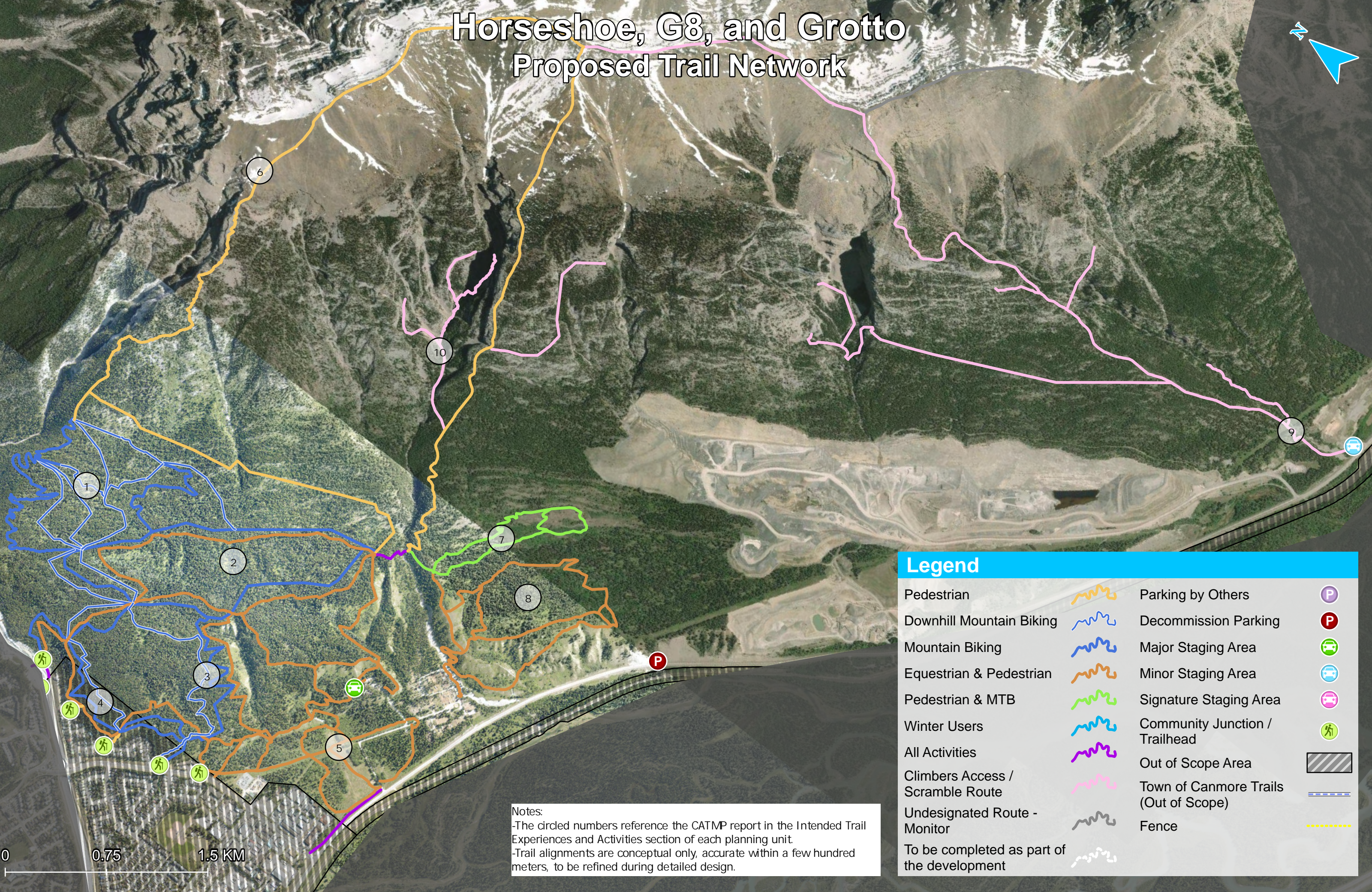
9. *Carter's Buttress, Climbers Playground and Apocalypse Cave, Rats Nest Cave*

- Discussions are ongoing regarding access to the three climbing areas – Carter's Buttreass, Climbers Playground and Apocalypse Cave – as they require some access through the mineral surface lease. Access to Rat's Nest Cave, a Provincial Historic Resource, requires a professional guide. Trail access is established through an agreement between Graymont and Alberta's government.

10. *Climbers Access (Echo Canyon, Bataan, Cougar Creek)*

- Designate all climbing trails and work with partnering organizations to conduct maintenance as required.
- Re-route the Bataan and Apocalypse Cave climbers access trail to stay out of the mineral surface lease.

Horseshoe, G8, and Grotto Proposed Trail Network



Legend

Pedestrian		Parking by Others	
Downhill Mountain Biking		Decommission Parking	
Mountain Biking		Major Staging Area	
Equestrian & Pedestrian		Minor Staging Area	
Pedestrian & MTB		Signature Staging Area	
Winter Users		Community Junction / Trailhead	
All Activities		Out of Scope Area	
Climbers Access / Scramble Route		Town of Canmore Trails (Out of Scope)	
Undesignated Route - Monitor		Fence	
To be completed as part of the development			

Notes:
-The circled numbers reference the CATMP report in the Intended Trail Experiences and Activities section of each planning unit.
-Trail alignments are conceptual only, accurate within a few hundred meters, to be refined during detailed design.

Temporary/Seasonal Trail Closures

There is currently a seasonal closure on G8 trail from December 1st to May 15th for protection of critical winter range for elk and bighorn sheep. This closure is proposed to remain but be expanded to a polygon surrounding the entire G8 and its proposed loop.

Trail Closures and Decommissioning

Unless incorporated into the designated trail network, all other trails in this area are to be decommissioned. The list below includes major trails that are proposed to be decommissioned.

- The leaseholder will decommission all trails within the mineral surface lease.
- Re-route Grotto Mountain ACC and decommission old route to create more uninterrupted space for sheep habitat.
- Horseshoe Loop and the surrounding web of trails have become a confusing dense network. Decommission many unsustainable trails and replace with consolidated loops that create space for wildlife.

Parking, Staging and Visitor Comfort and Convenience Amenities

Most of the informal/formal trailheads are accessed through the Town of Canmore land, residential neighborhoods and private land. Ongoing discussion with the landowners and the Town of Canmore will be required for any trailheads, access and staging changes. The proposed upgrades are:

- Bataan climbers access roadside parking: With the reroute of Bataan, this parking area is no longer necessary. Work with Department of Transportation to decommission.
- Alpine Club of Canada (ACC) road near Indian Flats: Approximately 30 vehicles can fit along the roadside. Additional no parking signage is needed to reinforce where parking is not allowed. In the long term, ACC is developing a proposal to replace parking options in this area with a major staging area parking lot near the ACC Clubhouse, which would serve as pedestrian only access to the adjacent trail network and the Grotto Mountain hiking trail. Approval for this parking lot(s) will be required from Alberta Public Lands and Town of Canmore.
- Town of Canmore Cougar Creek parking: This parking lot is within the Town of Canmore and is used by recreationalists accessing the provincial park. It is not within the trails plan scope.
- Old Camp Day Use Area: No trail access; no changes proposed.
- Rat's Nets Cave parking: Formalize this site as a minor staging area for day use only.

To reduce parking congestion, multiple access points to the trail network are provided for active transportation for residential neighborhoods such as Cougar Creek and Elk Run. The remaining designated access points will be adapted to meet community junction status,

Planning Unit #3: Northeast Bow Valley

Intended Trail Experiences and Activities

The Northeast Bow Valley planning unit includes lands just west of Grotto Canyon to Yamnuska near the boundary with the Stoney Nakoda Reserve. This area has a variety of experiences for many user groups, from family and beginner hikers in canyons and flats to technical mountain biking and scrambling on rocky ridges. This area sees less use than other planning units and offers a quieter and more remote experience. The following major changes are proposed (see [Figure 14](#)).

1. *Grotto Canyon*

- Maintain existing Grotto Canyon trail. Truncate the existing canyon trail and change the trail to undesignated beyond the main destination (canyon cliffs) and sign that it is the end of the maintained trail experience.

2. *Anklebiter Trail*

- Maintain the undesignated status of Anklebiter to minimize use given its significant high quality sheep habitat. Do not promote the route for public use.
- Monitor usage and environmental degradation; proceed with upgrades or decommissioning in the future as required.

3. *Steve's Canyon*

- The canyon trail will be designated as a climbers access trail. It is not intended to be promoted in general public recreational apps and guidebooks.
- Monitor usage and environmental degradation.

4. *Prospector Trail Network north of Exshaw community*

- Legal public access to the trail network needs to be secured as the trails cross lease land between the municipal and provincial public land. Designation of this network is pending an agreement with Lafarge to grant public access.
- With a few reroutes and redesigns, designate the Prospector mountain bike trail network. The existing trails are optimized for mountain biking, offer a unique experience and are a regional recreational destination.
- As most of the trails in the network are difficult or very difficult, add and adapt existing trails to create additional moderate difficulty trails that address the experience gap and provide progression for riders.
- Create an easy to locate entrance trail from the community that is continuous singletrack.
- Shift and consolidate trail junctions where necessary to create an easy to navigate network.
- Reroute access to Ruthie's hiking trail outside of private land.

5. *Trials Motor Bike Area*

- An area for moto trials use will be designated on the rock slope near Jura Creek, managed in partnership with the Alberta Off-Highway Vehicle Association to provide a unique recreational opportunity in the region and province, with potential for national and international events. The area would be designated as a trail area for motorized use under the *Trails Act*, alongside a non-motorized area in Jura Creek flats. Moto trials focus on skill, balance, and precision, with riders using specialized lightweight motorcycles to navigate obstacles through careful control and technical planning rather than speed.⁷ A typical trials course features various sections with obstacles like rock gardens, logs, vertical climbs, tight turns, balance beams, slippery surfaces, and man-made challenges, all designed to test riders' balance, control, and precision. The Jura Creek Trials area, across from industrial mine operations, features natural rock slope ideal for moto trails and adds to the diversity of recreational opportunities in the region and province. The following conditions would be applied to moto trails activities:

- Area for two-wheeled motorized vehicles only (both internal combustion and electric).
- The use and placement of existing natural objects permitted, but no cutting of trees without field office notification/permission.
- Man made obstacles (ramps, beams, etc.) are permitted, but must be temporary in nature and not permanently fixed. All items are to be removed after summer season and/or events.
- To reduce noise as well as limit fire risk, all units must have functional USDA approved spark arrestors and OEM approved exhaust systems.
- No riding is permitted outside the area, respecting the other adjacent areas as non-motorized. The area is intended for trial motor bike use only and not conventional recreational mountain bike trail riding.
- Education (including signage) to be provided to educate users and stewards on how to protect critical/protected species and the general rules/regulations for use.

6. *Jura Creek and non-motorized area*

- As part of the trail area designated under the *Trails Act*, delineate the area between the trials moto area and Jura Creek to be for non-motorized activities only. Trails should be consolidated in this area to limit trail braiding and opportunities for disc golf to be considered, with the submission of a formal proposal to the Public Lands manager.

7. *Door Jam Mountain*

- Designate a trail to Door Jam Mountain. Add wayfinding signs on the designated route, shift out of private property and decommission/block off alternative inappropriate routes. On the ridge trail beyond Door Jam peak, monitor use to Loader peak.

⁷ Trials

8. *Yamnuska Flats*

- Yamnuska Flats area is intended to remain low use as it is a habitat patch and has an overlapping horse grazing permit. Pullout on the side of the 1A should be redesigned to discourage parking; fence and gate upgrades are needed as well as no parking signs.
- On the west side of the flats, adjacent to the landfill and private lands, designate a pedestrian only trail for casual recreational use and climber access. Note staging for these trails would be from the proposed formal parking area on the south side of the highway. See proposed parking upgrades described below.

9. *Yamnuska Mountain*

- Maintain existing trails on and adjacent to Yamnuska. The trails were recently upgraded in 2021.
10. *Climbers Access trails (Crag X, Grotto Canyon, Drive in, Jura Creek, Kid Goat, Lower Kid Goat, Nanny Goat, Goat Butress, Big Choss, CMC Valley, Yamnuska Bluffs, Yamnuska)*
- Designate all climbing access trails and work with partnering organizations to conduct maintenance as required. Do not promote these trails in general public recreational apps, maps and guidebooks.
 - Re-route the Kid Goat trails to stay out of private land.
 - Maintain the Yamnuska climbers trail as designated.
 - Designate the access trail to Big Choss bouldering area after a re-route outside of disposition.

Legend

Pedestrian

Downhill Mountain Biking

Mountain Biking

Equestrian & Pedestrian

Pedestrian & MTB

Winter Users

All Activities

Climbers Access / Scramble Route

Undesignated Route - Monitor

To be completed as part of the development

Parking by Others

Decommission Parking

Major Staging Area

Minor Staging Area

Signature Staging Area

Community Junction / Trailhead

Town of Canmore Trails (Out of Scope)

Fence

Non-Motorized Zone

Trials Zone

Out of Scope Area

P

P

Northeast Bow Valley Proposed Trail Network

Pathway investigation by other for Cochrane connection

Notes:
 -The circled numbers reference the CATMP report in the Intended Trail Experiences and Activities section of each planning unit.
 -Trail alignments are conceptual only, accurate within a few hundred meters, to be refined during detailed design.

Temporary/Seasonal Trail Closures

There are no existing or proposed closures in this planning unit.

Trail Decommissioning

The list below includes significant trails that are proposed to be decommissioned in this planning unit:

- As part of the re-route Kid Goat and Nanny Goat, decommission other existing routes.
- Decommission trails damaged from off-road vehicle access through Jura Creek flats.

Parking, Staging and Visitor Comfort and Convenience Amenities

The list below describes the proposed upgrades to staging areas.

- Gap Lake Parking Lot: No trail access, out of scope of the trails plan.
- Grotto Pond Parking Lot: Upgrade to meet major staging area status. Consolidate trails from parking lot to be obvious and inviting.
- Veteran's Way Parking: This parking is within the Exshaw community and is used by recreationalists accessing the provincial park. It is not within the trails plan scope. Install a community junction at the entrance to the trail network.
- Jura Creek Parking Lot: Upgrade to meet minor staging area status. Add amenities such as additional washrooms, trailheads, kiosks to suit the needs of the non-motorized users and trials moto users, considering the needs of future trials moto events.
- Bow Valley Trail Parking Lot (across from Landfill): Upgrade to meet minor staging area status for day use only.
- Yamnuska Parking Lot: Upgrade to meet major staging area status.

Planning Unit #4: Canmore Nordic Centre

Intended Trail Experiences and Activities

The Canmore Nordic Centre (CNC), located in Canmore Nordic Centre Provincial Park, was constructed to accommodate the 1988 Winter Olympics cross-country skiing events. Since its inception, the CNC has been a hub for cross-country skiing excellence and has evolved to incorporate winter fat biking and summer mountain bike trails built for race events. Outside of the CNC, there are climbing access routes and hiking trails on the East End of Rundle (EEOR) and other minimally used ice climbing routes. The following section describes proposed changes by season. For detailed maps of proposed changes, see pages 31-37.

Year-Round Trail Experiences

1. Upgrade and reroute unsustainable sections of Rundle Riverside, in discussion with Parks Canada.
2. Install clear signage regarding which disc golf holes are open in winter.
3. Create a more beginner friendly cross-country ski trail near the beginning of Banff trail to reduce congestion, collisions and conflict and limit bikes crossing the roller ski loop and create another ski loop. This trail will be routed east of the Biathlon stadium and subsequently the two segments of Lillehammer ski trail will be shifted side by side crossing on a new bridge going over the new beginner trail and then rejoin at the Frozen Thunder snow storage. The hill to rejoin Banff Trail by the snow storage area will require earthworks to gradual to suit beginners. The summer roller ski loop will shift to this new alignment to eliminate summer collisions and the roller ski loop will join the paved parking lot on the east side of new biathlon building.

Winter Trail Experiences

4. Widen intersection at end of Meadow/junction of Banff Trail (Junction #9) and realign the downhill off Meadowview to reduce speeds into the corner.
5. Modify Centennial trail to make return ski easier.
6. Recommend users visit other destinations within Kananaskis that receive more snow to snowshoe.
7. Create public educational materials as to how, why and when grooming and snow making take place, and provide frequent updates on snowmaking plans and progress for public awareness.
8. To promote the history of the CNC as an Olympic Venue, groom the Olympic trails one night a month when good snow is present and communicate to users to ski those loops.

9. Install signage at the west end of trails in the Meadow to clearly articulate that Meadowview trail towards the stadium does not have an easy exit.
10. Add interpretive signage on the Rec 15 and King of Sweden ski trails regarding their naming history.
11. Shift/remove portions of fencing beside flag row to allow winter grooming equipment to travel through the area on snow yet avoiding skiers during events and trailhead congestion in the stadium. The wider area and many locations to put skis on will also reduce congestion. During events, shift the finish line a groomer width away from the building to allow on snow equipment access to the rest of the ski trails. Consider widening the stadium to the west if required.
12. Sign ski trails as loops based on similar experience, difficulty and distance.
13. Implement one direction only on cross-country ski trails where high collision potential exists.

Summer Trail Experiences

14. The trailheads for summer singletrack trails at the CNC are not obvious. Construct three separate summer trailheads, one for beginner, for intermediate and for advanced riders each with a welcome sign arch. Apply a visual indicator such as different coloured gravel to guide users to find each trailhead.
15. Sign summer trails as loops based on similar experience, difficulty and distance (such as 500m green, 1km green, 5km green, 3km blue, 5km blue, 11km blue, etc.)
16. Make mountain bike trail loops clockwise.
17. Assign the recommended direction to all trails, where possible (could vary for events).
18. To address the shortage of adaptive mountain bike and adult beginner trail experiences, construct a purpose-built adaptive mountain bike trail out to the meadow hut, to connect to Rundle Connector and loop back to the day lodge.
19. To provide more opportunities for adaptive mountain bike users, sign suitable loops (such as a loop using parts of Odyssey and EKG), modify the width constraints on trails as necessary or sign a bypass.
20. Adapt the existing trails between the biathlon range and Lynx ski trail to be easier and add additional trails to create a mountain bike beginner zone with skills and flow trails. Make the trails Get Out and Baby Beluga easier by reducing grades, improving corners and smoothing out the surface.
21. Create a skills development area which could include a pump track and drop zone for practice and instruction adjacent the existing jump park.
22. Temporary skills features could be permitted in the stadium for skill development and progression on a case-by-case basis with approval.
23. Construct an enduro mountain bike zone at the CNC above the wildlife corridor, extending as high up the mountain as possible. These areas will offer challenging and varied biking, with views from the summit of the climb trail. This zone would have approximately one climb and five downhill trails that converge into two trails to run perpendicular through a proposed habitat enhancement area north of Rundle ski trail.
24. Construct a separate emergency access trail as high as reasonable in this enduro zone for emergency access and to facilitate events.
25. Clear pads for helicopter emergency access in the enduro zone.
26. Construct descent connections from the enduro zone to Coal Chutes and No Homers – in total this will create an 800m vertical descent.
27. Allow hiking on the enduro climb trail.
28. Upgrade, re-route and designate the East End of Rundle (EEOR) to improve the user experience and safety and reduce the environmental degradation.

Grooming and Maintenance

29. Re-grade ski trails, as necessary, to reduce ruts and ridges to allow grooming in lower snow conditions. Spread 15mm minus fines and >3cm of reused sawdust on the rocky washouts (from 2013 flood) where the rock limits early season skiing.
30. Widen and reduce the crown on Banff trail past the meadow to allow the grooming machinery (PB100) to fit down the middle. This will allow the skate skiing track to be re-groomed after classic tracks are set on both sides.
31. Brush trails wider where required to eliminate pinch points or snow shadows from large trees. Cut hazard trees from the edges of ski trails.
32. Widen trails such as portions of Rundle and Flying squirrel to allow the grooming machinery (PB100) to fit properly.

33. Implement raised tread in known wet areas.
34. Harden with gravel the Frozen Thunder trucking/ski loops to reduce mud creation during snow trucking.

Management

35. Establish one system of junction numbers (summer and winter).
36. Modify the difficulty symbol size/clarity on ski trail name signage.
37. Update CNC strategic plan to clarify programming needs with consideration for the environment, events, recreation, training, lessons, day use, hiking, etc.
38. Fully decommission, with major earth works, unused ski trails to restore area for wildlife.
39. Block undesigned short cuts between trails using large trees and machines earthworks to reduce trail braiding on singletrack and the Legacy Trail.
40. Sign the powerline beside the Legacy trail as the shortest way to/from the CNC to the Town of Canmore to reduce short cutting.
41. Shift downhill use from the short cutting on Legacy trail by extending Soft Yogurt to the top of the Rundle power plant stairs area.
42. Improve some corners on Legacy trail for safety.
43. Create a new habitat enhancement clearing above the Rundle ski trail to reduce human wildlife interaction in the meadow and other areas in the CNC.
44. Reduce wildlife vegetation forage where is high chance of human-wildlife conflict, such as through berry bush removal in the Meadow, above the stadium and the trails close to the day lodge which will now be part of a fireguard.
45. Apply a temporal summer closure to segments of some cross-country ski trails to create additional wildlife habitat such as: Osprey, Rundle North, Silvertip, King of Sweden, Chipmunk, Bruin, Wapiti, Coyote, Snowshoe Hare, Wolverine, Flying Squirrel. Special events could still be permitted. Access for orienteering courses would need to be considered in segment closure decisions.
46. Fully decommission, with major earth works, unused ski trails to restore area for wildlife.
47. Cross-country skiing with a dog on leash was investigated for the Canmore Nordic Centre due to public engagement feedback. Dog use while cross-country skiing at the CNC was deemed incompatible due to safety issues such as steep terrain that risked leash loss on downhills and two-way trails prone to entanglements from long leashes.
48. Winter grooming of fat bike trails outside the Canmore Nordic Centre will not be permitted due to low snow retention, minimal grooming need, and significant wildlife sensitivity during colder months. This decision will be revisited after trails plan implementation, with potential for limited, conditional grooming following major snowfall events.

Amenities

49. Create rest nodes with benches where there are views along the trails to create more destinations and appreciation for the surroundings.

Services

50. Create a second easier disc golf course immediately above the day lodge using existing cross-country ski trail corridors, avoiding summer use bike trails.

Trail Decommissioning

The major trails that are proposed to be decommissioned in this planning unit are:

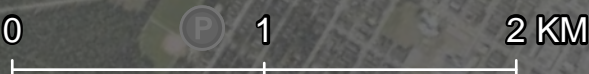
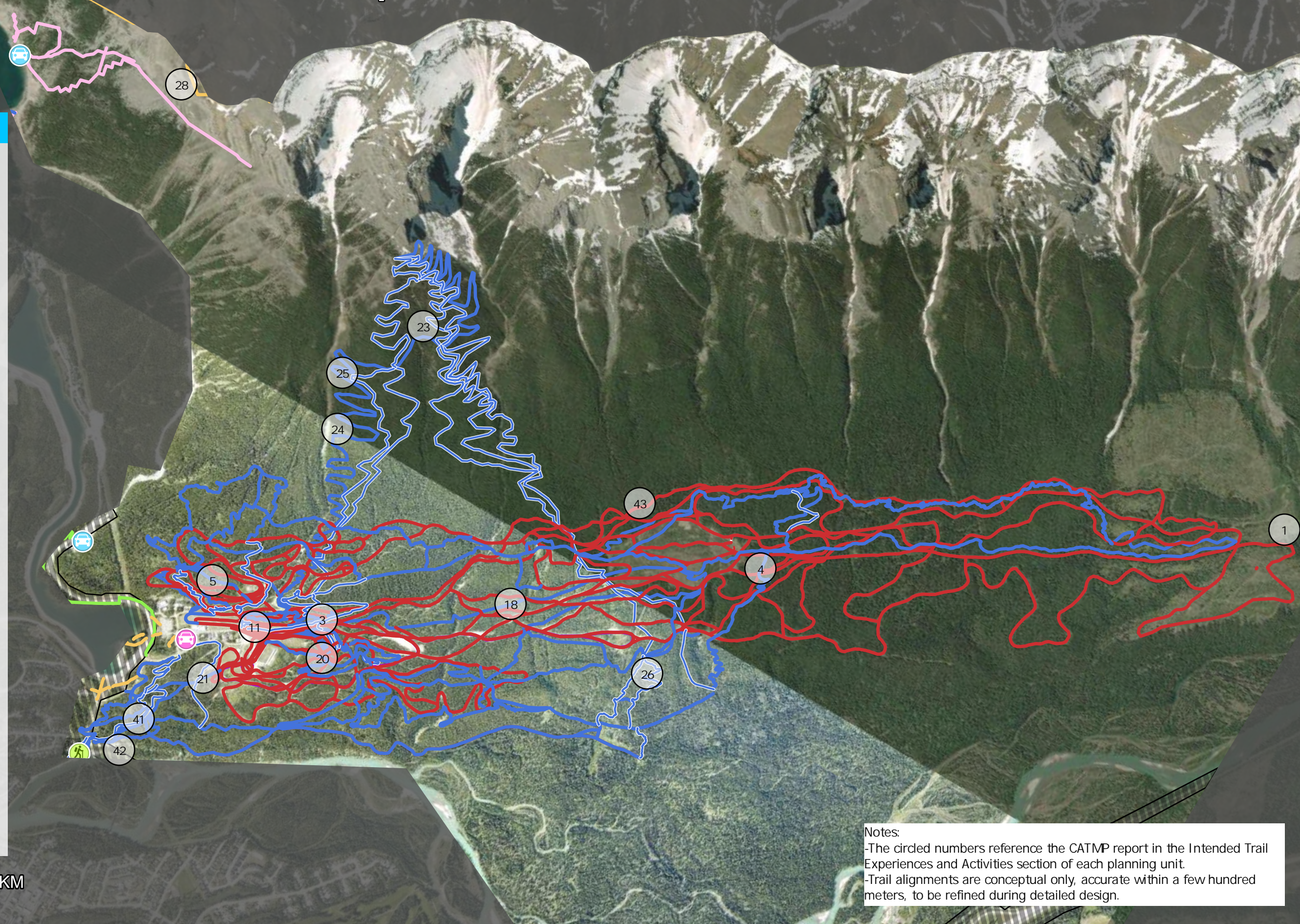
- Decommission trail in Bow River Flats trail north past the end of Georgetown. This area has low human use and is important for wildlife movement.
- Decommission Woodland Bliss trail as it is a dead-end trail with minimal use.
- Decommission unused trail cluster between Banff Trail and Coyote.
- Decommission Backdoor access trail which joins Backdoor to the Spray Lakes Road as this is a critical wildlife corridor.
- Decommission upper Nectar Noodle and Alpine Meadows trails. The proposed enduro mountain bike zone to the north replaces this user experience and creates more space for wildlife in this critical wildlife corridor area.

Canmore Nordic Centre Proposed Trail Network



Legend

Pedestrian	
Downhill Mountain Biking	
Mountain Biking	
Equestrian & Pedestrian	
Pedestrian & MTB	
Winter Users	
All Activities	
Climbers Access / Scramble Route	
Undesignated Route - Monitor	
To be completed as part of the development	
Fence	
Canmore Parking	
Parking by Others	
Decommission Parking	
Major Staging Area	
Minor Staging Area	
Signature Staging Area	
Community Junction / Trailhead	
Out of Scope Area	
Town of Canmore Trails (Out of Scope)	
Existing MTB at CNC	
Existing Ski at CNC	



Notes:
-The circled numbers reference the CATMP report in the Intended Trail Experiences and Activities section of each planning unit.
-Trail alignments are conceptual only, accurate within a few hundred meters, to be refined during detailed design.

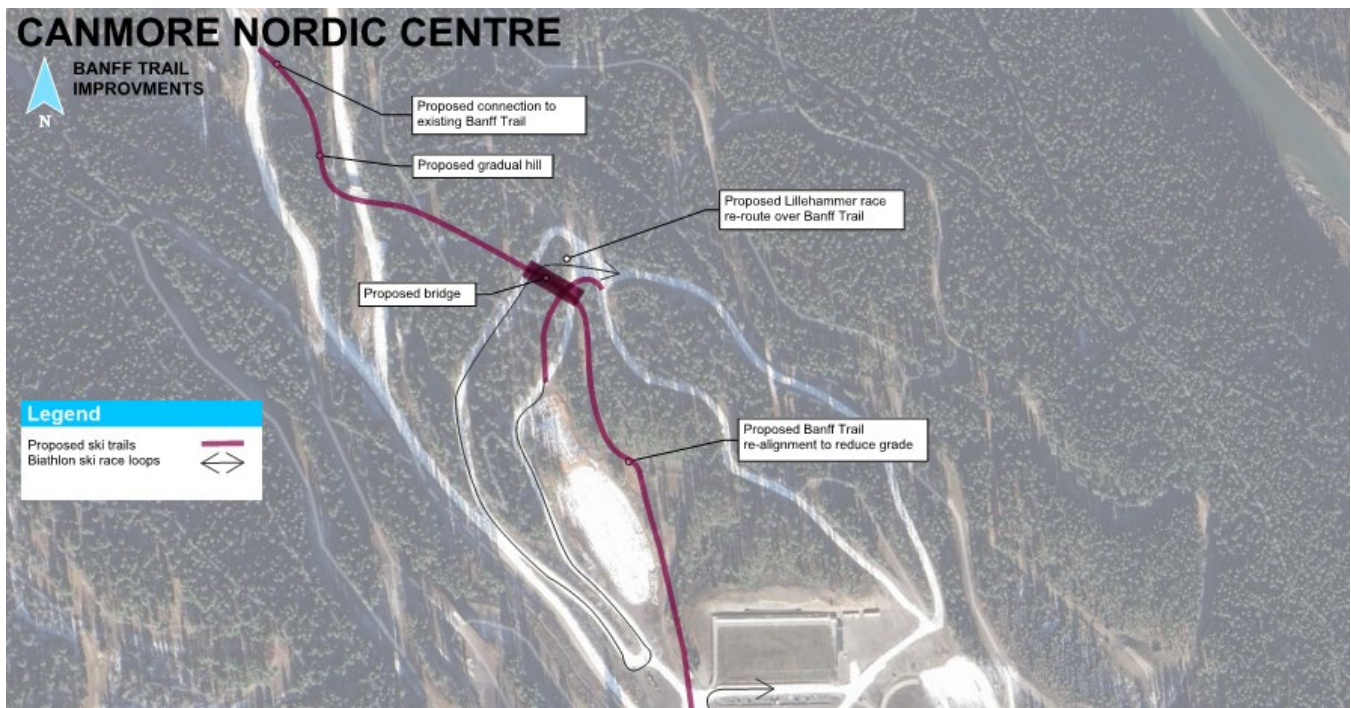


Figure 16 Canmore Nordic Centre Proposed Banff Trail Addition

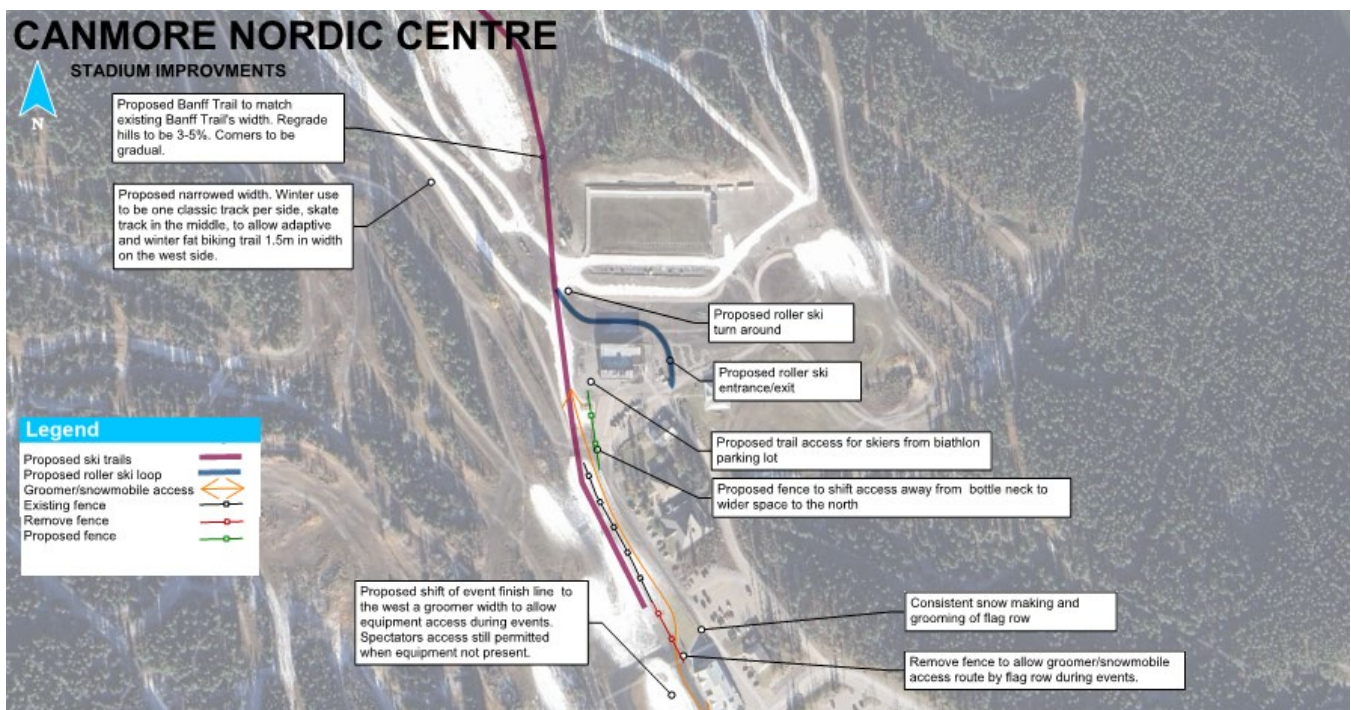


Figure 17 Canmore Nordic Centre stadium improvements

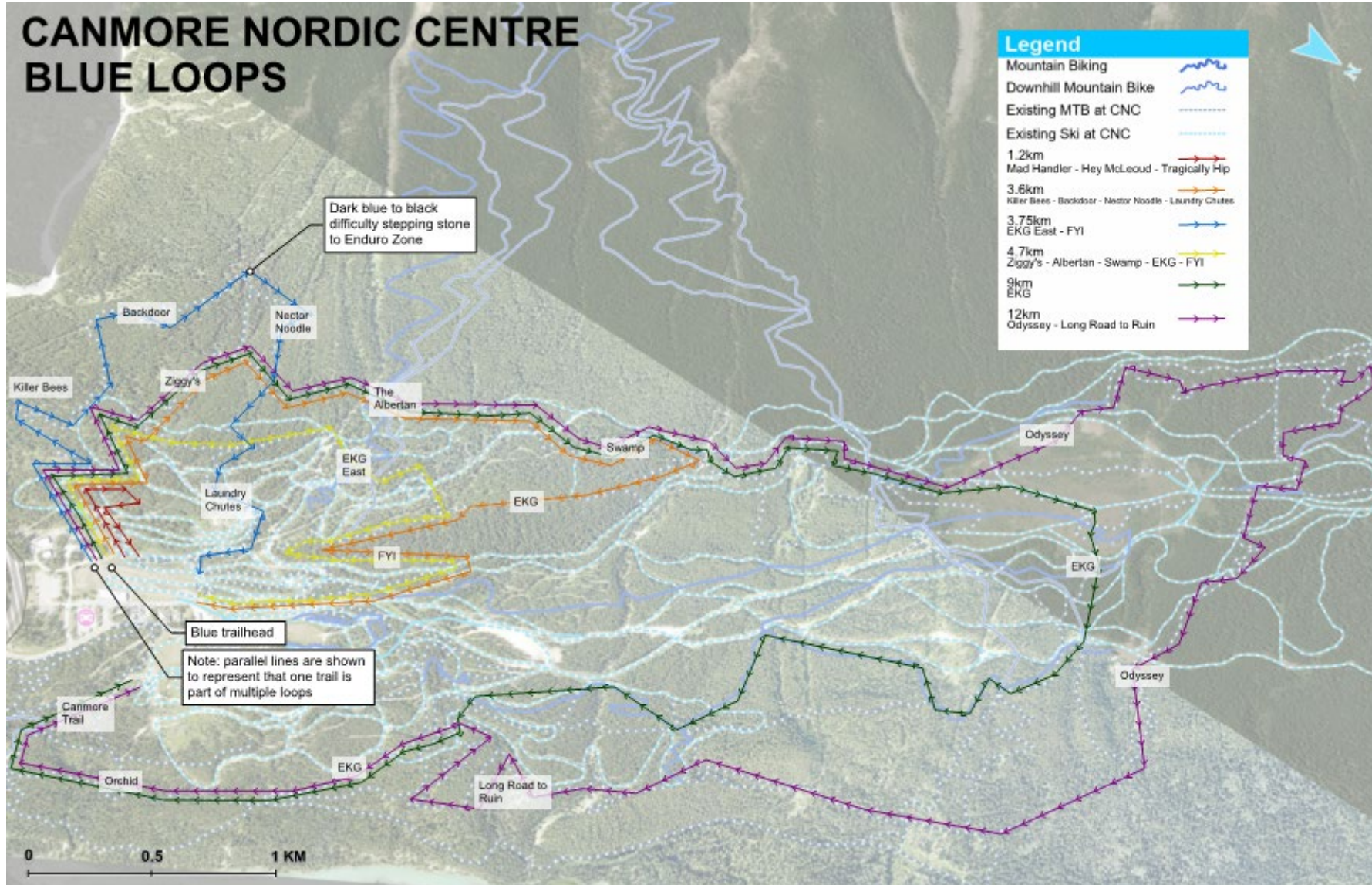


Figure 18 Canmore Nordic Centre blue loops

CANMORE NORDIC CENTRE ENDURO ZONE

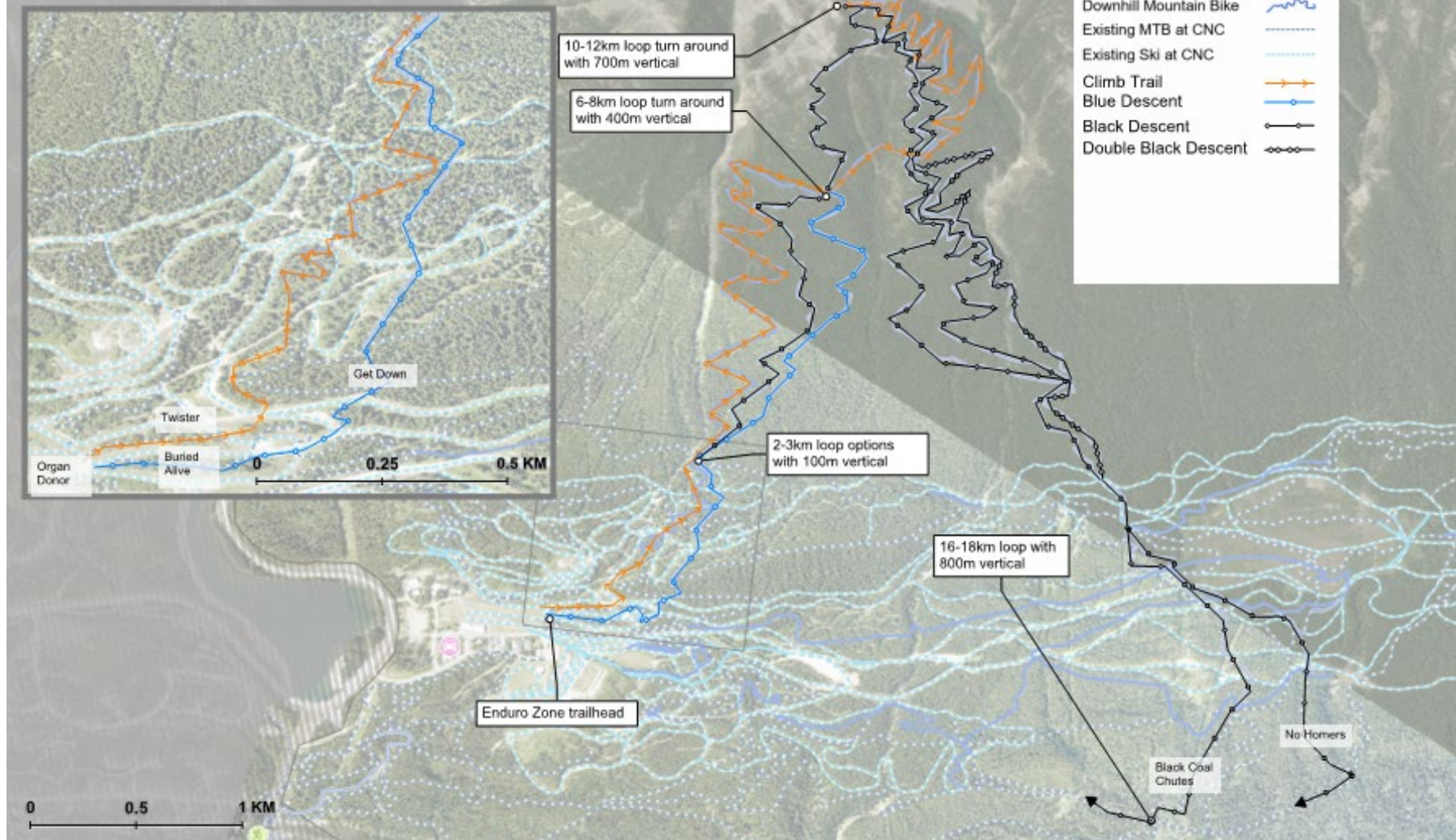


Figure 19 Canmore Nordic Centre enduro zone

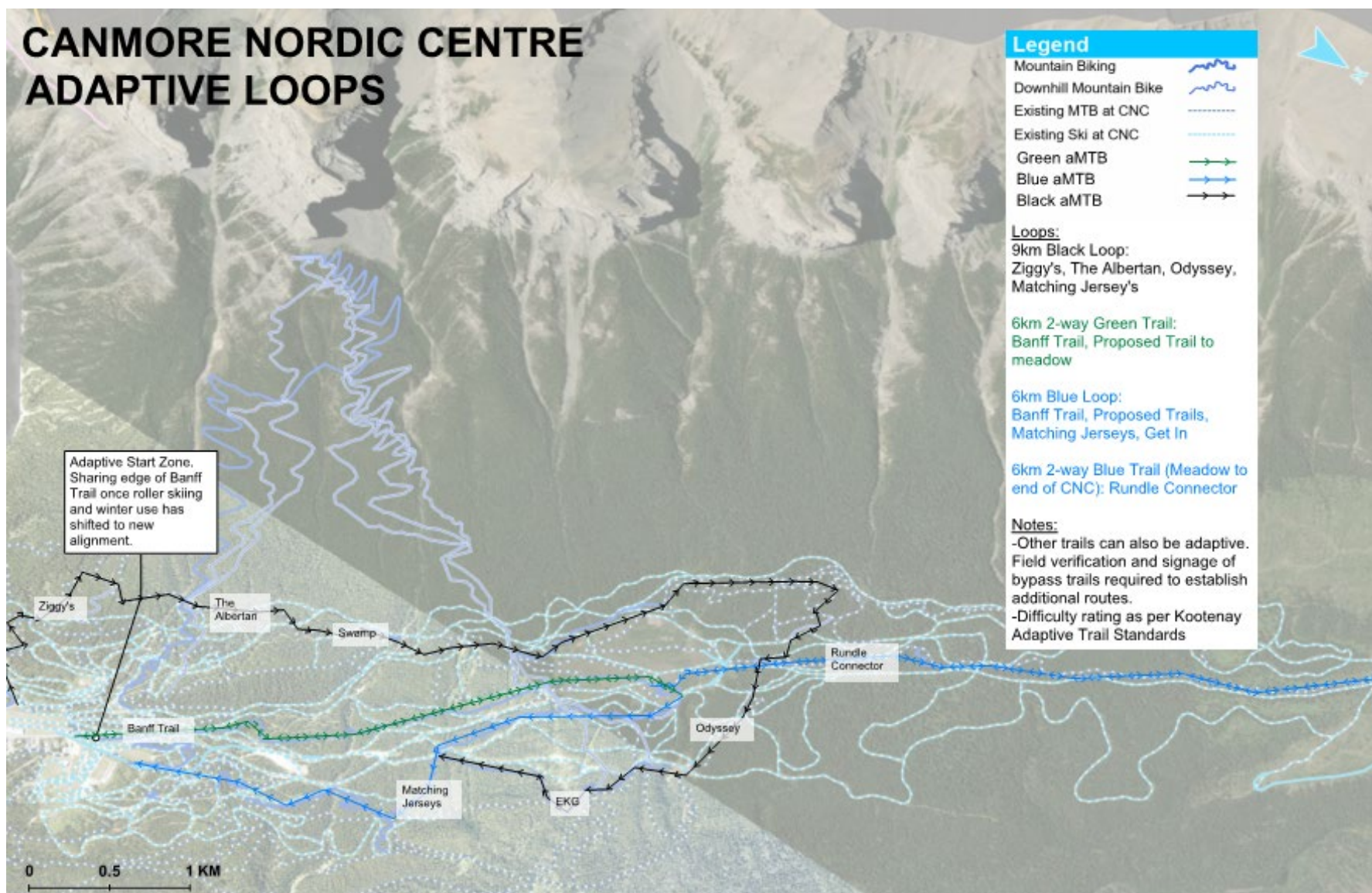


Figure 20 Canmore Nordic Centre adaptive loops

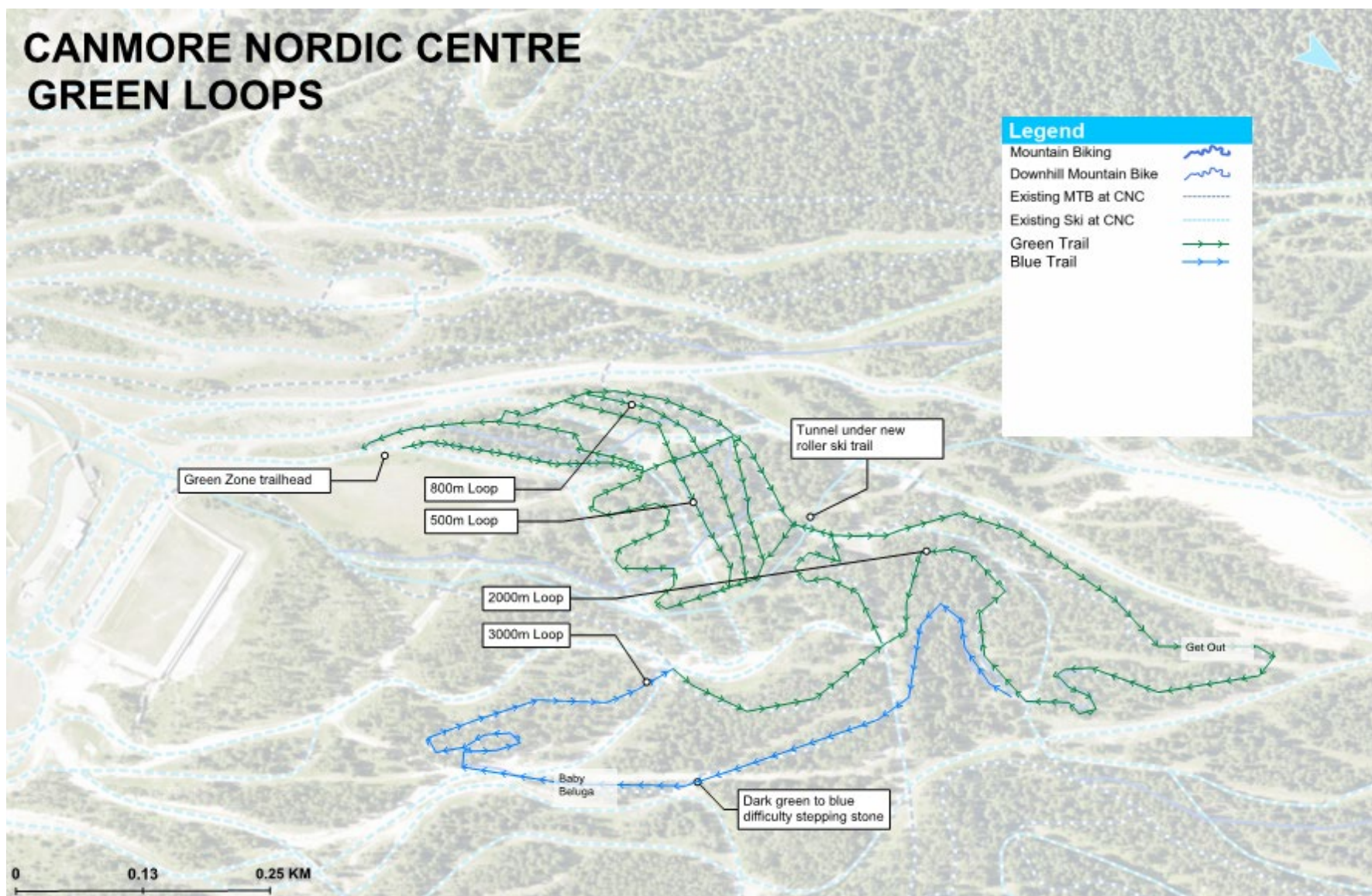


Figure 21 Canmore Nordic Centre green loops

Temporary/Seasonal Trail Closures

The existing and proposed closures in the CNC planning unit are described in the list below. Refer to the Seasonal Closure Map for the closure areas extents.

- The existing P4A Wildlife Corridor Management Area limits use to the designated trails with its extents and is closed from December 1 to June 15. The area is north of Highway 742.
- A Rundle Trail summer closure is proposed to facilitate wildlife movements on existing corridors. Closed May 15 - September 1 (excluding events, orienteering course and where Iliad uses shared culvert crossings).
- A Bow Trail summer closure is proposed trail to facilitate wildlife movements on existing corridors. Closed May 15 - September 1 (excluding events).
- A winter closure of the CNC enduro mountain bike zone is proposed due to avalanche hazard from December 1-May 1.

Parking, Staging and Visitor Comfort and Convenience Amenities

The list below describes the proposed upgrades to staging areas.

- Parking Lot(s) of Canmore Nordic Centre: No major changes, classify as a signature major staging area.
- TransAlta/Legacy Trailhead(s): Upgrade access from the Bow River trail using the Legacy Trail's access to the CNC with a community junction.

Planning Unit #5: Town of Canmore

Intended Trail Experiences and Activities

The Town of Canmore planning unit includes patches of Crown land in two areas near the Bow River (west and east of downtown). Singletrack trails are located on the river flood plain and have minimal elevation gain. The trails are created by users following animal paths. Users are seeking variety from the wider town paths, and seclusion from other users. Users have created a multitude of trails to reach destinations such as broad valley views and the rivers edge. Dog walking is extremely popular on these trails and off-leash dog walking is an issue in this area. The following major changes are proposed (see [Figure 22](#)).

1. *Larch Island*
 - Consolidate the existing dense network of trails into well-defined loops optimized for pedestrian use to create more space for wildlife in the river flats.
2. *South Canmore/Millennium Park/Wastewater Treatment Plant*
 - Create a loop with trails for pedestrians and cyclists following the river's edge and going to all prime viewpoints, install two bridges over river oxbow channels that flood when the Bow River ice jams. Decommission all other trails and remove trees for habitat enhancement (allow light in for grass and berry bush growth).
3. *Cougar Creek Confluence*
 - Maintain undesignated status of the trail from the highway down Cougar Creek south of the 1A to the first point of the Spring Creek. The spot was largely unknown until recent years when AllTrails published the trail on its app driving non-local use (called Three Sisters Viewpoint). As the access trail is partially along a creek bed and within a flood plain, decommissioning would likely be unsuccessful. Work to remove the trail from all social media apps to reduce use in the area.
 - Decommission all trails south and east of the trail end.

Town of Canmore Proposed Trail Network



Legend

Pedestrian		Parking by Others	
Downhill Mountain Biking		Decommission Parking	
Mountain Biking		Major Staging Area	
Equestrian & Pedestrian		Minor Staging Area	
Pedestrian & MTB		Signature Staging Area	
Winter Users		Community Junction / Trailhead	
All Activities		Out of Scope Area	
Climbers Access / Scramble Route		Town of Canmore Trails (Out of Scope)	
Undesignated Route - Monitor		Fence	
To be completed as part of the development			

Notes:
 -The circled numbers reference the CATMP report in the Intended Trail Experiences and Activities section of each planning unit.
 -Trail alignments are conceptual only, accurate within a few hundred meters, to be refined during detailed design.

Temporary/Seasonal Trail Closures

Seasonal closures are proposed in both east and west Canmore covering all trails within scope for elk calving. Elk prefer this area for calving and grizzly bears often frequent these areas to hunt the calves.

Trail Decommissioning

The significant trails that are proposed to be decommissioned are:

- Decommission any undesignated trails in Larch Island trails and East Canmore to create spaces for wildlife habitat.

Parking, Staging and Visitor Comfort and Convenience Amenities

The trailheads to these networks, such as Millenium Park, are accessed through Town of Canmore land, residential neighborhoods and private land. To reduce parking congestion, multiple access points to the trail network are provided for active transportation for residential neighborhoods such as Larch and Southeast Canmore. All access points that are to remain will be adapted to meet community junction status.

Planning Unit #6: Highline

Intended Trail Experiences and Activities

The Highline planning unit stretches from Highway 742 to Stewart Creek. The northwest portion of the planning unit features the popular Grassi Lakes trail, along with climbing access and two mountain bike trails that can be shuttled from Highway 742. The planning unit is bordered by the residential neighborhoods of Peaks of Grassi, Three Sisters Mountain Village and future developments. The Highline trail network is the main trail through the area offering access for mountain biking, hiking and trail running. Unauthorized trail building and undesignated trail use in the closed wildlife corridor is rampant throughout this area as users are seeking more difficult mountain biking trails. To provide a mountain biking experience desired by more skilled riders, two enduro areas are proposed, one above the Quarry Dog park another above Cloudline trail. The following major changes are proposed in this planning unit (see [Figure 23](#)):

1. Grassi Lakes

- Maintain the trails as they are with minor drainage improvements on the singletrack hiking trail. Change the designated use type to pedestrian only.

2. Rundle Forebay/Powerline Connection

- Construct a trail connection on north side of the Rundle forebay. The trail would serve as an alternative to vehicle access to Grassi Lakes.
- Construct a trail to the Three Sisters Powerline Legacy Trail to reduce use on Ken Ritchie Way. Trail to have as little elevation gain as possible to be enticing for users from all directions.
- Construct a new trail that connects the proposed forebay trail to the Grassi Lakes overflow parking lot. All other trails in this area will be decommissioned.

3. Gap Climb Trail

- Provide biking and pedestrian access to the Gap from the Powerline trail. This access would provide a trail option for pedestrians and mountain bikers to access trails in Spray Valley such as High Rockies and the Goat Creek trail. The climb trail would use the existing West End of Highline to the high point; however, the corners would be lengthened to reduce the grade. Mountain bikers could also use this new trail as access to the Riders of Rohan and Reclaimer descent. Riders of Rohan would be rebuilt to reduce erosion, using rock armoring wherever possible to maintain the steep, challenging characteristics.

4. Powerline Trail and an Accessible Mountain Bike Trail

- Construct an accessible mountain bike trail beneath the Powerline Trail, accessed through Quarry Lake. The trail will join into future Midline trail replacement in Three Sisters Mountain Village development.

5. Community Trails Peaks

- Behind the community of Peaks of Grassi, construct and designate one pedestrian natural surface trail with minimal sight lines into private property (roughly 35 metres behind private property). Trail to serve as

a connection and collector for local use and be bordered with a rail and post wooden fence. Educational signage should be placed periodically along the fence to limit further use in the wildlife corridor.

6. *Highline Trail*

- Maintain the Highline trail alignment with some minor re-routes to reduce grades on the climbs. Construct bundles of parallel downhill bike trails at the four Highline trail access point corridor (Riders of Rohan, Quarry Lake, Peaks of Grassi and Three Sisters Creek) to address the experience gap and reduce conflict between users.

7. *Midline*

- Midline was an undesignated route through the wildlife corridor. In collaboration with Three Sisters Mountain Village and Town of Canmore, recreate the Midline trail on the community side of the fence. Initially the trail will be a two-way technical single-track trail. Once adjacent community development has been completed with a nearby and adjacent multi-use trail, convert the trail to a one-way downhill only flow trail. Shift all trails and trailheads in the Hubman Landing area to the west of Three Sisters Creek. As the community is constructed, some trails in this area will need to be closed periodically.

8. *Mountain Bike Zone on the Little Sister*

- Construct an enduro mountain bike zone in this area to address an experience gap in the network. The downhill mountain biking trails should provide opportunities for a variety of skill and style levels, with views from the summit of the climbing trail. Construct the mountain bike zone with a climb trail ascending from Stewart Creek, with three downhill biking trails ending at Stewart Creek and Three Sisters Creek. Trails of a higher level of difficulty would be constructed parallel to Cloudline climb/descent.

9. *Mountain Bike Zone below Miner's Peak*

- Accessed from Quarry Lake, construct an enduro zone with one climb trail and three descent options ending at the Highline trail. Climb to be a continuation from the west end of Highline.

10. *Community Trails Smith Creek*

- Discussions to continue with developer and Town of Canmore regarding trails connecting to and through the development.

11. *Grassi Knob Hiking Trail*

- For the southeast access, upgrade with minor routes, signage and bench cut trail. For the northwest access, maintain the exiting alignment but sign with blazes to reduce the width of vegetation trampling.

12. *Cloudline Trail*

- Maintain the Cloudline trail with some minor adjustments to the east end to improve safety. On the east end near Stewart Creek, build an access to the future neighborhoods adjacent to the access road. This access will be closed during development of the community.

13. *Middle Sister Hiking Trail*

- Stewart Creek, past Cloudline access, and the Middle Sister route to be undesignated.
- Do not promote the route for public use.
- Monitor usage and environmental degradation, proceed with upgrades or decommissioning in the future as required.

14. *Climbers Access (Lawrence Grassi Face, Ha Ling, Grassi)*

- Designate all climbing trails and work with partnering organizations to conduct maintenance as required. Lawrence Grassi Face access to be shifted to a new traverse well above highline to have less elevation gain and reduce the potential of shortcutting through the wildlife corridor.

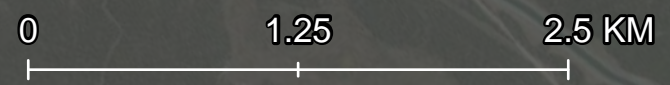
Highline Proposed Trail Network



Legend

Pedestrian		Parking by Others	
Downhill Mountain Biking		Decommission Parking	
Mountain Biking		Major Staging Area	
Equestrian & Pedestrian		Minor Staging Area	
Pedestrian & MTB		Signature Staging Area	
Winter Users		Community Junction / Trailhead	
All Activities		Out of Scope Area	
Climbers Access / Scramble Route		Town of Canmore Trails (Out of Scope)	
Undesignated Route - Monitor		Fence	
To be completed as part of the development			

Notes:
 -The circled numbers reference the CATMP report in the Intended Trail Experiences and Activities section of each planning unit.
 -Trail alignments are conceptual only, accurate within a few hundred meters, to be refined during detailed design.



Temporary/Seasonal Trail Closures

No additional seasonal closures are proposed in this planning unit. The existing closure area (P4C Wildlife Corridor Management Area) will remain as is, which limits use to the designated trails. The additional trails recommended through the trails plan will be designated and bundled with existing trails to provide a greater variety of opportunities without extending into the corridor. Refer to the Seasonal Closures Map for the closure area's extents.

Trail Decommissioning

The list below includes significant trails that are proposed to be decommissioned in this planning unit.

- The undesignated trails within the wildlife corridor such as Midline, Pirates and surrounding trails will be decommissioned to provide undisturbed habitat for wildlife in this key wildlife corridor. The potential fireguard work here will improve habitat and forage for wildlife and facilitate wildlife movement. The mechanized tree removal will help to decommission most of these trails.
- Guy Lafleur trail is on private land that will be developed as per Smith Creek Area Structure Plan. Alternative trail connections are planned as part of the community development.

Parking, Staging and Visitor Comfort and Convenience Amenities

Most of the informal/formal trailheads are accessed through Town of Canmore land, residential neighborhoods and private land. No additional parking is proposed on Crown land within the planning unit. Ongoing discussion with the landowners and the Town of Canmore will be required for additional trailheads, access and parking options. The only formal parking space on provincial land is the Grassi Lakes Parking lot and the Grassi Lakes overflow parking lot.

- Quarry Lake Parking Lot: The parking lot is managed by the Town of Canmore and is used to access the provincial park.
- Grassi Lakes Parking and Grassi Overflow Parking: No major changes are proposed for these parking lots. A few amenities upgrades are required to meet the recommended classification of a signature staging area. The trail from the overflow parking lot is proposed to be shifted down towards the canal. Access to Grassi Lakes parking lot via active transportation to be facilitated by the new trail north and parallel the reservoir.

To reduce parking congestion, multiple access points to the trail network are provided for active transportation for residential neighborhoods such as Peaks of Grassi, Three Sisters Creek and Stewart Creek. Adapt the access points to all designated trails to community junction status.

Planning Unit #7: Dead Man's Flats

Intended Trail Experiences and Activities

The Dead Man's Flats planning unit is bordered by Stewart Creek, Pigeon Mountain and Dead Man's Flats. The trails in the area are currently characterized by quieter and lower human use than elsewhere in the Bow Valley. Wind Valley is an extremely important wildlife corridor and habitat patch and all the trails within it are to be decommissioned with use shifted elsewhere. The following major changes are proposed (see [Figure 24](#)).

1. *Wind Ridge Hiking Trail*

- Re-route the entrance to Wind Ridge trail to stay northwest of Wind Valley to reduce use in the valley as this is an important habitat patch and movement corridor for elk and carnivores.
- Construct a loop to Wind Ridge from the Wind Valley Trailhead and back through the wildlife corridor to the future Smith Creek Development. Smith Creek community will have two access points into the provincial park, with final access points to be determined as the design of the Smith Creek community is finalized. The undesignated mountain bike trails in Wind Valley will be decommissioned and the use will be shifted to the enduro zones in the Highline Planning Unit.

2. *Centennial Ridge Hiking Trail*

- Maintain existing alignment for Centennial Ridge.

3. *Pigeon Mountain Biking*

- A mountain bike area was considered on the old ski hill above the Skogan Pass Parking Lot to provide a local mountain bike opportunity for residents of Dead Man's Flats and Smith Creek. However, this area is designated wildlife corridor with proposals for fireguard work and sheep habitat enhancement in the area. A mountain bike network in this area is inconsistent with environmental outcomes. Mountain biking on Pigeon Mountain, including the undesignated Touch of Class trail, is not compatible with the preservation zoning in the management plan and the area must be monitored for unauthorized trail building.
4. *Skogan Pass Trail*
 - Maintain the current alignment and designation of Skogan pass trail as multi-use non-motorized.
 5. *Pigeon Mountain Hiking Trail*
 - Pigeon Mountain is designated as preservation zone in the Bow Valley Wildland Provincial Park and important Bighorn sheep and elk winter range. Reroute eroded alpine sections of the Pigeon Mountain trail to reduce environmental degradation of the meadows. Monitor the loop to the sub peak accessed further south of Skogan Pass.
 6. *Community trails in and adjacent Smith Creek community*
 - Construct a small river loop in the small area that is provincial park east of Dead Man's Flats, including a river lookout. Refer to the Municipal District of Bighorn's Trail Master Plan for trails that connect to and through municipal lands. Trails to the east that align with the mouth of the wildlife underpass will be decommissioned.
 7. *Community pedestrian and mountain bike trails on public lands adjacent Smith Creek community*
 - There is a small section of land adjacent to the Highway that will be surrounded by the future Smith Creek community. These lands could be suitable for a pedestrian and easy mountain network for use by local residents. A trail partner would need to be identified to work with AFP on the development, maintenance and management of this network. Collaboration with the Town of Canmore and TSMV is needed to ensure trail connections to the community.
 - Trails for community use within Smith Creek will be planned by TSMV and the Town of Canmore as part of the development of the community.
 8. *Climbers Access (Pigeon Mountain Crag, West Wind Tower)*
 - Designate all climbing trails and work with partnering organizations to conduct maintenance as required. Maintain West Wind Tower access from West Wind Pass trail.

Dead Man's Flats Proposed Trail Network



Legend		
Pedestrian		Parking by Others
Downhill Mountain Biking		Decommission Parking
Mountain Biking		Major Staging Area
Equestrian & Pedestrian		Minor Staging Area
Pedestrian & MTB		Signature Staging Area
Winter Users		Community Junction / Trailhead
All Activities		Out of Scope Area
Climbers Access / Scramble Route		Town of Canmore Trails (Out of Scope)
Undesignated Route - Monitor		Fence
To be completed as part of the development		

0 1.5 3 KM

Refer to Smith Creek ASP for connection through future development

Notes:
 -The circled numbers reference the CATMP report in the Intended Trail Experiences and Activities section of each planning unit.
 -Trail alignments are conceptual only, accurate within a few hundred meters, to be refined during detailed design.

Temporary/Seasonal Trail Closures

No additional seasonal closures are proposed in this planning unit. The existing restrictions to remain are:

- P4C Wildlife Corridor Management Area limits use to the designated trails with its extents. Only the proposed trails as described above will add to that designated trail network.
- An area on Pigeon Mountain is closed between December 1st and June 15th recognizing it as bighorn sheep and elk alpine winter range.
- The West Wind Valley is closed December 1st and June 15th for the bighorn sheep and elk winter range and carnivore summer habitat.
- Consider adjusting the existing trail closure (April 1st - June 21st) on Centennial trail to be an area polygon with dates that are more consistent with adjacent closures.

Trail Decommissioning

The significant trails that are proposed to be decommissioned are:

- Van Gogh and Velvet Thunder are undesignated mountain bike trails that descend from Wind Ridge. West Wind Valley is an extremely important habitat patch. Alternative mountain bike trails will be provided in the proposed enduro zones.
- Guy Lafleur is on private land that will be developed as part of the Smith Creek Area Structure Plan. Alternative trail connections are planned as part of the community development.
- Re-route Wind Ridge Access to stay further out of West Wind Valley.
- Decommission Touch of Class out of the sheep and elk habitat.

Parking, Staging and Visitor Comfort and Convenience Amenities

Ongoing discussion with the landowners and the Town of Canmore will be required for trailheads, access and parking options. The only formal parking space is the Skogan Pass Parking lot.

- Skogan Pass Parking Lot: Upgrade and classify the parking lot as a minor staging area.
- Smith Creek Trailhead(s): Work with landowners and the Town of Canmore to create access to the Wind Ridge trailhead. Adapt trail access points be community junctions.
- Trail network on public lands within Smith Creek: Work with landowners and the Town of Canmore to create access to the potential trail network after the community has been built. Access will be provided by the Town of Canmore through the Municipal Reserve.

Planning Unit #8: Southeast Bow Valley

Intended Trail Experiences and Activities

The eastern portion of this planning unit includes the trails in and around Bow Valley Provincial Park campground and south of Highway 1, which includes an equestrian and pedestrian trail network around Stoney Trail. This area also has commercial operations, campgrounds and dispositions which are out of scope of the trails plan. The west portion of the planning area within the Bow Valley Wildland Provincial Park and some public lands is mountainous and is connected east/west along the Bow Corridor trail parallel to the highway. From climbing access to scrambling, canyoning and mountain biking, this area has a variety of experiences suiting multiple user groups. Wildlife fence will be installed along this entire portion of highway by Alberta Transportation and Economic Corridors to reduce vehicle-wildlife collisions. This fence will limit existing roadside parking. The following major changes are proposed in this planning unit (see [Figure 25](#)):

1. Bow Corridor (Trans Canada Trail)

- Upgrade Bow Corridor trail to be more suitable for mountain biking to create a bikeable option for the residents of Deadman's Flats. This will also create a means to access various trailheads once the proposed wildlife fence is installed and ditch parking eliminated. Initial upgrades to the trail include eliminating the stairs with rock removal. Future discussion to occur with the Rotary Club of Canmore and Cochrane on the best alignment for the Trans Canada Trail (TCT) between Cochrane to Canmore. The Bow Corridor trail and another trail along the 1A are two options for this connection.

2. *McGillivray Canyon*

- Designate the trail to the suspended boulder and work with partnering organizations to conduct maintenance as required. Beyond the boulder the trail will be designated as climbers access and will not be promoted in general public recreational maps, apps and guidebooks.

3. *Heart Creek*

- Upgrade the retaining wall and other overused or eroded sections on the Heart Creek trail. Note that this trail runs along a creek bed and is entirely within the flood zone. Any bridges or amenities are at risk of damage from flooding and should be built knowing that they are not permanent and may be sacrificed and need replacement after a flood.

4. *Heart Mountain*

- Designate and upgrade Heart Mountain trail with re-routes and wayfinding to reduce environmental degradation and increase safety. Proposed trail improvements should maintain the challenging characteristic of the trail.

5. *Quaite Valley*

- Maintain existing alignment and use on the Quaite Valley trail. Note: if the trail to the campground washes out in the next major flood, a re-route from the west should be investigated to move the trail onto the hillside.

6. *Razor's Edge*

- Maintain existing alignment and use of Razor's Edge trail, which was developed in recent years.

7. *Trail within dispositions and private land*

- All trails within dispositions and private land in the southeast area are out of scope for the trails plan. A trail-free zone should be maintained around the new wildlife overpass. Trails in this general area are to see minimal mountain bike use.

8. *Stoney Trail in South Bow Valley Provincial Park*

- Formalize and consolidate trails into a series of clear trails and loops, including smaller loops around the open meadows and a large loop following part of the top of the riverbank. Construct a new fence to move visitors further away from the Sundance Site as suggested by First Nations representatives. The area will not be optimized for mountain bike use but is intended for pedestrian/equestrian use. A separate access trail to the bouldering site in the forest will be created to separate equestrian users and climbers, who, when carrying crash pads, can scare the horses. Some access trails will remain to facilitate access for leaseholders and private landowners to the provincial park. These will be designated as authorized not promoted and maintenance may be facilitated through a park authorization.

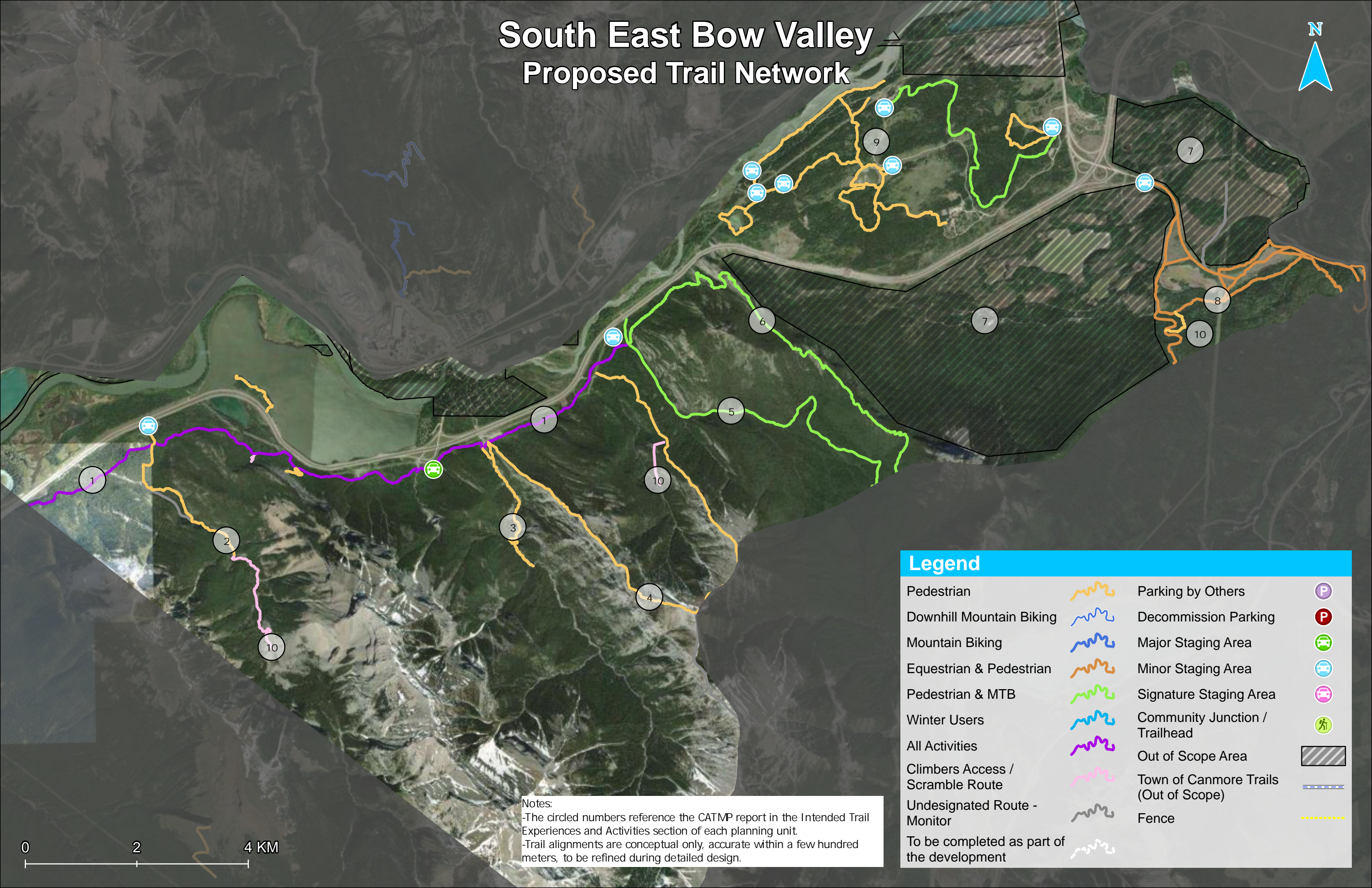
9. *Bow Valley Provincial Park Campground Area*

- Designate and upgrade the entire loop around Middle Lake. Minimal changes to the other trails are proposed other than maintenance due to beaver-caused flooding.

10. *Climbers Access (McGillivray Canyon, McGillivray Slabs, Acephale, Quaite Valley, Bonsai Boulders)*

- Designate all climbing trails as authorized, not promoted and work with partnering organizations to conduct maintenance as required. Re-route Bonsai Boulders access trail to separate boulderers from equestrian users.

South East Bow Valley Proposed Trail Network



Notes:

- The circled numbers reference the CATMP report in the Intended Trail Experiences and Activities section of each planning unit.
- Trail alignments are conceptual only, accurate within a few hundred meters, to be refined during detailed design.

Legend

Pedestrian		Parking by Others	
Downhill Mountain Biking		Decommission Parking	
Mountain Biking		Major Staging Area	
Equestrian & Pedestrian		Minor Staging Area	
Pedestrian & MTB		Signature Staging Area	
Winter Users		Community Junction / Trailhead	
All Activities		Out of Scope Area	
Climbers Access / Scramble Route		Town of Canmore Trails (Out of Scope)	
Undesignated Route - Monitor		Fence	
To be completed as part of the development			

Temporary/Seasonal Trail Closures

There is an existing closure area at the Bow Valley Provincial Park wildlife overpass to prohibit human use and facilitate wildlife movement.

Trail Decommissioning

The significant trails that are proposed to be decommissioned are:

- Re-route Acephale climbers access trail outside of a disposition.
- Decommission Engagement Mountain trail.
- Consolidate trail network within [Stoney trail network](#) to a looped system and decommission all undesignated trails.

Parking, Staging and Visitor Comfort and Convenience Amenities

The wildlife fencing will be completed along this entire remaining section of the Trans-Canada Highway. This fencing will impact trail access and roadside parking and limit it to formal parking lots. Additional parking areas are under investigation, however, come at a very large cost for on and off ramps and parking lot construction. The proposed changes to staging areas are:

- McGillivray Parking: Upgrade and classify as minor staging area.
- Heart Creek Parking: Upgrade and classify as a major staging area. Expand parking lot as feasible.
- Quaite/Razor's Edge roadside informal parking: Investigate formal parking here (minor staging area) to access the trails considering the proposed wildlife crossing, wildlife fence and a nearby disposition.
- Stoney Trail Parking: Upgrade parking area and amenities to be a minor staging area. Enlarge and redesign parking lot for day users including separated equestrian parking and suitable turnaround.
- Bow Valley Provincial Park Day Use Areas north of Highway 1: Classification not required; maintain existing condition.

Visitors can walk or bike to the access the various trails in this planning unit via Bow Corridor trail where no parking is provided. Depending on the outcome of the Quaite/Razor's parking lot investigation, Bow Corridor trail may need to be upgraded to handle more users with a more commuter style experience as users will have to park at Heart Creek Day Use Area to access the trails.

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