

What We Heard Report

Integrated Transportation Plan Update – Visioning Phase

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What We Heard Report

Integrated Transportation Plan Update – Visioning Phase (*Where we are and where we are going*)

Introduction

The Integrated Transportation Plan is our long-term roadmap for getting around town. It guides how we plan, design, and invest in transportation so people can move safely, efficiently, and comfortably, whether they walk, bike, drive, or take transit. Since the last update in 2018, Canmore has changed. As a result, we are updating the plan to reflect growth, new challenges and opportunities, and changing mobility needs.

Technical analysis will guide the work, but community feedback will play a central role in defining the updated plan's direction. The final plan will guide decisions about streets, pathways, transit, and parking to support all modes of getting around in alignment with our community's vision.

Throughout the project, we have planned five key phases, two of which include an engagement element to gather community insights and targeted interest holder input.

March 17-April 17, 2026 | Phase 1: Visioning - Where we are and where we are going (primary engagement)*

Launch the first phase of public engagement to understand barriers, gaps, and opportunities in our current transportation network.

April-June 2026 | Phase 2: Review results

Internal review and analysis of engagement results. The feedback will be considered as an input as we develop the draft plan.

Q3 2026: Phase 3: Draft plan - How we get there (secondary engagement)*

Invite the community to provide input on the draft plan before it goes to council for review and approval.

Q4 2026 | Phase 4: Review results

Internal review and analysis of engagement results. The feedback will be considered as an input as we develop the final plan.

Q1 2027 | Phase 5: Final plan

We will create our updated Integrated Transportation Plan and present it to council. The final plan will be made available to the public.

**indicates that phase includes public and/or interest holder input*

Summary

This What We Heard report summarizes key themes we heard during the **Visioning Phase** that occurred from March-April 2026. We received over **1,316 inputs** from a diverse representation of individuals, community organizations, industry associations and businesses, including **402** responses to our online survey and **685** submissions from **176** individual contributors to our interactive digital map.

This report provides a detailed breakdown of key results; however, at a high level, the following themes emerged across the feedback we received (in no particular order):

- *Support for connectivity, accessibility, and sustainability*
- *Safety concerns regarding managing users on shared infrastructure*
- *Desire for expanded support of active and shared modes of transportation (i.e. public transit)*
- *Concerns around parking management and availability*
- *Need to improve snow and ice control to increase year-round use*
- *Support for cohesive wayfinding for all users*
- *Planning for growth and capacity*

The feedback we received during this phase of engagement will inform the development of the draft plan which we will present back to the community for in the next engagement phase in Q3 of 2026. For details regarding these results, review pages **9-30**.

Engagement Approach

In 2026, we are also modernizing two other long-range guiding documents that shape how people travel, play, and design our spaces: the Land Use Bylaw (LUB) and the Open Spaces and Trails Plan (OSTP). These plans and bylaws are inter-related, so we are refreshing them all in parallel.

To make it easier for the community to participate, we took a coordinated and streamlined approach that aligned engagement activities together and offered a mix of in-person and virtual opportunities under a shared banner called, **'People, Places, and Pathways'** to create a clear, connected experience.

All three projects generally follow the same engagement phases:

Phase 1: Visioning (Q1 2026)

- *Understand current conditions and public experiences, including what is working well and what is not*
- *Identify community values, priorities, and aspirations*

Phase 2: Draft Content Review (Q3 2026)

- *Present draft plans or content*
- *Confirm that proposed directions address identified gaps, opportunities, and community priorities before advancing to council*

Phase 3: Final Plan Release and Council Approval (timing varies by project)

- *Share final plans or bylaws*
- *Seek council approval, including a public hearing where required*

During the first phase of public engagement under the People, Places, and Pathways we offered a balance of both in-person and virtual opportunities to provide input. For the Integrated Transportation Plan, we sought feedback on barriers, gaps, and opportunities in our current transportation network.

Tactics:

March 17 – April 17, 2026 | Online survey

- ✓ 402 survey submissions

March 23, 2026 | We hosted an online webinar where participants heard from the project team who answered public questions following a presentation.

- ✓ 35 participants and 76 YouTube views of the recording (as of June 11, 2026)

April 13, 2026 | Family-friendly community night at Canmore Brewing Company

- ✓ 143 participants and 106 comment submissions related to the ITP.

April 16, 2026 | In-person Interest holder workshop

- ✓ 26 participants from 19 organizations that resulted in 123 comments related to the ITP.

Communications Approach

To raise awareness about engagement opportunities, we used both paid and unpaid tactics under a common look and feel under People, Places, and Pathways that communicated the overall opportunity to participate in engagement to shape Canmore's long-term planning.

Tactics:

Presentations

- ✓ Presented People, Places, and Pathways engagement approach to council at Committee of the Whole on Feb. 17, 2026

Website

- ✓ Blog posts on canmore.ca on March 2 and March 17, 2026
- ✓ Web updates on canmore.ca on Feb. 17, 2026
- ✓ Front page feature of the project on canmore.ca
- ✓ Information (key documents) and digital engagement on [MyCanmore.ca](https://mycanmore.ca)

Social media

- ✓ Various posts on Facebook, Instagram, and LinkedIn throughout campaign
- ✓ Meta advertising campaign from March 19-April 16, 2026, with 59,936 impressions, a reach of 21,801 and 646 page views to mycanmore.ca/peopleplacespathways

Newspaper ads

- ✓ Full page ads in Rocky Mountain Outlook on March 12 and 19, 2026
- ✓ Half page ads in Rocky Mountain Outlook on April 2 and 9, 2026
- ✓ Quarter page ad in Rocky Mountain Outlook on April 16, 2026
- ✓ Blurb on Town of Canmore Community Information page from March 5-April 9, 2026

Signage

- ✓ Timberframe sign with QR code to survey deployed outside the Civic Centre on March 17, 2026
- ✓ Large letter signs deployed for People, Places, and Pathways project on March 1, 2026, near the Legacy Trail trailhead and outside Elevation Place
- ✓ People, Places, and Pathways yard signs deployed at key locations in community
- ✓ Poster shared at high school and senior's lodge

Media pitch to regional outlets on March 17, 2026

Newsletter distribution (MyCanmore, Economic Development, Major Projects, etc.)

How We Listened

Digital Tools

We opened an online survey for the public to provide input on existing conditions and future aspirations to improve user experience of our transportation network. The survey contained **15** questions. We received **402** submissions to the survey. None of the questions were mandatory to answer, resulting in differing submission totals for each question.

A breakdown of responses to each question is included on pages **14-30**. As an incentive to encourage participation, we offered a draw prize of a \$100 gift card to anyone who completed the survey.

We also invited the community to provide geographically specific suggestions, opportunities, and concerns on an interactive digital map. We received a wealth of feedback with a total of **685** pins from **176** contributors. These recommendations are attached as-is in **Appendix 2**. *Note: we experienced technical difficulties related to the engagement platform that prevented some users from receiving registration emails. After resolving the issue, we extended the submission timeframe by one week from April 17 to 24.*

We also hosted an online webinar where participants heard from the project team who answered public questions following a presentation. The recording of the webinar was posted the same day on our MyCanmore site (mycanmore.ca/openspaces) and on YouTube as a reference which has been viewed over 76 times.

In-Person Event

On April 13, 2026, we hosted a community event at Canmore Brewing Company that also featured the other two projects that are part of People, Places, and Pathways. The laidback open-house style event ran from 5-8 p.m. where we had staff from the project team present to provide additional information and answer questions in addition to information boards and an opportunity to share input. The open-ended responses we received are grouped thematically on page **10**.

In-Person Interest Holder Workshop

We held an interdisciplinary workshop for key community organizations that featured rotating discussions on each of the People, Places, and Pathways projects. In the workshop, we presented the project purpose, scope of the plan and how it is used by the Town of Canmore. We then facilitated a conversation with participants to better understand current conditions, future aspirations, and defining what success and top priorities look like. We recorded all comments received and analyzed them to identify key themes which are summarized on page **11**.

Who We Heard From

Community

We had a strong turnout during engagement and heard from a diverse cross-section of the community for our online engagement, the vast majority (**95.5%**) of which identified as Canmore residents. We saw a mix of participants across demographics with an average distribution of **~18.5%** per bracket when respondents <24 were excluded which only represented **2.2%** of participants.

Interest-holders

We held an in-person workshop session that included **19** community organizations and professionals representing a diverse range of sectors, including the environment, affordability, accessibility, housing, tourism, building and development, recreation, government, and arts and culture. The following groups were represented:

Alberta Parks, Beau Atelier Architecture + Design and the Bow Valley Riding Association, Biosphere Institute of the Bow Valley, Bow Valley Chamber of Commerce, Bow Valley Clean Air Society, Bow Valley Climate Action, BOWDA, CAMBA, Canadian Rockies Public Schools Transportation Dept., Canmore Community Housing, Canmore Hotel & Lodging, Community Cruisers, EXP: Landscape Architecture, Florian Jungen Architect, Roam Public Transit, Rocky Mountain Adaptive, Rocky Mountain Heritage Foundation, Rocky Mountain Soap Women's Run, Tourism Canmore Kananaskis.

Conclusion

During this first round of engagement, we heard consistent support for existing and increased connectivity in our transportation network. There was a desire to better link neighbourhoods, especially those with growing community trends to make taking alternative modes of transportation more accessible with safe and maintained separated pathways. Participants also expressed consistent support for expanding transit service capacity, frequency, and route options.

As in the Open Spaces and Trails Plan, participants also identified the importance of better managing different types of users, such as people cycling (bikes/e-bikes) and people walking on shared pathways. Suggested approaches included improved signage and wayfinding, consideration of separated pathways, speed limits, and increased education to promote safe and respectful use.

Looking ahead, participants emphasized the need to plan for future growth of both visitors and residents by understanding and managing the carrying capacity of the network. This included investing in parking management, such as an intercept lot.

APPENDIX 1 | Detailed Engagement Results

Summary of Community Night Input

We synthesized open comments from the information [boards](#) where we asked participants about what they found hard and easy about using our transportation network. We received a total of **106** inputs.

Several key themes emerged (order reflects prevalence):

Safety and regulation (29 mentions)

Feedback highlighted ongoing concerns around safety for all users, alongside a need for clearer regulations and education was the most dominant theme of comments received. Participants expressed support for measures that slow traffic and improve safety, such as traffic calming and protected intersections and pathways.

Interactions between users in the transportation network was commonly mentioned. Issues such as high e-bike speeds (“*e-bikes are going too fast*”), sharing space with pedestrians, and exposure to vehicle traffic for cyclists contribute to a sense of risk, with e-bikes being mentioned most frequently with proposed calls for speed limits or other regulations. Participants also emphasized the need for better signage and education, including additional trail etiquette, to educate users and reduce conflicts. Infrastructure improvements were also identified, including safer crossings, better lighting at busy crosswalks, and more consistent protected pathways.

Support for connected trail network (25 mentions)

Feedback demonstrated strong support for Canmore’s trail system, with many participants noting that “*our bike paths are excellent*” and “*love the connected trail network.*” Trails are seen as a valued community asset that enhances mobility, with one commenter noting the system is “*much better than driving*” for getting around. At the same time, there is clear interest in expanding and improving the network. Participants called for more connected routes and protected pathways, including additional links between neighbourhoods and key destinations. Specific suggestions included a dedicated bike path along Three Sisters Drive, extending the Legacy Trail, and improved connections for commuters between areas such as Three Sisters and Elk Run.

Quality and usability are also key concerns. While some routes, like the river pathways and the recently enhanced West Bow River Trail are praised as “*fabulous*” and “*awesome,*” others, including older sidewalks, are described as too narrow and difficult to navigate side-by-side. There was a common desire for more widened, paved, and well-maintained pathways to improve accessibility and comfort for all users.

Public transit (21 mentions)

Feedback reflected strong appreciation for Canmore’s transit system, with participants highlighting that they “*love the Roam Transit System*” and value “*the free Roam bus service*” as an important community benefit. Transit is seen as a key support for mobility and reducing reliance on driving. At the same time, participants also identified gaps in service and opportunities for improvement. A common theme was the need for expanded and more frequent service, particularly to growing areas such as Three Sisters. Connectivity between neighbourhoods was also noted as a challenge, with requests for more direct routes, such as links between Three Sisters, Cougar Creek, and Elk Run, without needing to travel through downtown. Seasonal limitations were also raised, with limited active transportation options in winter increasing reliance on transit and reinforcing the need for improved service levels.

Year-round maintenance (21 mentions)

Feedback highlighted the importance of consistent, year-round maintenance to support safe and accessible mobility. While one participant noted that there is *“good snow clearing on many sidewalks,”* others identified gaps, particularly in winter conditions. Snow and ice management emerged as a key concern, with participants noting that *“paths need better snow clearing + better ice management”* and that winter conditions can be *“treacherous to cycle.”* Issues such as snowplow ridges, uncleared sidewalks and crosswalks, and inconsistent maintenance make it more difficult to walk and bike in colder months. There is also a broader concern about aligning maintenance practices with community goals, with some noting that if the Town *“wants year-round biking,”* pathways need to be designed and maintained accordingly to ensure safe, reliable use throughout the year.

Summary of Interest Holder Workshop

Interest holder input from a cross-section of key community groups received during an in-person workshop emphasized the need for clearer communication, better wayfinding, and more education to help residents and visitors navigate the network. Participants highlighted the importance of improving connectivity across the community for walking, cycling, and public transit.

There was also strong interest in more strategic parking management and better coordination to manage tourism impacts. Across all themes, safety, consistency, and ease of use were seen as key to creating a more accessible transportation system. These themes raised were generally aligned with what we heard from the wider community.

Throughout the workshop several key themes emerged (order reflects prevalence):

Communication and education (24 mentions)

The importance of clear and consistent communication and wayfinding to support both residents and visitors in navigating the community was the most dominant theme. Participants noted that *“there is not enough information available to visitors”* and that a lack of signage and wayfinding makes it *“difficult... to integrate into the network,”* particularly for those unfamiliar with pathways and transit options. Consistency and coordination were key concerns, with a desire for a more centralized approach to information in the region that can be shared across audiences, including visitors and front-line staff. Participants also emphasized the importance of intentional and intuitive wayfinding to make it easier to get around town paired with improved mapping tools and consistency with existing trail map platforms. Education was another important theme, with calls to improve communication around mode shift and expectations of trail users.

Public transit (19 mentions)

Feedback highlighted both appreciation for existing transit services and opportunities to improve connectivity. Participants pointed to successful initiatives, noting that *“Roam to Grassi Lakes is a great mechanism to get to [a] popular destination,”* demonstrating the value of transit in supporting access to key sites with the new Route 12. At the same time, gaps were identified. Participants noted challenges with capacity, such as *“not always room... for bikes on transit,”* and emphasized the need for better integration between transit and active transportation, including connections between bike paths, transit stops, and potential bike-share options. There was also strong interest in expanded and more flexible service, including increased frequency, improved connections between neighbourhoods, and options to link visitor accommodations with destinations like downtown and Three Sisters. Additionally, better wayfinding and transit information were identified as important to help both visitors and residents navigate the system more easily.

Parking (17 mentions)

Participants highlighted the need for a more strategic and balanced approach to managing parking, particularly in response to seasonal demand and shifting demographic trends. Participants emphasized that *“parking areas can be leveraged more effectively,”* with growing support for tools such as intercept parking and mobility hubs. There was general acceptance of these approaches, especially as paid parking is seen as working well to encourage transit and active transportation, but participants noted that further analysis is needed to determine the best implementation. The idea of leveraging partnerships was also raised, with questions about whether intercept parking could be supported by the private sector rather than relying solely on public funding to reduce taxpayer impacts. Spillover impacts remain a concern, particularly in high-demand areas like trailheads, along with the need for long-term and intercept parking options to support access to the broader transportation network.

Connectivity (16 mentions)

Feedback highlights the importance of improving connections across the community to support safe, continuous movement between neighbourhoods, services, and recreation areas. Participants emphasized the need for *“connectivity at all points with intentional design,”* with a focus on closing key gaps in the existing network.

Several priority connections were identified, including links between Three Sisters, Cougar Creek, and other neighbourhoods, as well as major infrastructure needs such as the *“Palliser underpass [as] a big missing link.”* Participants also pointed to opportunities to expand regional connections, such as extending the Legacy Trail and improving access to trailheads and recreational areas. There was also a strong interest in designing connections that are accessible, integrated, and culturally meaningful, ensuring that mobility routes are part of everyday life and serve a wide range of users.

Cycling (15 mentions)

Feedback highlights strong support for enhancing cycling as a safe, practical, and year-round transportation option. Participants emphasized that *“bike infrastructure improvements are essential,”* with a focus on addressing current gaps, particularly for emerging modes such as e-bikes.

Connectivity and safety were key priorities, with calls for more continuous, separated bike routes that link neighbourhoods and key destinations. Gaps in areas like Peaks of Grassi and along Three Sisters Parkway were specifically noted. Participants also identified success as having *“connected, separated bike lanes that are cleared year-round,”* reinforcing the importance of both infrastructure and maintenance. Supporting amenities were also raised as important, including convenient, covered, and secure bike parking, with consideration for e-bike charging.

Tourism (14 mentions)

Feedback highlights the need for a more coordinated and balanced approach to managing visitor movement, access, and impacts. Participants emphasized the importance of *“balanc[ing] local access, visitor movement, and congestion management,”* while ensuring that visitor expectations are aligned with realistic transportation outcomes.

Clear and accessible information for visitors is a key priority, with comments noting that *“there is not enough information available”* to help visitors navigate safely and confidently. This includes improving signage, wayfinding, and overall communication about transportation options.

Participants also stressed the importance of regional coordination, calling for a more holistic approach that connects local planning with broader initiatives and neighbouring municipalities. This includes better integration of existing strategies and plans, as well as collaboration to support regional visitor access and mobility.

Safety (14 mentions)

Feedback underscored the importance of continuing the work to create a transportation system that is *“comfortable, safe, and accessible for all users,”* with particular attention to reducing conflicts between modes. Participants highlighted the effectiveness of existing measures, noting that *“30km/hr is working well,”* while also suggesting that lower speed limits may be appropriate in areas where vehicles and active transportation share space.

Clarity and consistency in design were identified as key to improving safety. Participants pointed to the need for simpler, more intuitive networks and standardized elements, such as intersection crossing styles (i.e. adopt scramble crossings on Main St across the board) to reduce confusion and conflict. Ensuring safe and direct access to key destinations, including downtown, was also emphasized.

Maintaining emergency access and balancing safety improvements with cost considerations were additional priorities.

Summary of Emails

We received one official submission via email as part of this engagement period from Tourism Canmore Kananaskis (TCK). Their feedback emphasized the need for the Integrated Transportation Plan update to more fully reflect the role of tourism in Canmore's transportation system as a significant driver of local activity. They recommended that visitors' needs and experiences be more intentionally incorporated into planning.

TCK also underscored the importance of planning for future growth and change, identifying several factors expected to influence transportation demand over time, including population growth and increased visitor activity. The letter suggested that incorporating long-range modelling to understand travel patterns would strengthen the plan's ability to respond to these evolving conditions.

Finally, TCK highlighted the importance of aligning the ITP with climate objectives, recommending that emissions reduction and sustainable transportation be embedded as core principles.

Specific recommendations for the updated ITP include:

- Tracking mode of transportation to understand how visitors, residents, and commuters are arriving and moving through the community, and how those patterns are changing over time.
- Developing comprehensive demand forecasting that accounts for seasonal variability, peak weekends, holidays, and major events.
- Defining a system of strategically located intercept and park-and-ride facilities that encourage visitors to transfer from personal vehicles to transit, cycling, or walking upon arrival.
- Prioritizing the development, maintenance, and completion of a connected four-season active transportation network, including safe cycling routes, secure bike parking, end-of-trip facilities, and accessible pedestrian infrastructure.
- Designing for seamless intermodal connections, including park-and-ride, fixed-route and on-demand transit, shuttles, and last-mile pedestrian and cycling links to key destinations such as downtown Canmore, trailheads, and visitor amenities.
- Adopting an integrated destination management approach by partnering with regional organizations, including Banff and Lake Louise Tourism, Parks Canada, Alberta Parks, the Kananaskis Improvement District, Improvement District No. 9 (Lake Louise), the Municipal District of Bighorn, and resort operators to coordinate transportation planning across the corridor.
- Expanding EV charging and hydrogen fuel infrastructure for both visitors and residents as part of establishing Canmore as an EV-friendly community.
- Investing in connected active transportation networks as both a visitor experience enhancement and a direct emissions reduction strategy, including promoting "slow travel" initiatives that deepen visitor connection with place while reducing energy use.

Summary of Survey Results

From March 17 – April 17, 2026, we welcomed submissions to an online survey, which resulted in **402** submissions. The survey was anonymous, and none of the questions were mandatory to encourage participation in the process.

Overall survey analysis - barriers

We conducted a crosstab analysis to better understand how barriers varied across gender, age, income and neighbourhood. The key findings are summarized below.

Gender

Women report more barriers than men across all modes. The gaps are largest for personal safety, particularly at night and on shared pathways, and are consistent across walking, cycling, and transit. Women are more likely to cite barriers to using transit and more likely to face conditions that deter cycling. Men are more likely to report no barriers across most modes. Safety perceptions reinforce this pattern: women rate cycling safety more negatively than men across all categories.

Age

Barriers shift in character across life stages. Younger adults face cost pressures such as fuel, car ownership, e-bike affordability, and the cost of transit to Banff, alongside commuter-specific cycling barriers such as end-of-trip facilities. Working-age adults are most affected by transit schedule gaps. Older adults are most affected by winter conditions and by shared-path conflict with faster users and are the least likely to face driving barriers. Transit non-use increases steadily with age.

Income

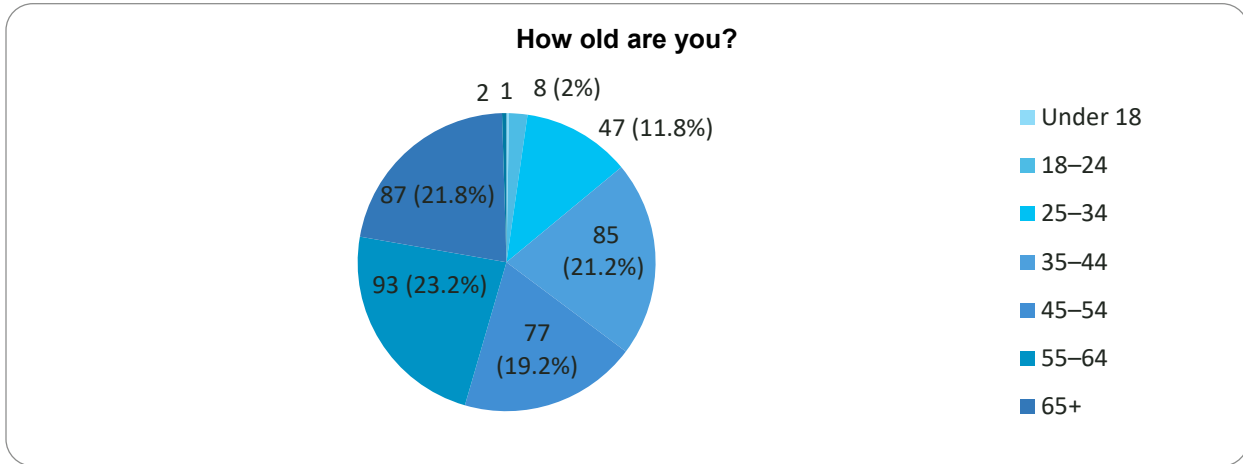
Cost-related barriers, such as fuel, car ownership, and transit fares, are concentrated among lower-income residents and decline with income. The highest-income group reports the fewest barriers across almost all modes. However, parking availability as a driving barrier is shared broadly across income groups and does not follow the same pattern. For cycling, the relationship between income and barriers is less straightforward than for other modes.

Neighbourhood

Neighbourhoods differ most in two respects: the degree to which transit is physically accessible, and the degree to which cycling and walking feel safe at night. Outlying and hillside areas tend to report greater difficulty reaching transit stops and lower confidence cycling and walking after dark. More central neighbourhoods generally report fewer barriers overall. Winter conditions and parking availability are concerns that cut across nearly all neighbourhoods regardless of location.

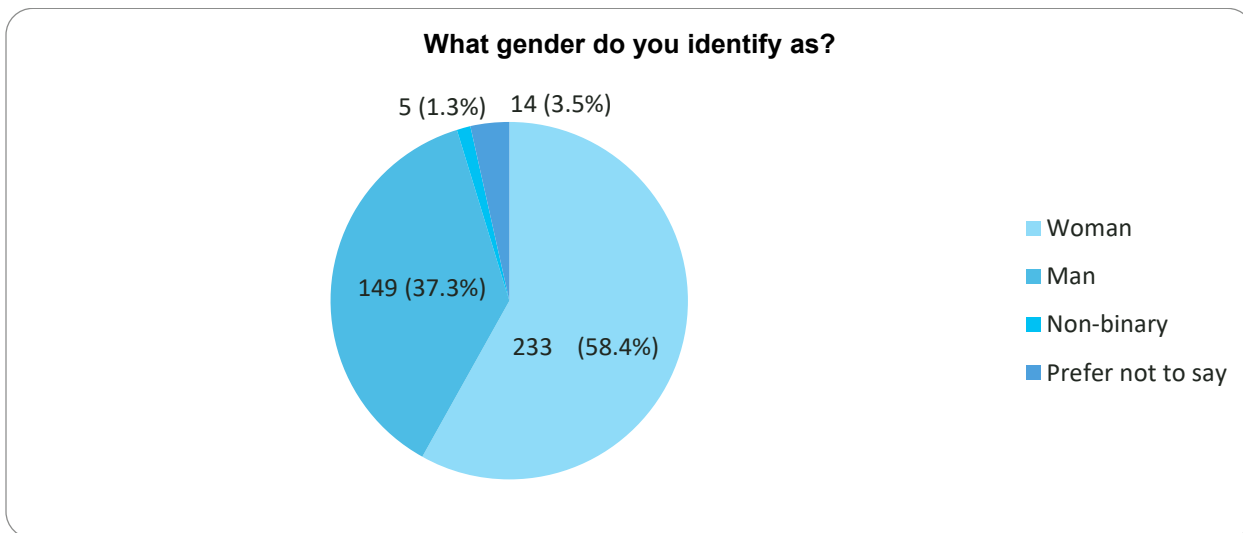
Question 1: How old are you?

We saw a mix of participants across demographics with an average distribution of ~18.5% per bracket when respondents <24 were excluded, which only represented 2.2% of participants.



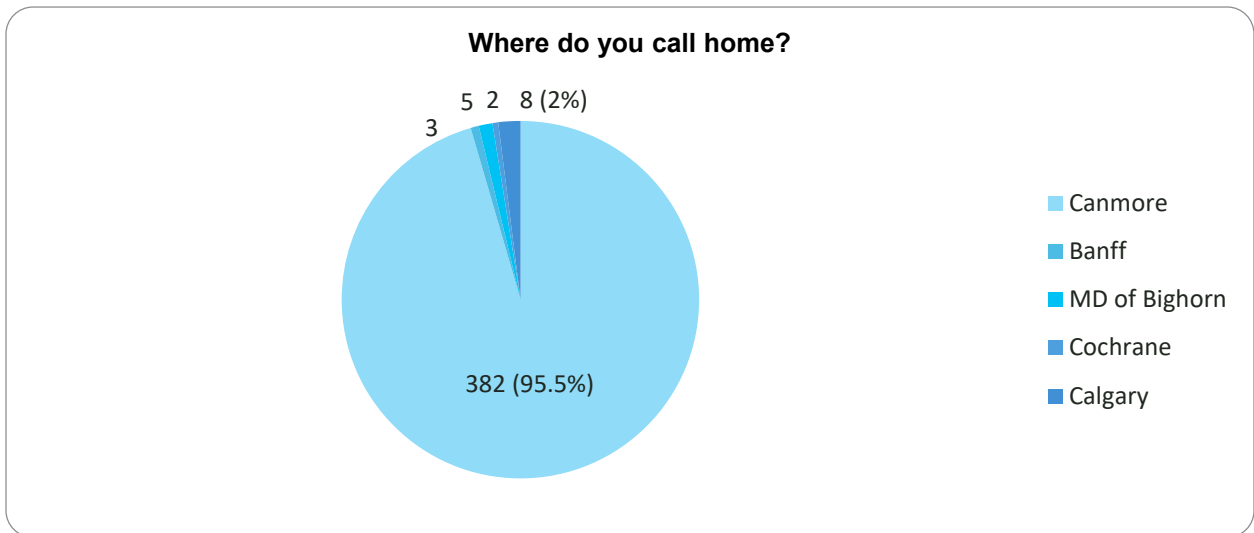
Question 2: What gender do you identify as?

Women made up a clear majority of survey respondents, at 58.4%.



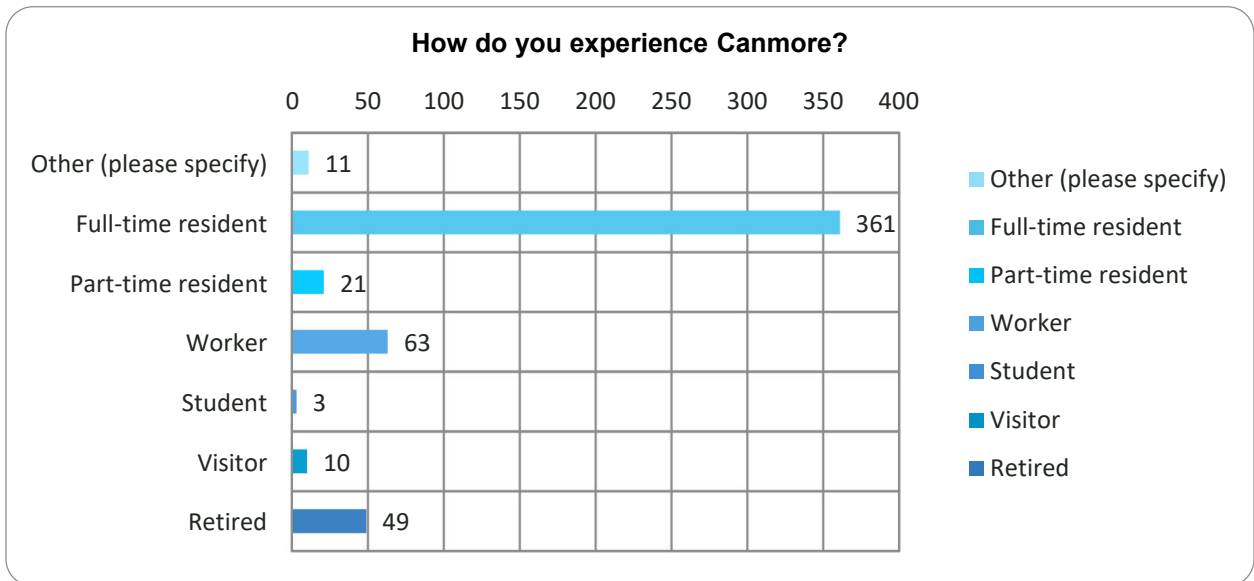
Question 3: Where do you call home?

95.5% of respondents identified as being Canmore residents, with 2% additional respondents from the greater Bow Valley and 2% of respondents from Calgary.



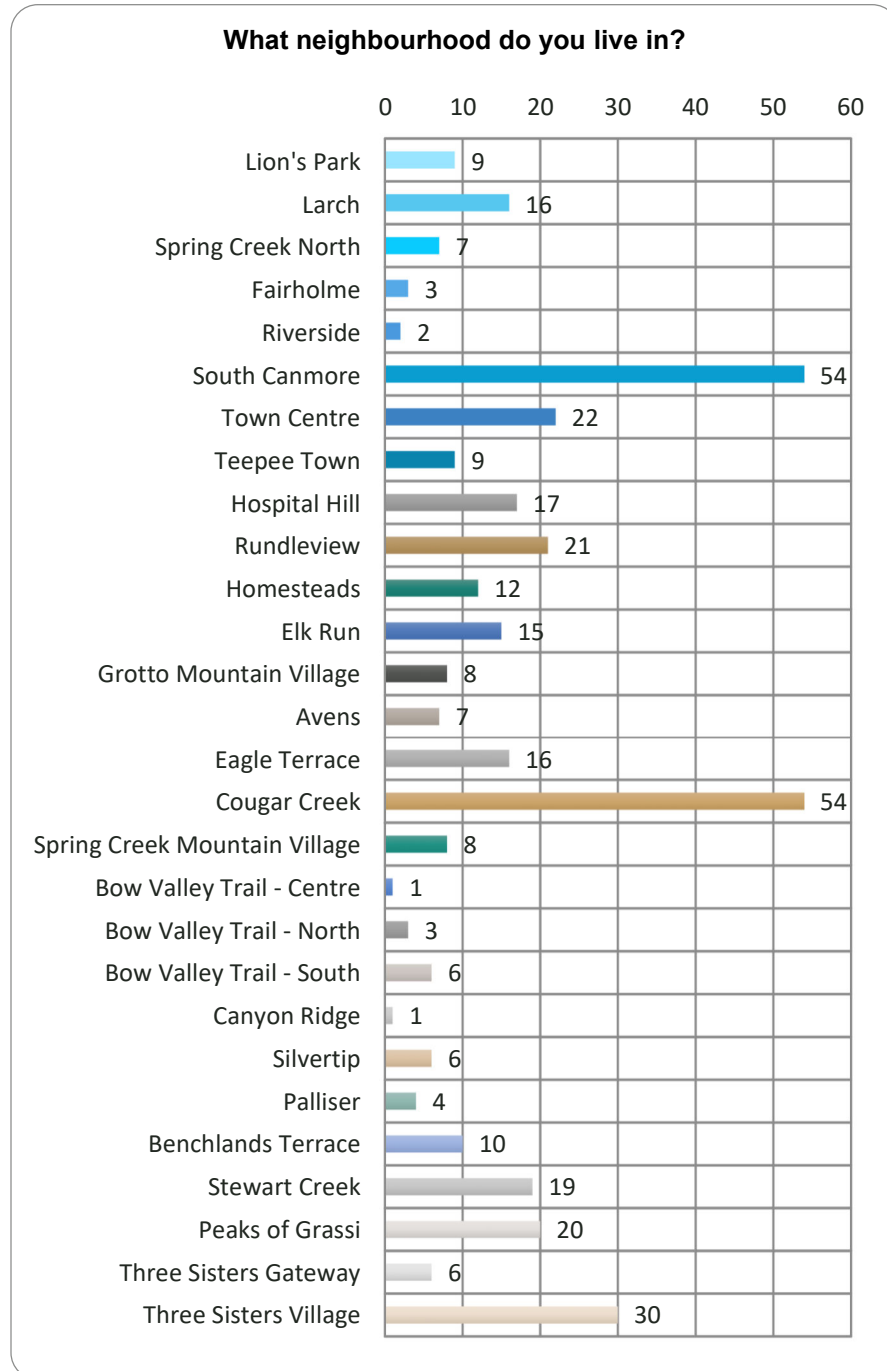
Question 4: How do you experience Canmore? Select all that apply.

A vast majority of respondents were full-time Canmore residents (89.8%). Interestingly, only 15.7% of respondents identified as being a worker in Canmore, with only another 12.2% identified as being retired, potentially indicating that most respondents (61%) are either commuting outside of the community or are not currently working.



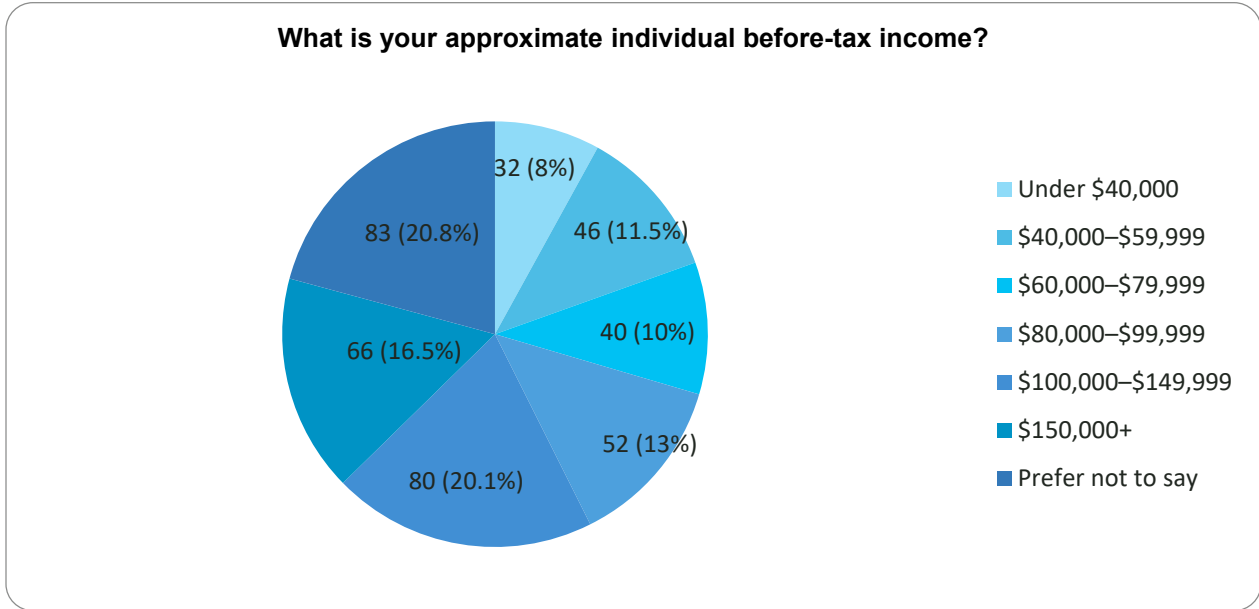
Question 5: What neighbourhood do you live in?

We asked this question to better understand how issues are distributed across the community and where there may be geographically specific issues or gaps to address. A higher percentage of respondents live in South Canmore (14%), Cougar Creek (14%), Three Sisters (7.8%), and Rundlevie (5.4%).



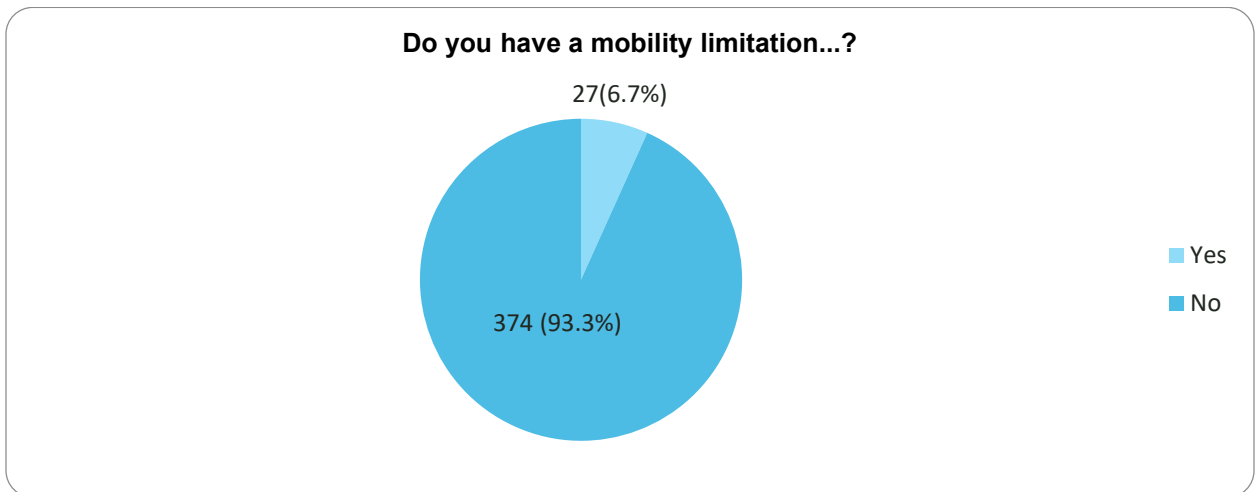
Question 6: What is your approximately individual before-tax income?

We asked this question to better understand equity concerns related to transportation and how barriers or opportunities may impact across incomes differently. We had fairly equally distributed brackets represented in survey respondents.



Question 7: Do you have a mobility limitation affecting how you can travel in the community?

6.7% of respondents identified having mobility limitations.



Question 8: How often do you typically use each more of transportation below?

Walking is the most common way people get around the community, with **94.3%** of respondents walking at least sometimes. As expected, driving was also a dominant transportation option, with **86%** driving at least sometimes. There is room for growth for bus travel, with **36.8%** taking public transit at least sometimes, but only **13.4%** taking the bus often/very often.

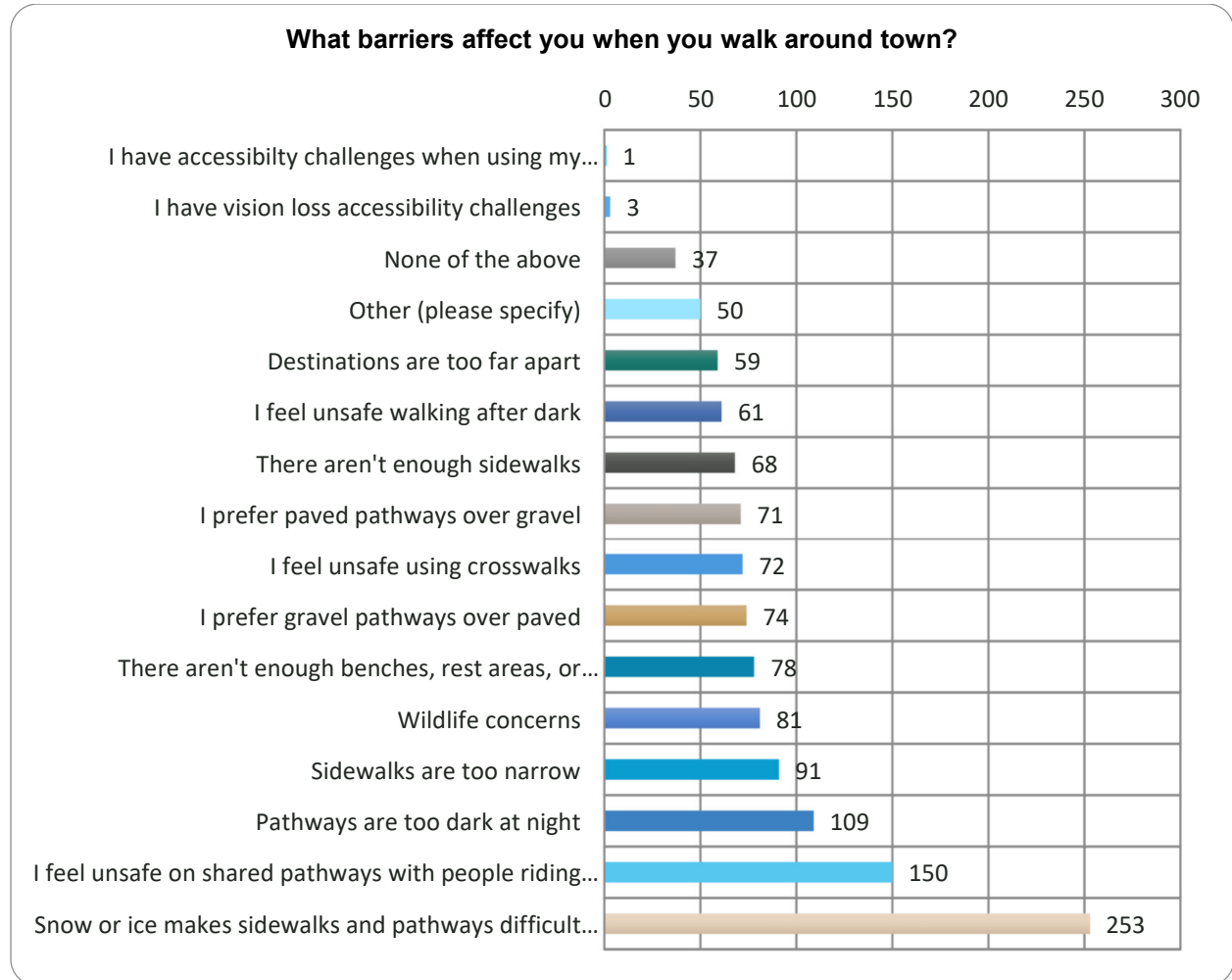
Options are ranked below in order of use frequency.

Method of travel	Never	Rarely	Sometimes	Often	Very often
Walking	4 (1%)	19 (4.8%)	73 (18.3%)	108 (27%)	196 (49%)
Driving a car (gas/diesel)	27 (6.7%)	27 (6.7%)	83 (20.1%)	113 (28.1%)	152 (37.8%)
Riding in a car as a passenger	25 (6.2%)	117 (29.3%)	146 (36.6%)	83 (20.9%)	28 (7%)
Cycling (regular bike)	67 (16.8%)	58 (14.5%)	104 (26%)	97 (24.3%)	74 (18.5%)
Bus	105 (26.1%)	149 (37.1%)	94 (23.4%)	37 (9.2%)	17 (4.2%)
Cycling (e-bike)	248 (26%)	28 (7%)	56 (14%)	34 (8.5%)	32 (8%)
Driving a car (EV)	339 (88%)	3 (0.8%)	11 (2.9%)	16 (4.1%)	16 (4.2%)
Skateboard/scooter/in-line skating	353 (89.4%)	17 (4.3%)	21 (5.3%)	3 (0.8%)	1 (0.3%)
Mobility aid	369 (92.7%)	14 (3.5%)	11 (2.8%)	3 (0.8%)	1 (0.3%)

Question 9: What barriers affect you when you walk around town? Select all that apply.

Issues with navigating sidewalks and pathways during snowy or icy conditions was the most reported barrier with **20%** of the votes. This was followed by feeling unsafe using shared trails with people riding faster on bikes with **11.9%** of votes. Lack of lighting and narrow sidewalks were also recurring barriers. Respondents over 65 were more likely to report barriers related to trail conditions and user conflicts and reported a preference for gravel pathways. By contrast, younger respondents under 44 were more likely to report issues navigating trails after dark, wildlife concerns and destinations being too far apart. Women were also more likely to report feeling unsafe using pathways at night.

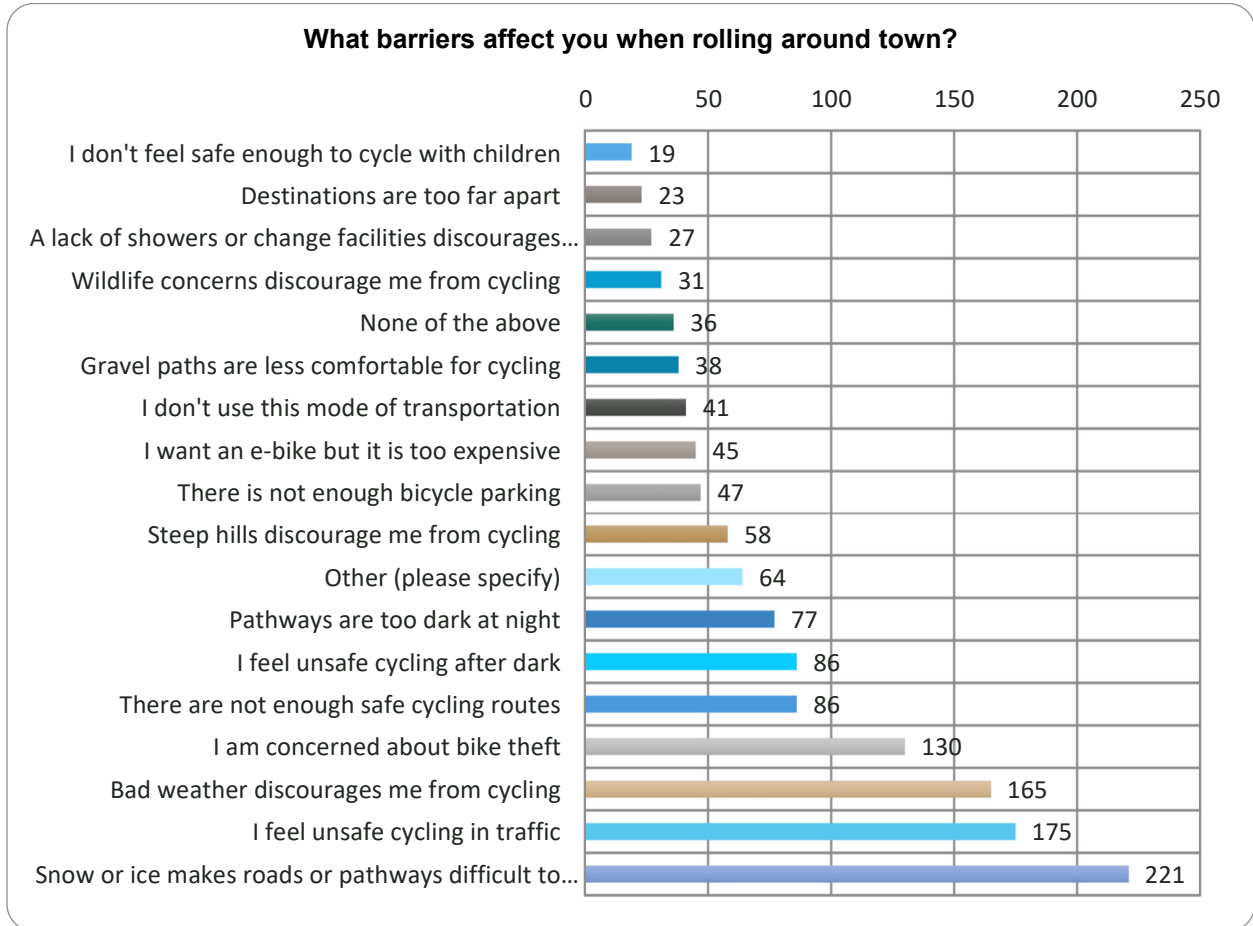
Options are ranked below in order of ascending incidence.



Question 10: What barriers affect you when cycling or rolling around town? Choose all that apply.

There were four clear barriers impacting people cycling/rolling: snow or ice (15.4%), feeling unsafe cycling in traffic (12.8%), bad weather (12.1%), and concerns about bike theft (9.4%). Younger cyclists under 34 and women were more likely to feel unsafe riding after dark, whereas riders 25-24 were more likely to report lack of workplace shower facilities as a barrier.

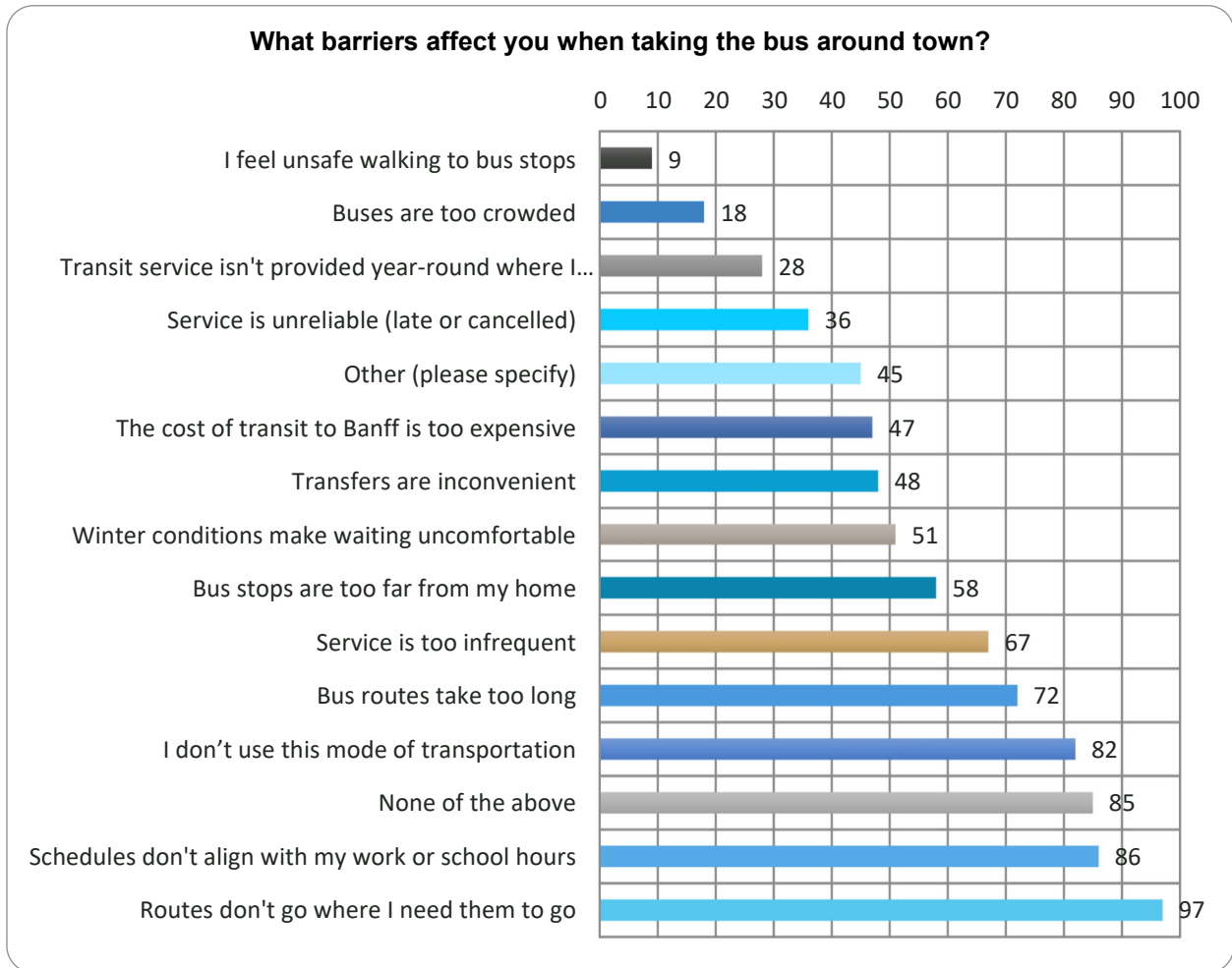
Options are ranked below in order of ascending incidence.



Question 11: What barriers affect you when taking the bus around town? Choose all that apply.

There were two dominant barriers impacting people who take the bus, with **11.7%** of votes indicating that routes don't go where they are needed, followed by misaligned schedules at **10.3%**. Men and older respondents were more likely to indicate that they don't use this mode of transportation. Respondents under 34 were more likely to encounter issues across the board, including routes, scheduling, transfers, and reliability, potentially because they are more likely to be users of the service. Lower-middle-income users (\$40,000-\$79,999) were significantly more likely to encounter issues around scheduling.

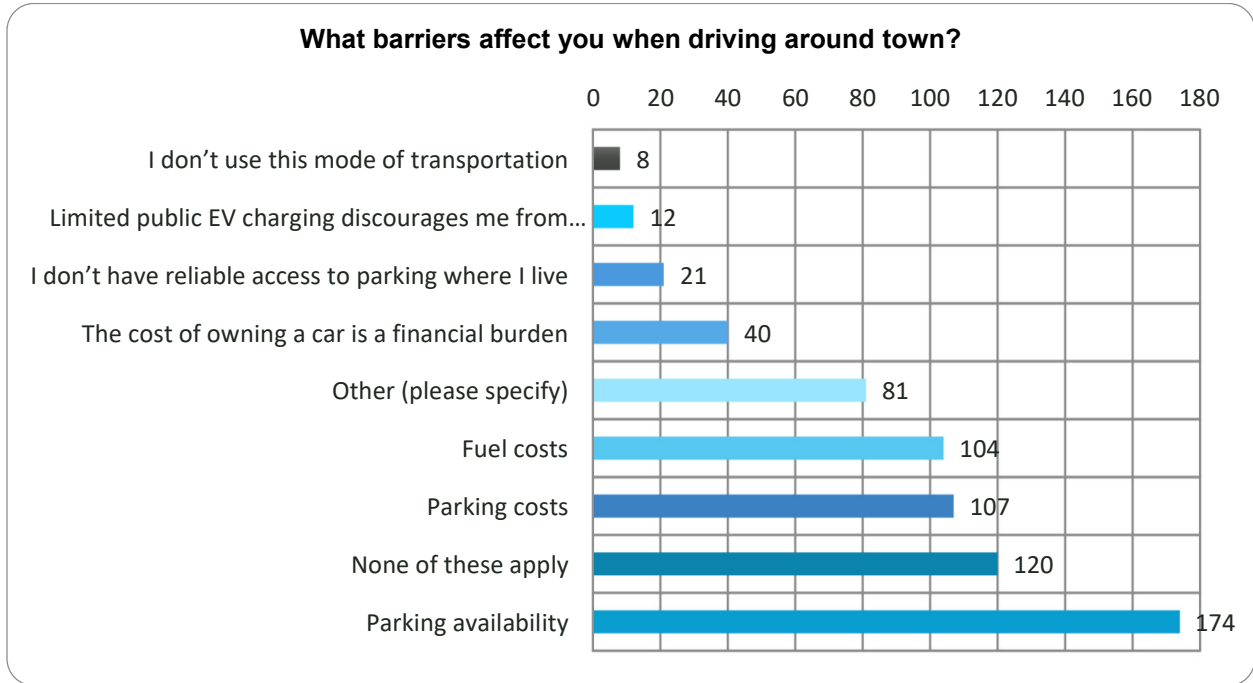
Options are ranked below in order of ascending incidence.



Question 12: What barriers affect you when driving around town? Choose all that apply.

Parking availability was the most reported barrier with **26%** of total votes, followed by identified barriers not applying at **18%**. Younger respondents under 24 were significantly less likely to drive and younger respondents under 44 and those earning less than \$80,000 were significantly more likely to be impacted by the financial burden of car ownership (vehicles and ownership costs).

Options are ranked below in order of ascending incidence.

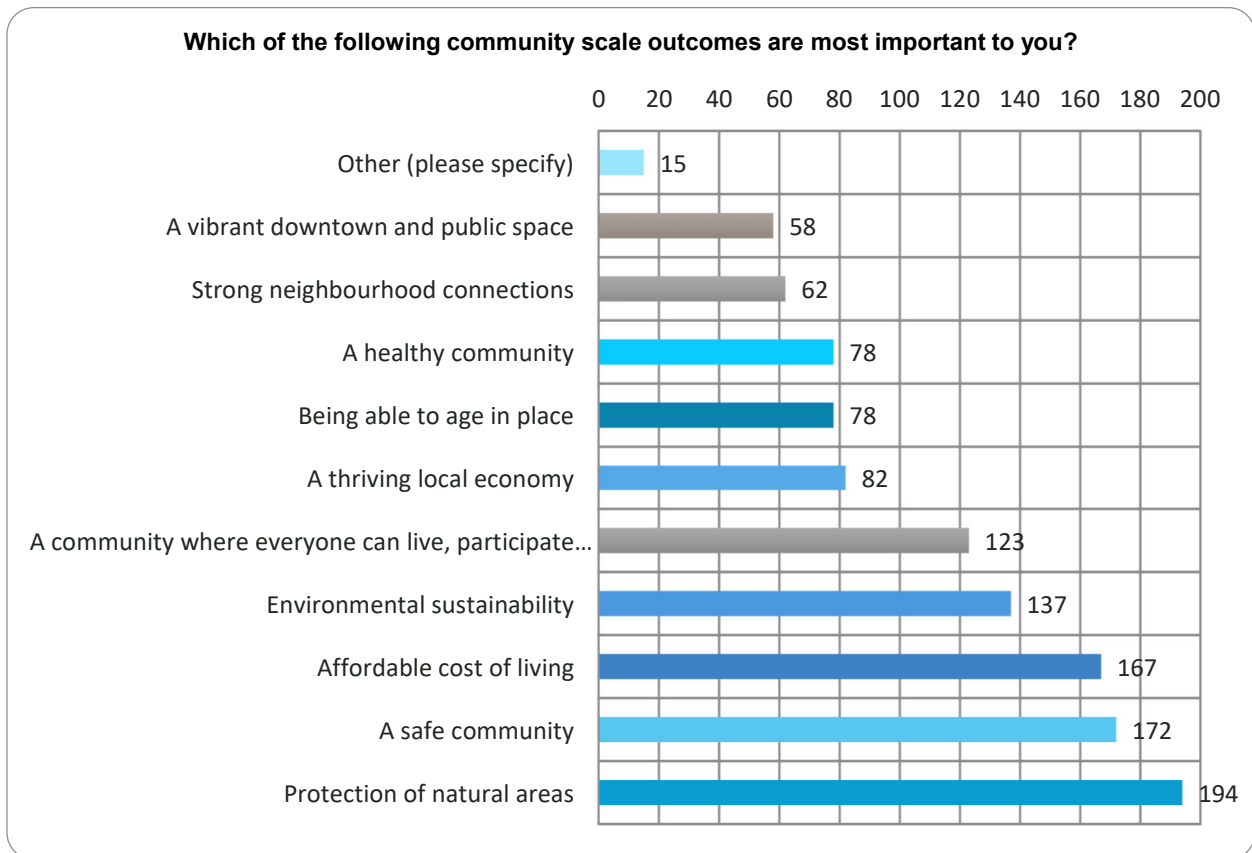


Question 13: Which of the following community scale outcomes are most important to you? Select up to three.

When asked about community outcomes, what we heard was in line with themes across People, Places, and Pathways engagement – with protection of natural areas (16.6%), community safety (14.6%), and environmental sustainability (11.7%) rising to the top of priorities. Cost of living was also highlighted with 14.3% of votes, which continues to be a pain point in the community.

Some of the **suggestions** listed under ‘other’ included, “I live in Canmore for the current offerings of the community but also for the fact that living here provides easy access to downhill skiing and hiking. Both these activities require a personal vehicle which it appears the town is making the use of more and more difficult”, “Family friendly community”, “I feel that it is important for Canmore to retain its "mountain town" flavour”.

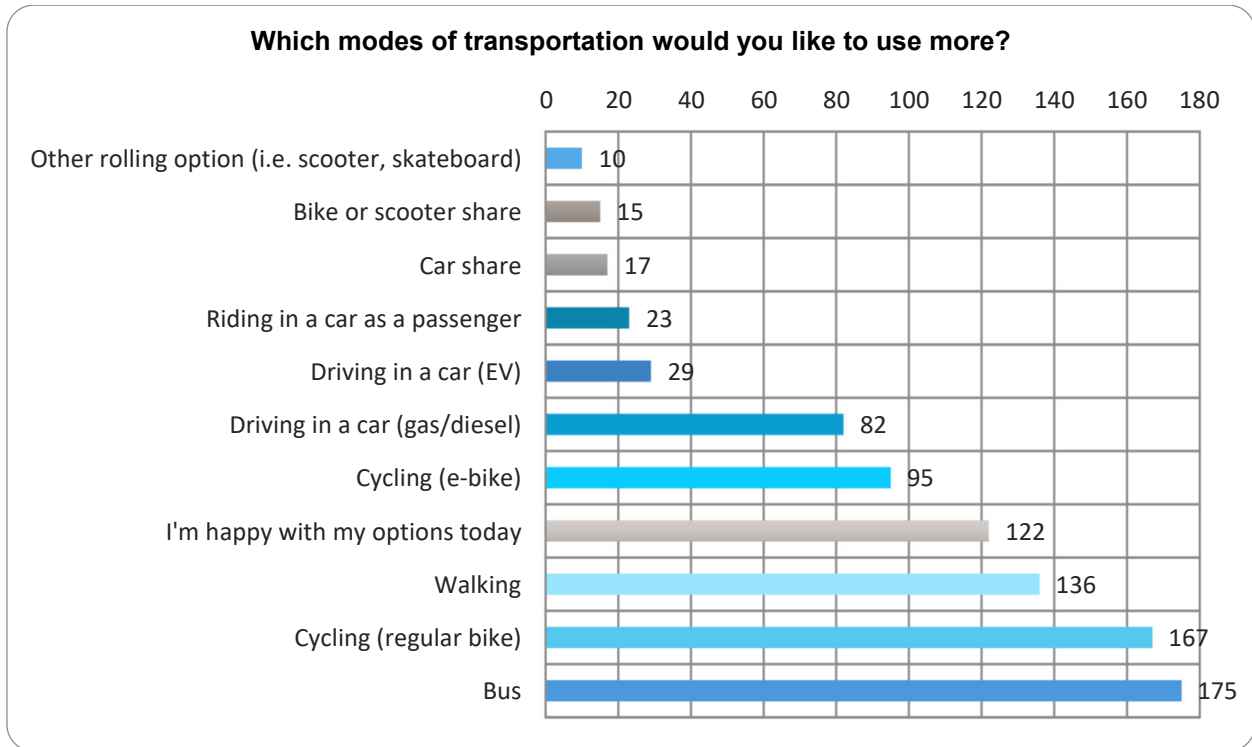
Options are ranked below in order of ascending importance



Question 14: Which modes of transportation would you like to use more in the future if the transportation system better met your needs?

While **14%** of votes indicated that users were satisfied with existing options, interest in taking transit more frequently if it addressed some of the identified barriers was the most commonly identified mode of transportation that people would like to use more with **20%** of votes, followed by regular cycling at **19.1%** and walking at **15.6%**, indicating interest in using more active modes should they be more accessible/safe, etc.

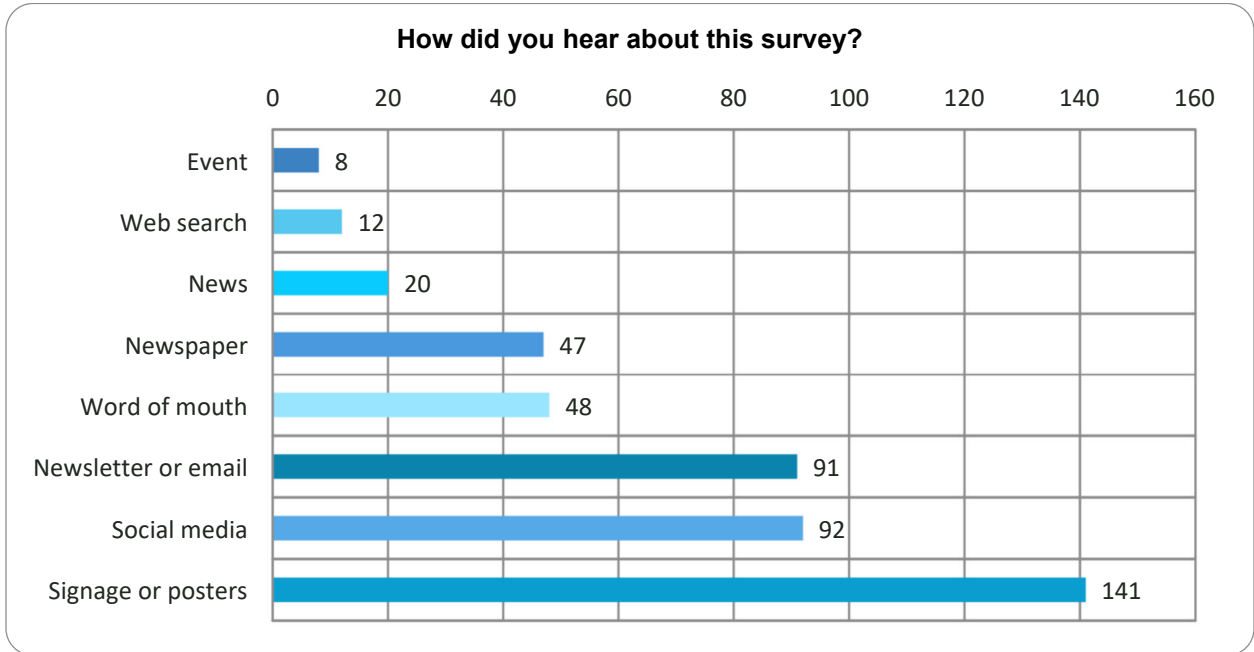
Options are ranked below in order of ascending preference.



Question 15: How did you hear about this survey?

This question is helpful to guide how we communicate future opportunities with the community. We focused on integrating signage more visibly into this campaign, which appears to have resulted in higher engagement. Signage, followed by social media and newsletters were identified as the most common ways that people heard about the survey.

Options are ranked below in order of ascending preference.



Visual Summary of Interactive Map Pins

We also invited the community to provide geographically specific suggestions, opportunities, and concerns on an interactive digital map. Participants could choose from the following pins, associate them with a specific location, and provide additional detail as needed:

- Tell us what issues you experience walking around town
- Tell us what issues you experience riding a bike or rolling around town
- Tell us what issues you experience taking transit around town
- Tell us what issues you experience when driving around town
- Tell us what issues where you feel unsafe when travelling around town
- Tell us what barriers to accessibility you face when travelling around town

We received a wealth of feedback with a total of 685 pins from 176 contributors. These recommendations are attached as-is in **Appendix 2**.

The map pins were spatially distributed as shown below, colour coded by pin type.

