



Multi-Use Trails - Policy Recommendations ***June 2, 2017***

Paths for People has created a new policy for multi-use trails that the City of Edmonton should adopt immediately:

- * Given that the number of cyclists, walkers, pet owners, joggers, wheelchair users, rollerbladers and other users depending on Edmonton's multi-use trail infrastructure is only set to increase;
- * that Edmonton's policies commit it to following best-practices for multi-use trail design;
- * that Edmonton's policies commit it to building infrastructure to encourage a transportation mode shift, as detailed in its Active Transportation Policy of 2009 and its The Way We Move strategic policy of 2014;
- * that research shows user conflicts are baked into multi-use trails that force the fastest moving users — cyclists — to share scarce space with the slowest or least predictable users — walkers, children, pets;
- * that the City of Edmonton is the designer and builder of this infrastructure and that citizens, as such, rely on it to make informed, sophisticated decisions about infrastructure that affects them;
- * that the cycling culture Edmonton enjoys is in part a direct result of the extensive multi-use pathway system already in place;
- * that multi-use pathways are often suggested in lieu of more dedicated infrastructure for cyclists and other active transport users;

The City of Edmonton should:

- * Commit to building future multi-use trails that have expected high rates of use with **segregated lanes for "wheelers" (people cycling, rollerblading, wheel chairing, etc.) and pedestrians;**
- * Adopt design guidelines like those created by Toronto, which propose creating **multi-use trails at widths beyond four metres with several added design features to accommodate a diversity of uses;**
- * **Add segregated cycling and walking lanes to existing multi-use trails that have high rates of use,** whenever repairing or rebuilding existing multi-use trail infrastructure, wherever physically possible;
- * **Give special priority for renewal to multi-use trails that are built beside arterial and collector roadways,** with attention given to appropriate physical separation between trail users and motor vehicles.