



CRANBROOK

# ACTIVE TRANSPORTATION NETWORK PLAN

DRAFT PLAN February 2024





This Active Transportation Network Plan was prepared by ISL Engineering and Land Services Ltd. with input provided by City staff, the public, and the active transportation advisory committee. Background information that led to the development of this plan is provided in the appendices.



*“We all live in systems that shape our travel behaviour, and most of us live in systems that give us almost no choice in how we get around”*

**Charles Montgomery, Author: Happy City**

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# APPENDICES

- A. Background Report
- B. Round 1 What we Heard
- C. Round 2 What we Heard





*People need safe facilities  
and priority where they  
need to cross the road  
and connect trails.*



# 1. PURPOSE

*This Active Transportation plan supports the City’s need to address multiple competing crises including affordability, health, and climate challenges, by reducing transportation costs, increasing physical activity and reducing transportation related greenhouse gas emissions.*

## 1.1. What is Active Transportation?

The BC Active Transportation Design Guide states “Active transportation includes any form of human-powered transportation, including walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms of human-powered transportation. It also includes winter-based active modes, water-based active modes, and horseback riding, although these modes are typically more recreational in nature.”

Planetizen defines micromobility as “Micromobility is an umbrella term encompassing a variety of small, generally low-speed vehicles and conveyances that can be electric or human-powered and privately owned or part of shared fleets.”

## 1.2. Why This Plan is Needed

As the community grows while the available right-of-way remains largely the same, the city must begin to move trips to more space efficient modes such as walking, cycling or rolling, and transit. This allows the street network to accommodate more people during a given time frame and reduces the effects of congestion. In addition, there are several crises affecting the community, the country and the world as a whole, and all communities must play their part in addressing them. This Active Transportation Plan has a role to play in several crises in different ways.

- » Active transportation improves individual physical and mental health and where adopted on a larger scale reduces community health care costs.
- » Active transportation trips, when they replace car trips reduce emissions supporting climate and air quality objectives.
- » Active transportation is typically cheaper than private car travel, supporting affordability challenges.
- » Active transportation improve livability by reducing the effects of traffic and congestion on city streets.





*“If you plan cities for cars and traffic,  
you get cars and traffic. If you plan  
for people and places, you get people  
and places”*

**Fred Kent, Project for Public Spaces**



# 2. VISION AND GOALS

*The City of Cranbrook will develop its active transportation infrastructure and include active transportation impacts in its decision making to make active transportation a more viable option for more people in the community, supporting livability, affordability, environmental and community health objectives.*

## 2.1. Goals for People Walking

- » Include curb extensions on local streets to narrow the roadway that will reduce vehicle speeds, reduce crossing distances and improve sight lines between people crossing and driving.
- » Complete missing sidewalk links, focusing on the urban core and expanding outward.
- » Ensure crossing facilities are safe and appropriate for the roadway they cross.
- » Adopt continuous sidewalks, first with strategic pilot projects.
- » Make streets accessible to everyone in the community.

## 2.2. Goals for People Rolling














- » Create a network of safe urban routes that improve access to schools, commercial and recreational destinations.
- » Complete missing links in the Rotary Way Trail and expand it.
- » Provide more secure bicycle parking.

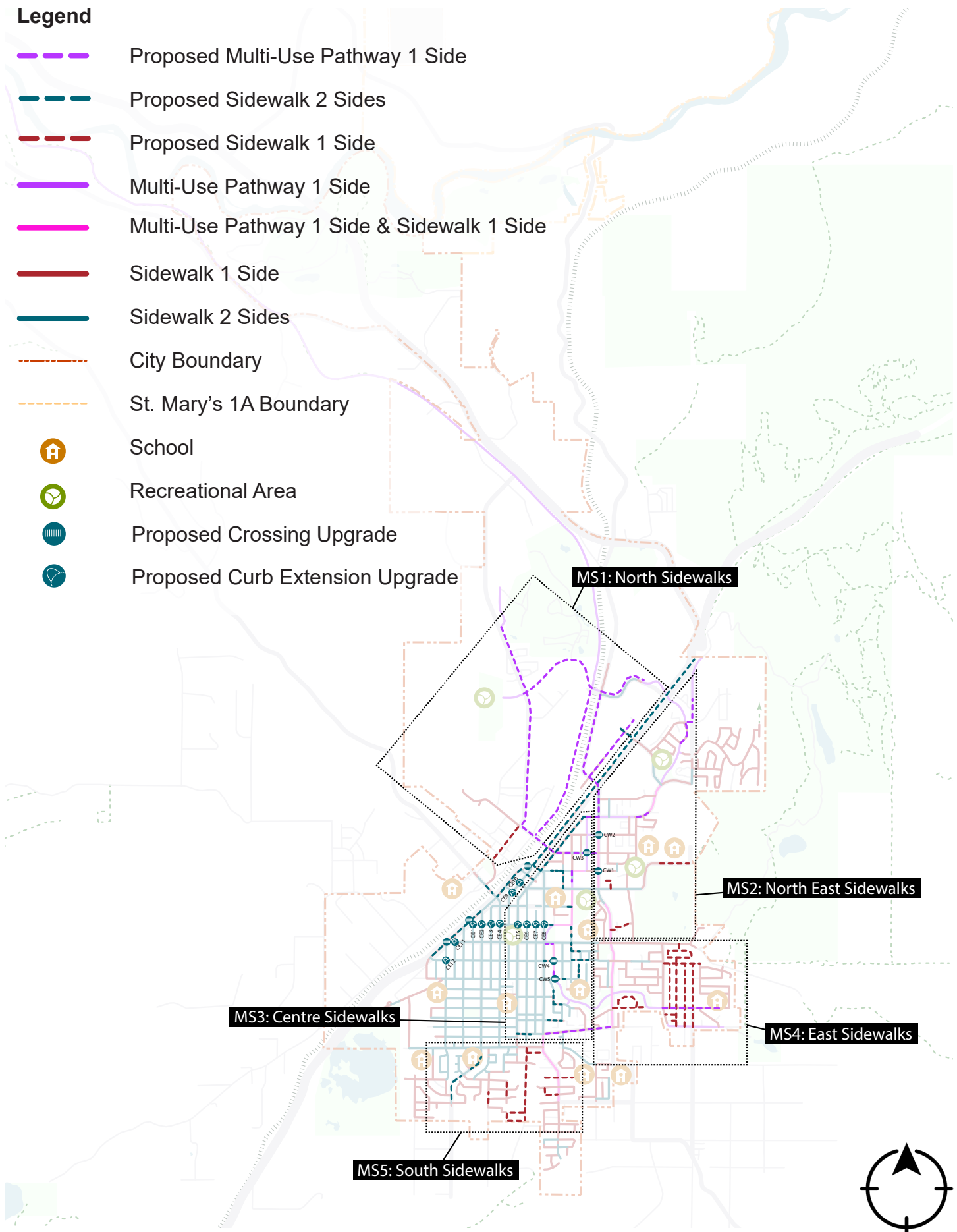
## 2.3. Other Goals

- » Take actions that reduce reliance on the automobile
- » Adopt a street classification system and typical sections that include all ages and abilities active modes facilities.
- » Work with the Ministry of Transportation and Infrastructure to improve the highway corridor for people walking and rolling.
- » Maintain active transportation infrastructure in a good state of repair.
- » Provide solutions that work in a winter city.



**Legend**

-  Proposed Multi-Use Pathway 1 Side
-  Proposed Sidewalk 2 Sides
-  Proposed Sidewalk 1 Side
-  Multi-Use Pathway 1 Side
-  Multi-Use Pathway 1 Side & Sidewalk 1 Side
-  Sidewalk 1 Side
-  Sidewalk 2 Sides
-  City Boundary
-  St. Mary's 1A Boundary
-  School
-  Recreational Area
-  Proposed Crossing Upgrade
-  Proposed Curb Extension Upgrade



**Figure 3.1: Proposed Pedestrian Network Improvements**



# 3. PEOPLE WALKING

*To improve comfort and safety for people walking, the City will complete missing sidewalk links, ensure crossing facilities are safe and appropriate for the roadway they cross, add curb extensions on local streets, adopt continuous sidewalks, and make streets accessible to everyone in the community.*

## 3.1. Rationale

Most people walk at some point during any trips, whether that is parking their car and walking to a store, or to work, walking to get the bus, or simply walking from their home to work, for recreation, or to satisfy their daily needs.

Ensuring the City is walkable supports the modal hierarchy and benefits almost everyone in the community. Focusing on this priority in the modal hierarchy is simply getting the basics right!

Walking infrastructure is not just limited to those that are able to walk. Accessible pedestrian infrastructure also enables those that may be rolling using a wheelchair or other mobility device while making life easier for those walking with children in pushchairs, shopping carts or luggage.

Design of all recommendations in this plan should follow relevant guidance in place at the time and should be agreed with the City Engineer.

## 3.2. Alignment with Other Policies

By prioritizing people walking in the modal hierarchy and within the capital plan, this Active Transportation Network Plan will directly align with related policy direction such as:

- » The City Draft OCP Transportation objectives include upgrading and expanding sidewalks, and off-street pathways that are complete, connected, safe and comfortable, and accessible.
- » The City Downtown Revitalization Master Plan states that it will focus on walking and cycling with transportation connections to and from Baker Street and take complete streets “pedestrians and cyclist first” approach to provide safety to all road users

- » The City Tourism Master Plan recommends that the City Invest in an interconnected network of local and regional trails for all ages and all abilities that links and funnels travelers to the downtown ‘heart’ of Cranbrook.
- » One of the Provincial Active Transportation Strategy goals is to double the percentage of trips taken with active transportation by 2030.
- » The Provincial Road Safety Strategy notes that whether you’re a driver, pedestrian, cyclist, skateboarder, or another type of road user, you want to be confident that B.C.’s roads are safe.

Geometric design is more effective than signage at locations such as Louis Street and 7th Avenue N. Curb extensions and even a 4-way stop would improve safety.



*Include curb extensions on local streets to narrow the roadway that will reduce vehicle speeds, reduce crossing distances and improve sight lines between people crossing and driving.*

### **3.3. Curb Extensions**

The City will focus initial curb extension upgrades on those locations in the centre and near the highway:

- » 8 Locations on 1st Street South between 6th Avenue South and 14th Avenue South (CE1 to CE8)
- » At first intersections off the highway including 1st N/Cranbrook St N (CE9), 2nd St N/Cranbrook St N (CE10), 2nd St S/4th Ave S (CE11), 3rd St S/3rd Ave S (CE12)

Beyond these initial locations, the City will thereafter pursue similar improvements on other corridors, especially those on routes to schools and near major amenities. Furthermore, any new construction as part of other road projects or undertaken by development should include curb extensions where feasible (i.e., if there is a curbside parking lane).



### 3.4. Missing Sidewalks

To support the above goals, the City will complete missing links in the sidewalk with a goal of ultimately having all city streets in the centre with sidewalks on both sides and outside of the centre, providing sidewalks at least on one side. Multi-use pathways are included in the cycling section.

- » Centre: Mostly complete sidewalk network with sidewalks on both sides but some missing links that should be completed. 3,770m of new sidewalk (MS3).
- » North: The north section is largely industrial and commercial, and with no sidewalks there today, and connections likely better utilized by people rolling. There is a greater focus on multi-use pathways in this section. 560m of new sidewalk (MS1).
- » North East: There are a few missing links in this section that should be upgraded to provide connectivity. 695m of new sidewalk (MS2).
- » East: There is one neighbourhood that is missing sidewalks and stands out as amongst all the other neighbourhoods. 4,700m of new sidewalks (MS4).
- » South: There are a few key connections with sidewalk missing. 2,380m of new sidewalks (MS5).

Beyond these initial locations, the City will include sidewalks on all road upgrade projects and require new sidewalks of all new development. Sidewalks shall be no less than 1.8 metres in width, the minimum to allow two wheelchairs to pass, and if space permits will include a boulevard between roadway and sidewalks with softscape or hardscape to be agreed with the City engineer.

*Complete missing sidewalk links, focusing on the urban core and expanding outward.*



When the paved surface stops, people with mobility issues can become trapped or have to make circuitous detours. Providing a connected pedestrian network should be a basic requirement for all urban streets.

Victoria Avenue N at 4th Street N:  
Without a signal vehicle in one lane  
can obscure sight lines to people  
crossing leading to increased risks  
of a collision with people crossing.



*Ensure crossing facilities are safe and appropriate for the roadway they cross.*

### **3.5. Safe Crosswalks**

The City will focus initially on those locations considered high collision locations including:

- » Upgrade flashing beacons on Victoria Avenue North at 4 Street N to a pedestrian half signal with crosswalks on the north and south side of the intersection (CW1).
- » Upgrade marked crosswalk on Victoria Avenue North at 8 Street N to a pedestrian half signal with crosswalks on the north and south side of the intersection (CW2).
- » New marked crosswalk with flashing beacons on 6 Street North to serve the Rotary Way Trail crossing (CW3).
- » New marked crosswalk with flashing beacons on 4 Street South to serve the Rotary Way Trail crossing (CW4).
- » New marked crosswalk with flashing beacons on 3 Street South to serve the Rotary Way Trail crossing (CW5).
- » Highway crosswalks would be upgraded through consultation with the BC Ministry of Transportation and Infrastructure as discussed in Section 5.3.



### 3.6. Continuous Sidewalks

The City will consider continuous sidewalks at any locations where a stop controlled local streets connects to a street of higher classification. Continuous sidewalk designs better reflects modal hierarchies and improve accessibility for people walking. Common features include:

- » Consistent sidewalk material and elevation across the local street.
- » Flared vehicle curb ramps from major street up to sidewalk.
- » Continuous curb and gutter along the major street.
- » Ramp up to sidewalk on the local street.
- » Warning and directional tactile information for people with sight loss.
- » New catch basins if necessary.
- » Crosswalks on the major street with separate curb ramps as appropriate.
- » Include curb extensions where possible to maintain sidewalk alignment.
- » Where bike paths are present, they should also be continuous.

*Adopt continuous sidewalks, first with strategic pilot projects.*



In BC, Nanaimo have been leading the way by adopting continuous sidewalks as a standard for local street intersections. Adoption through Canada is rapidly escalating.

### 3.7. Accessible Streets

The City will include accessibility considerations in all future pedestrian realm projects including:

- » Warning Tactile Warning Surface Indicators (TWSI's) where ever a sidewalk may transition to road crossing, or at the top of any stairs.
- » Directional TWSI's across sidewalks from the back of sidewalk to the warning TWSI at the curb.
- » Directional TWSI's from the back of sidewalk to any bus stop boarding areas.
- » Ramps to bypass stairs where possible.
- » Placement of push buttons in line with crosswalks.
- » Crosswalks aligned with curb ramps.

*Make streets accessible to everyone in the community.*

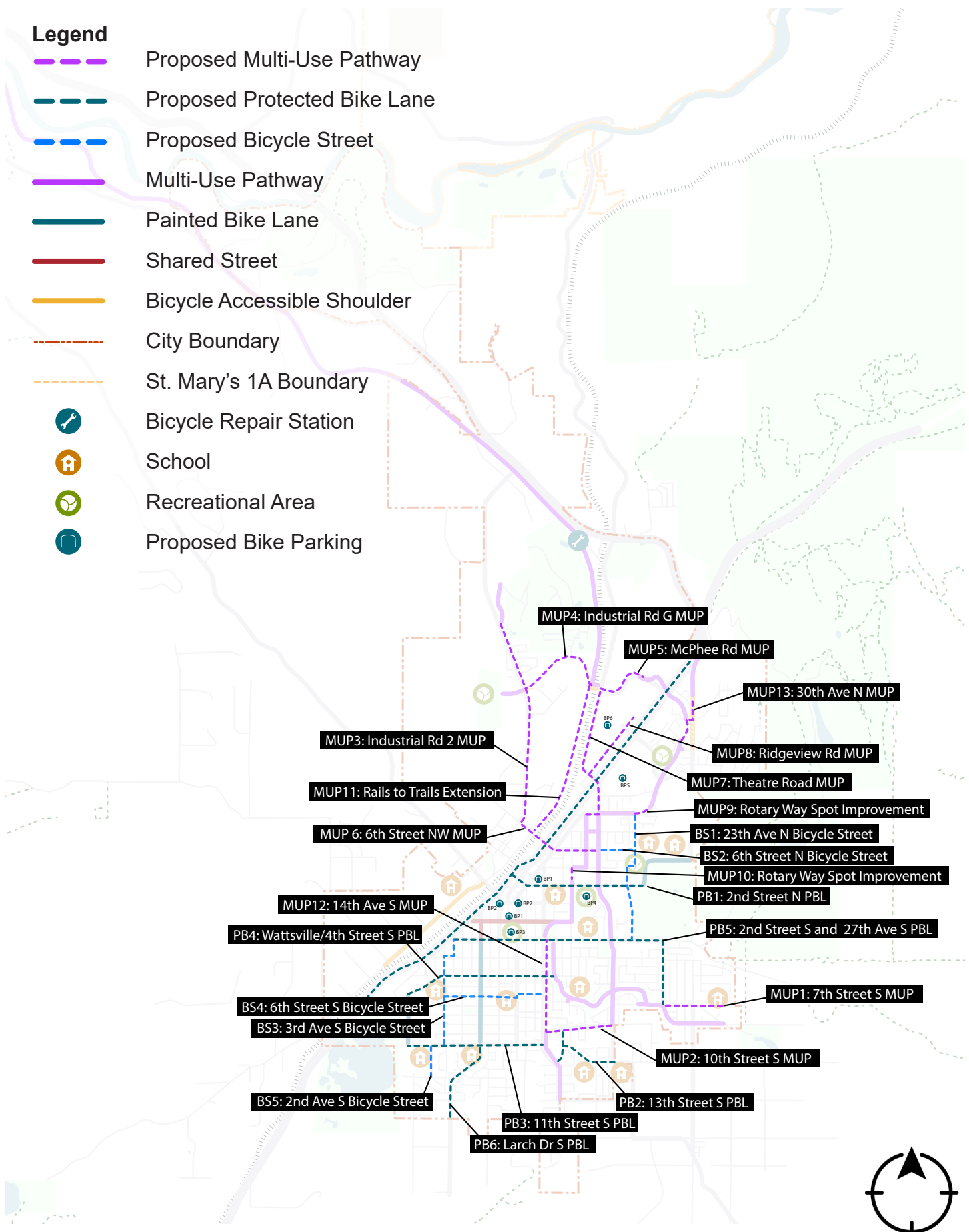
In Kelowna, TWSI's help identify the road hazard, while bollards align people with the crosswalk and braille is included to assist wayfinding.







This recent stair replacement will keep this active transportation connection open for years to come.



**Figure 4.1: Proposed Bicycle Network Improvements**



# 4. PEOPLE ROLLING

*To improve comfort and safety for people riding a bicycle and rolling by other micromobility modes, the City will build upon the existing Rotary Trail system using a number of infrastructure types to ultimately create a network of safe cycling routes through the city.*

## 4.1. Rationale

Riding a bicycle has historically been the most under served mode of transportation in most communities. Where previously it was considered appropriate to share the road, evidence has shown that this typically is only comfortable for a small percentage of the population.

Looking towards countries in Europe has shown that very high percentages of cycling for transportation is possible with the right network in place and many communities in Canada are now realizing the benefits as they build out their bicycle networks to be comfortable for all ages and abilities.

While walking is possible within someones immediate neighbourhood, the bicycle or other micromobility options enable people to easily travel around much of the community, and with electric options, more areas become more accessible by bicycle.

At present much of the transportation network is less safe for people cycling or rolling, an equity issue that places those who wish to get around by active transportation at greater risk than

those getting around by other modes. Safety is the greatest barrier to increased ridership, but one that can be overcome by investment in infrastructure.

As new technologies such as electric bicycles, electric scooters and shared mobility are increasingly adopted, there are fewer barriers to using these modes for transportation if there is a safe and comfortable network in place.

The proposed bicycle network serves two purposes, connecting the northern part of town, the rail trails, parks and commercial areas with multi-use pathways where volumes could be expected to be lighter, and in the centre, new protected bike lanes and bicycle streets focused on providing access to schools and key destinations.

## 4.2. Alignment with Other Policies

By prioritizing people cycling and rolling behind people walking but above all others we continue to support the modal hierarchy within the capital plan, this Active Transportation Plan will directly align with similar policies to those for people walking, but also:

- » The current City OCP Transportation objectives include continuing to upgrade and expand the network of pedestrian and non-vehicular routes including sidewalks, off-street pathways and bicycle lanes. It also included ambitious targets for new construction including constructing 20 kilometres of new sidewalks/trails as a City initiative and dedicate a City wide bike route network by 2015 to reduce the daily use of vehicles as a means of reducing the greenhouse gas emissions. The City OCP also notes bicycle routes may complement traditional forms of transportation and encourage commuters to use them to travel to and from their places of work and leisure. Bicycle parking facilities are encouraged to support this.
- » The new Draft OCP includes many active transportation recommendations in addition to those outlined in Section 3 including implementing the recommendations of this plan, Develop a continuous network of multi-modal trails and sidewalks that connect residents to schools, public facilities, commercial centres, transit, and parks. In similar intent it also states Provide safe and well-maintained public access for persons of all ages and abilities on all publicly accessible rights of way maintained by the City of Cranbrook.
- » The Downtown Revitalization Master Plan, as noted in Section 3 states that the city will focus on walking and cycling with transportation connections to and from Baker Street while taking a complete streets, or a “pedestrians and cyclist first” approach, ensure safety for all road users, and adopt universal design for streets.
- » The City Tourism Master Plan, in addition to those elements mentioned in Section 3 notes the presence of two primary trail clusters (Community Forrest and South Star Trails) neither of which connect to downtown safely. It also suggests strengthen the active network including connections and crossings to support family friendly and age friendly activities in the community.
- » Another of the Provincial Active Transportation Strategy goals is to work together with communities to create policies and plans that enable and support complete active transportation networks across the province.
- » The Federal Active Transportation Strategy has a vision for Canadians of all ages, ethnicities, abilities, genders, and backgrounds to be able to safely and conveniently access active transportation in their communities, and to significantly increase the ‘modal share’ of active transportation: the proportion of Canadians who regularly make the choice to use active transportation.
- » The Federal Road Safety Strategy retains the long-term vision of Making Canada’s roads the safest in the world and adopts three principles: Adopting the Safe System Approach; A 10-year timeline; Providing an inventory of proven and promising best practices to address key risk groups and contributing factors.



### 4.3. Protected Bike Lanes

Protected bike lanes offer comfort and safety to people cycling and rolling of all ages and abilities (AAA). Protected bike lanes provide space separate from motor vehicles and from people walking. They have the greatest potential to get people cycling and rolling, and when individual projects combine to form a larger AAA bicycle and micro-mobility network, protected bike lanes have the capacity to encourage those interested but concerned about active transportation to use the network. In Cranbrook, quick build options may prove challenging to clear in the winter, thus it is proposed that new protected bike lanes be constructed at sidewalk elevation adjacent to the sidewalk, that can be cleared by a variety of equipment. Protected Bike Lanes are proposed on the following corridors:

- » 2nd Street N improving access to Mt Baker Secondary, College of the Rockies, various commercial and recreational destinations. 1.5km in length (PB1).
- » 13th Street S and 16th Ave S improving access to Kootenay Orchards Elementary and College of the Rockies Gold Creek Campus. 1.0km in length (PB2).
- » 11th Street S improving access to Gordon Terrace Elementary and Parkland Middle School. 1.5km in length (PB3).
- » Wattsville Road and 4th Street S improving access to T.M. Roberts Elementary, Amy Woodland Elementary and St Mary's Catholic Independent School. 1.7km in length (PB4).
- » 2nd Street S and 27th Ave S improving access to Laurie Middle School, Highlands Elementary and Rotary Park. 3.1km in length (PB5).
- » Larch Drive S improving access to Gordon Terrace Elementary. 800m in length (PB6).

*Create a network of safe urban routes that improve access to schools, commercial and recreational destinations.*



Sechelt built a new active transportation corridor with protected bikelanes behind the curb that are more comfortable for more people.

The Rotary Way Trail provides a good base. Expanding it to cover more destinations and connect with other routes will make it more useful to more people.



*Complete missing links in the Rotary Way Trail and expand it through the city.*

#### **4.4. Multi-Use Pathways**

Multi-Use Pathways (MUPs) offer comfort and safety to active users due to their physical separation from motor vehicle traffic. As MUPs are shared between both pedestrians and higher speed users, conflicts between the two are possible, but can be somewhat mitigated by use of pavement markings, signage, and wider pathways. Although separated facilities for pedestrians and other active modes are preferred, MUPs are useful in areas where space is constrained or where active modes volumes are anticipated to be lower. New multi-use pathways are proposed along the following corridors:

- » 7th Street S improving access between the Rotary Way Trail and Highlands Elementary. 750m in length (MUP1).
- » 10th Street S improving access between 14th Ave S MUP and Rotary Way Trail. 770m in length. (MUP2)
- » Industrial Road 2 improving access between Wildstone Boulevard, Moir Park and urban core. 2.3 km in length (MUP3).
- » Industrial Road G connecting McPhee Road to Moir Park. 650m in length (MUP4).
- » McPhee Road improving access between the Rails to Trails and Rotary Way Trail. 1.25km in length (MUP5).
- » 6th Street NW improving access from Industrial Road 2 and urban core. 1.0 km in length (MUP6).
- » Theatre Road (including Victoria Road N and Kootenay St N) improving access to commercial areas and into urban core. 1.6km in length (MUP7).
- » Ridgeview Road improving access to commercial areas. 800m in length (MUP8).
- » Spot improvement of Rotary Way Trail between 24 Ave N and McLeary Crescent. 100m in length (MUP9).
- » Spot improvement of Rotary Way Trail on 17 Ave N between 4th Street N and 2nd Street N. 150m in length (MUP10).
- » Rails to Trails extension between Industrial Road G and 6th Street. 1.8m km in length (MUP11).
- » 14th Avenue S completing missing link between two MUPs. 1.0km in length (MUP12)
- » 30th Avenue N completing missing links between nearby MUPs. 600m in length (MUP13).



## 4.5. Bicycle Streets

Bicycle Streets, also known as neighbourhood bikeways are designated bicycle routes with appropriate traffic calming to reduce vehicle volumes and speeds to a level that is comfortable for most people on a bicycle to share the road. Traffic calming most often includes speed humps or cushions to slow vehicles to 30 km/h and make the route less desirable to short cut through, and modal filters restrict vehicle through movement entirely in strategic locations to reduce volumes to a level suitable for sharing the road. While this can reduce access for residents, it also reduces vehicle volumes past homes. Bicycle Streets are proposed along the following corridors:

- » 23rd Avenue N improving access to Steeples Elementary, College of the Rockies, and Mountain View Field. 1.5 km in length (BS1)
- » 6th Street N improving access to Rotary Trail and future MUP to the west. 400m in length (BS2).
- » 3rd Avenue S improving access to downtown, Tim Roberts Elementary and Parkland Middle School. 1.3 km in length (BS3).
- » 6th Street S improving access to T.M. Roberts Elementary and Amy Woodland Elementary. 800m in length (BS4).
- » 2nd Avenue S improving access to Parkland Middle School. 350m in length (BS5).

*Create a network of safe urban routes that improve access to schools, commercial and recreational destinations.*



This street in Victoria includes sharrows for wayfinding, new 30 km/h speed limit, speed humps and modal filters.

Conventional bike racks while necessary can be supplemented with more secure options.



*Provide more secure bicycle parking.*

### 4.3. Secure Bicycle Parking

Infrastructure to walk and roll along is one part of the active transportation need, but for those rolling, being more confident that they can lock their bicycle or other micromobility device up securely is another major barrier. It is recommended that the City explores innovative secure bicycle parking facilities at key destinations around town, potentially in partnership with property owners where possible. Examples of technology solutions that can be implemented at relatively small scales include Bikeapp enabled secure bicycle parking stations. Potential locations include:

- » City Hall and City Library (BP1).
- » Baker Street in the downtown core (BP2).
- » Rotary Park in the downtown core (BP3).
- » Western Financial Arena (BP4).
- » Smart Centres Cranbrook Shopping Mall (BP5).
- » Tamarack Centre Shopping Mall (BP6).
- » Other locations as appropriate if deemed successful.





*“A protected bicycle lane in the city is a powerful symbol, showing that a citizen on a \$30 bicycle is as important as one in a \$30,000 car”*

**Enrique Peñalosa, Former Mayor of Bogotá**





*“The point of cities is multiplicity of choice.”*

**Jane Jacobs, Author: *The Death and Life of Great American Cities***



# 5. OTHER ACTIONS

*Over and above the physical infrastructure, there are other actions necessary to enable, encourage and support active transportation in the community.*

## 5.1. Reduce Reliance on the Automobile

Making it easier to travel by active modes is a large part of this plan and the recommendation within, however, other ways to increase the number of active trips are those ways that reduce the reliance on the car. For example increased use of transportation options such as transit, ride hailing, and car share can make it easier to use the car less. For example if those options are good enough to go car-lite, or from 2 cars to one in a household, the car begins to get used only for essential trips, and other modes include walking, rolling and taking transit become more viable. If the car is always available, it's difficult to give up the convenience. The intent though is not to force people out of their car, but to provide choices and allow those that do want to reduce the burden of car ownership the opportunity to have safe and comfortable alternatives.

## 5.2. Update Guidance and Bylaws

Many of the City's roads look alike, regardless of their classification and purpose. To guide future upgrades it is recommended that the City updates bylaws and design guidance to better reflect the desired outcomes and functions of each street. For example:

- » Plan for streets to better reflect both their intended transportation function and their place function. For example, a street in the downtown core would have a high place function and greater emphasis in the cross section would be placed on sidewalk width, patio space, landscaping, and potentially protected bike lanes. An industrial street would have less focus on aesthetics, but due to higher truck traffic may still require separate active modes facilities. A classification system should be consistent between all transportation guidance including the Transportation Master Plan, Downtown Revitalization Master Plan and Official Community Plan, and could include new complete street cross-sections that would be incorporated into the sub-division bylaw or new engineering standards.
- » Update the zoning bylaw to require less car parking and more bicycle parking. If we have a goal of enabling everybody in the community to ride a bicycle, they must have places to store it at home and at their place of work. The zoning bylaw can further support short trips by mixing land uses and creating more complete communities.



*Work with the Ministry of Transportation and Infrastructure to improve the highway corridor for people walking and rolling.*

### **5.3. Highway Improvements for Active Modes**

The City OCP speaks to Mobility on The Strip and the need to participate in a comprehensive review of the Highway 3/95 corridor, including its intersections and frontage roads, for the purpose of developing a plan to address access and highway safety concerns. The review should include input from, but not necessarily be limited to, City staff and elected officials, representatives of the Ministry of Transportation, Canadian Pacific Railway and area businesses. The highway corridor through the city is quite hostile to people walking and cycling with sidewalks typically immediately adjacent to the roadway, high vehicle volumes and speeds, lack of sidewalk in places, lack of bicycle infrastructure entirely, and unsafe crossings. The right-of-way varies along the corridor from 25 metres to 50 metres. It is proposed that the City work with the BC Ministry of Transportation and Infrastructure to include safe accommodate for all ages and abilities along and across the highway. This could include:

- » Sidewalks the entire length of the highway where development fronts it.
- » Protected bike lanes behind the curb along the entire length of the highway where development fronts it.
- » Alternatively a multi-use pathway along the entire length of the highway where development fronts it.
- » Consider reducing vehicle lane widths to TAC 3.3m minimums for bus and truck routes (\*excluding gutter and reducing the number of lanes from five to three.
- » Upgrade the highway marked crosswalks at 1st Street S and 4th Street N to a pedestrian half signal.
- » Safety improvements at channelized turns via removal, upgrade to smart channel design or addition of raised crosswalks.
- » Addition of no right-turn-on red signage at all highway traffic signals.



## 5.4. Repair and Maintenance

The City will allocate budget and actively monitor city streets for maintenance issues such as root heave, freeze/thaw issues, pavement conditions and sweeping that could present a barrier to people walking and rolling, and allocate an annual sum of money to undertake such repairs. Where suitable funding is not sufficient, a priority list will be kept of needed repairs to address as funding becomes available.

*Maintain active transportation infrastructure in a good state of repair.*





*Provide solutions that work in a winter city*

## **5.5. Weather and Winter Friendly Solutions**

As the City sees a substantial amount of snow in the winter, any new infrastructure planned must be considerate of the need to store and plow snow as well as the potential for elements such as pre-cast curbs often used in other cities to be obscured under heavy snowfall and become a hazard to people walking, cycling, driving and those clearing the snow. Some considerations include:

- » The use of flexible posts that can be removed in the winter.
- » The use of larger pre-cast concrete barriers that are less likely to be obscured by falling snow.
- » The need to provide space to store the plowed snow.
- » The need to procure and train staff to use specialist equipment such as mini-sweeper for dedicated active modes infrastructure.
- » The grades of new facilities and potential for sliding in the winter on ice or snow.
- » Pavement markings will be covered during snow events and may wear quick quicker due to weather, salting and plowing.
- » Priority snow clearing for active transportation routes.

Other consideration must be made in relation to rainfall including:

- » Suitable drainage infrastructure and paths for stormwater to reach it.
- » Appropriate grading of any new facilities
- » New catch basins where any new raised elements are introduced, i.e., raised crossings or curb extensions.



*Where the volume and speed of vehicles is high, people need safe separate space to walk and roll.*







*“The truth about a city’s aspirations isn’t found in its vision. It’s found in its budget.”*

**Brent Toderian, Toderian Urban Works**



# 6. IMPLEMENTATION

*This plan provides recommendations for improvements to the active transportation network and a prioritized list of projects based on identified criteria. Implementation is subject to funding and priorities that may change from time to time.*

## 6.1. Funding Assumptions

Funding is available for active transportation from various sources including municipal property taxes, provincial and federal grants, development cost charges, and development frontage improvements. The plan does not assume a specific annual funding amount, but rather prioritizes projects that may be implemented as funding allows. While opportunities and grant funding amounts can change from time to time, some common grant funding sources are provided in Section 7 of this plan.

## 6.2. Project Priorities

To be completed following Round 2 Engagement.



*“All cities have traffic departments and statistics for traffic and parking. Do you know of any city with a department for pedestrians and public life? Hardly any city even has good data concerning the people who use the city. People in cities tend to be invisible and poorly represented in the planning process.”*

**Jan Ghel: Ghel Architects**



# 7. BEYOND THE PLAN

*This plan reflects existing conditions, community input, and best practice at the time of writing. As all of these guiding factors can change over time, it is recommended that plan recommendations are monitored and the success of recommendations reviewed.*

## 7.1. Monitoring

Monitoring of active transportation trends can help confirm project successes and inform any adaptations or corrections that may be necessary on past or future projects. Examples of potential monitoring strategies are identified below:

- » **Progress Record:** As the City completes projects, a record should be kept of this work. This record could include date of design and construction completion, cost compared with planning estimates, and the length of new infrastructure.
- » **Readily Available Data:** This includes census travel to work metrics which are updated every five years. An increasing trend towards active modes can highlight the success of the plan and its implementation. It should, however, be noted that other factors can affect mode share such as gas prices and land use changes.
- » **Project Specific Active Modes Counts:** These counts which may be manual or automatic using various technologies, count the number of people walking, cycling, or moving along the corridor by various means. Often done before and after a project to understand if it increases usage, care must be taken to count on similar days, similar time of the year, with similar weather, and it's important to understand that counts on one improved corridor may be simply attracting trips from other corridors rather than creating new trips. This can be better understood by undertaking screenline surveys.
- » **Facility Type Vehicle Surveys:** Over time it may be necessary to adjust facility types or increase the extent of traffic calming if traffic volumes and/or speeds increase. It is recommended that occasional checks are undertaken of vehicle volumes and speeds, particularly where people traveling actively share the road with motor vehicles.
- » **Intercept or Interview Surveys:** Intercept surveys provide a valuable source of user opinion and can be undertaken directly on a corridor or in a neutral location, potentially before and after project implementation for a specific project. Examples of information that cannot be collected by simple counts include the feeling of safety or happiness using a new facility and previous condition. Interview surveys or panels surveys are another tool that can be scheduled annually to gauge the state of public opinion about topics in the community including active transportation, and over time can build a picture of changing trends.

» **Observational Surveys:** These surveys require a suitably experienced person to observe the corridor either before or after improvements to gauge how people are using it, if there are conflicts between user groups, and to help identify if specific interventions will be appropriate, or if after implementation, if they are working as intended. Examples include conflicts on multi-use pathways or at crosswalks.

## 8.2. Grant Funding Opportunities

Grant funding opportunities can vary over time. The City should endeavour to stay on top of all possible funding opportunities to maximize the extent of funding support for active transportation projects. Examples at the time of writing include:

### **FCM Green Municipal Fund**

The Green Municipal Fund helps local governments switch to sustainable practices faster. Our unique mix of funding, resources and training gives municipalities the tools they need to build resiliency — and create better lives for Canadians. GMF is a \$1.6 billion program funded by the Government of Canada.

### **Government of Canada Active Transportation Fund**

The first-ever Active Transportation Fund will provide \$400 million over five years to support a modal shift away from cars and toward active transportation, in support of Canada's National Active Transportation Strategy. The Active Transportation Fund will invest in projects that build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, in addition to supporting active transportation planning and stakeholder engagement activities.

Funding is available for planning and capital projects. For planning projects, grants of up to \$50,000 are available for successful applicants who wish to undertake planning, design or stakeholder engagement activities. Funding can cover up to 100% of eligible costs. Moreover, 3% of the Active Transportation Fund has been notionally allocated for planning projects. For capital projects, contributions of up to \$50 million are available for capital projects that build new or enhance existing active transportation infrastructure, or which provide ancillary features and facilities that promote active transportation or enhance user safety and security. The maximum program contribution rate from the Federal Government for municipal projects is 60%. The website currently refers to applications for the 2022 calendar year.

### **BC MOTI Active Transportation Infrastructure Grants**

The B.C. Active Transportation Infrastructure Grants Program provides cost-sharing opportunities for network planning grants and infrastructure grants. Funding from these grant programs support the development of active transportation infrastructure for all ages and abilities. For example, infrastructure grants fund: Multi-use protected travel lanes; Pedestrian and cycling safety



improvements; End-of-trip facilities and other amenities; and lighting and way-finding. BC Active Transportation Infrastructure projects are eligible for funding up to a total of \$500,000 per project and the grant can fund up to 60% for a local government with community population between 15,000 and 25,000.

### **ICBC Road Improvement Program**

Since 1990, ICBC have invested approximately \$225 million in over 8,300 road improvement projects across B.C., and are committed to continuing to making roads safer for drivers, cyclists and pedestrians. ICBC works with a variety of stakeholders and experts on road improvements, including engineers, municipalities around the province and the Ministry of Transportation to implement technologies and initiatives that can prevent crashes. Funding availability for road improvement projects are not publicly available, but there are likely opportunities to support active transportation projects in the community.

### **UBCM Community Works Fund**

The Community Works Fund (CWF) is one of the funding streams of the Canada Community-Building Fund. The CWF allocates funding to all local governments in BC based on a per capita formula that includes a funding floor. Local governments may direct the funding towards eligible costs of eligible projects as set out in the CWF agreement and report annually on these projects and their outcomes. The CWF program will deliver an estimated \$1.3 billion over ten years to local governments.

The eligible categories for capital infrastructure include: Drinking Water Wastewater; Local Roads, Active Transportation, Bridges; Solid Waste; Recreation and Sport Infrastructure; Tourism and Cultural Infrastructure; Public Transit; Community Energy Systems; Disaster Mitigation; Fire Hall Infrastructure; Short-sea Shipping and Short-line Rail; Broadband Connectivity; Regional and Local Airports; and Brownfield Redevelopment.

The eligible categories for capacity building include: Asset Management; Integrated Community Sustainability Plans; and Long-term Infrastructure Plans.

## **8.3. Plan Updates**

The City of Cranbrook Active Transportation Plan provides a strategy to improve the safety and comfort of people in the community traveling to key destinations by active modes. Priorities are set out in the plan, but implementation is intended to be flexible and adapt to or align with other local priorities that may change from time to time.

This plan should be reviewed every five to ten years, and updated as necessary, to confirm the recommendations within still meet best practice, local priorities, and evolving needs.





# **APPENDIX A BACKGROUND REPORT**







CRANBROOK

# ACTIVE TRANSPORTATION NETWORK PLAN

## BACKGROUND REPORT

December 2023





This Active Transportation Network Plan Background Report was prepared by ISL Engineering and Land Services Ltd. with input provided by City staff.



*“We all live in systems that shape our travel behaviour, and most of us live in systems that give us almost no choice in how we get around”*

**Charles Montgomery, Author: Happy City**



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*People need safe facilities  
and priority where they  
need to cross the road  
and connect trails.*



# 1. OVERVIEW

*This background report informs the Active Transportation Plan and includes a policy review, community profile, data review, existing infrastructure assessment, and gap analysis which together provide a starting point to develop recommendations for the plan improvements.*

## 1.1. Project Background

The development of transportation systems and infrastructure is of key interest to the City of Cranbrook. Chief among these is the development of a convenient active transportation network that is comfortable for people of all ages and abilities.

The City's existing infrastructure for people walking and rolling need further development. Amenities are outdated and some existing pathways have poor accessibility and connectivity. Previous community engagement has found public interest in the development of the local pathway network, including the Rotary Way and NorthStar Rails to Trails. Interest in low emission transport, such as e-bike and/or e-scooter sharing programs, has also been expressed.

## 1.2. Process

The project process includes:

- » Engagement (Phase 1 - gathering ideas and concerns)
- » Background Report (this document)
- » Draft Active Transportation Plan (including draft recommendations)
- » Engagement (Phase 2 - inviting feedback on draft recommendations)
- » Final Active Transportation Plan (including the final recommendations, future network map, cost estimates, and an implementation plan)



*People are already choosing creative active transportation options to get around Cranbrook.*





# 2. POLICY REVIEW

*The Active Transportation Plan will consider past plans, their continued relevance, as well as if previous recommendations still align with current best practice. This information will inform the development of recommendations that support municipal policies and direction.*

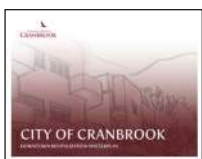
## 2.1. Local Plans and Policies

There are many City of Cranbrook Plans and Policies developed to date that the Active Transportation Network Plan may either wish to align with, or provide updated recommendations that supersede those in previous plans based on changing best practices and guidance. Below are some highlights that provide support for improved active transportation infrastructure, investment, or simply related recommendations that this plan may align with.



### **Official Community Plan**

**Being updated, but previous OCP included upgrade and expansion of the active transportation network, add bike parking, improve accessibility and address safety concerns along the Highway.**



### **Downtown Revitalization Plan**

**Includes complete streets, 30 km/h speed limits, pedestrian priority, accessibility, safety, mobility hubs to integrate modes, a connected all ages and abilities AT network, and combining utility and transportation upgrades to reduce costs.**



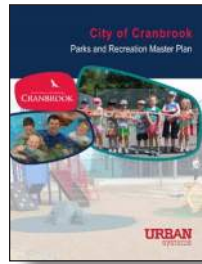
### **Transportation Master Plan**

**Make AT accessible, attractive, integrated, reduce the environmental transportation impacts, design safe streets for all modes that create social interaction.**



## **Growth Management Study**

Modeled growth scenarios and focused on road capacity with little discussion of active transportation ability to absorb trips.



## **Parks and Recreation Master Plan**

Includes Rotary Way extensions to Confederation Park, Museum of Rail Travel, Moir Centennial Park and NorthStar Rails to Trails, and extension of the rail trail further south.



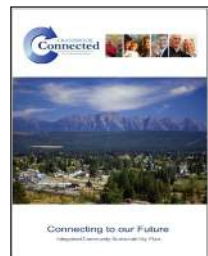
## **2023 Tourism Master Plan**

Includes investment in arrival gateways, urban parks, grade separated crossings of the Highway, Creating a Cranbrook vibe with pedestrian friendly streetscapes, wide sidewalks, wayfinding and amenities, and investment in an all ages and abilities AT network that brings travelers downtown.



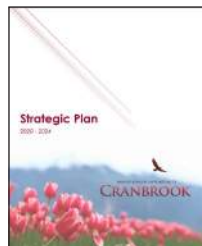
## **2021 Community Climate Action Plan**

Targets include reducing GHGe to 20% below 2007 levels by 2030 and 80% below by 2050. Vehicle make up 64% of the community GHGe and thus mode shift to AT can support climate objectives.



## **2011 Integrated Community Sustainability Plan**

Established aesthetics of the development of public spaces. Recommendations included an update to the City's 2006 Cycle Walk Trail Master Plan.



## **2020 - 2024 Strategic Plan**

Investing in transportation infrastructure is a key pillar of the plan.



## **2021 Streets, Traffic, and Parking Bylaw**

Includes several updates relating to active transportation including requirements for residents to clear their sidewalks, where they must walk, ride a bicycle, motorized scooter or other small wheeled transport.



*The Rotary Way trail system provides an excellent foundation for active transportation in Cranbrook. It could connect the entire community over time.*





*Providing connectivity is just part of the solution. Providing safe places to park your bicycle at destinations is critical, as is sufficient storage at home. If we want more people to travel actively, they need secure bicycle parking.*





## 2.1. Provincial and Federal Policies

There are a few Provincial and Federal policies and guides related to active transportation that can provide supporting rationale and direction for the recommendations that will be made in the Active Transportation Network Plan.



### 2019 Provincial Active Transportation Strategy

Included goal to double percentage of active trips taken by 2030, provide cost share funding to help communities build safe AT networks, and provide incentives such as the e-bike rebate to get more people moving actively.



### 2019 BC Active Transportation Design Guide

Aims to separate people traveling actively where vehicle volumes and speeds are higher, or reduce volumes and speeds to levels that are safe to share the road.



### The BC and Canada Road Safety Strategies

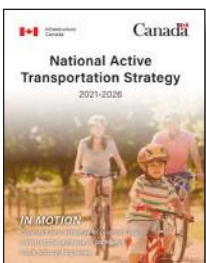
Both are working towards Vision

Zero, that is eliminating death and serious injury through a safe system approach.



### BC Climate Action Charter

Aims to foster a built environment that reduces car dependency, develops alternate transportation options and integrates transportation and land use planning.



### The 2021 Canada National AT Strategy

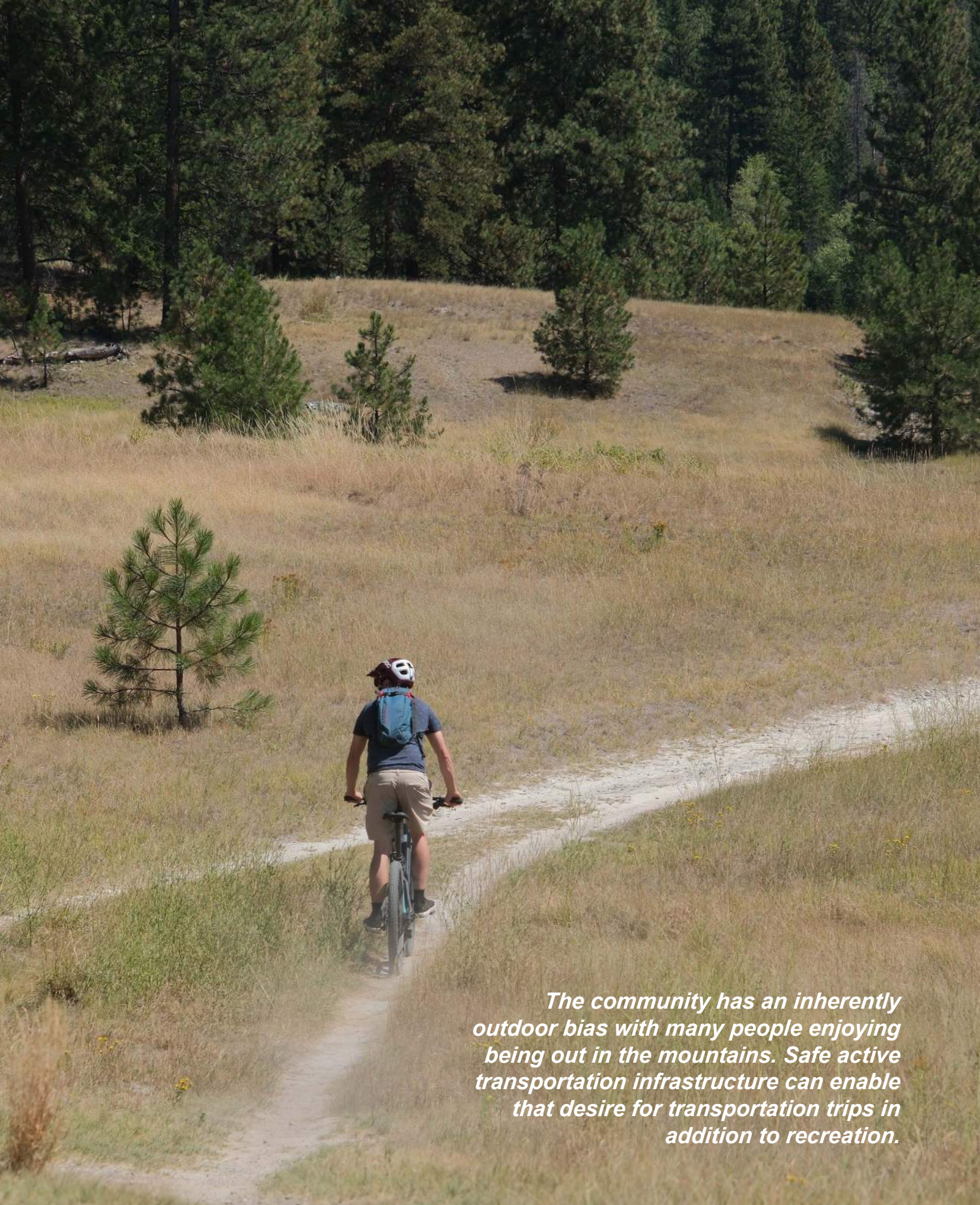
Commits to providing funding for infrastructure that is safe and accessible.



### BC Motor Vehicle Act

Includes recent updates to introduce safer passing distances when drivers pass people riding bicycles.





*The community has an inherently outdoor bias with many people enjoying being out in the mountains. Safe active transportation infrastructure can enable that desire for transportation trips in addition to recreation.*



# 3. COMMUNITY PROFILE

*This profile provides an overview of the community and its demographics, highlighting the City's older population, the changing work-from-home dynamic, short vehicle commutes, and the generally flat topography of the community*

## 3.1. Regional Context

The City of Cranbrook is located within the Regional District of East Kootenay and is the largest urban centre of the region. The community is located a 15 minute drive south of Canadian Rockies International Airport. Cranbrook features a humid, relatively dry climate. When precipitation does fall, a good proportion of it will fall in the form of snow. Environment and Climate Change Canada reports Cranbrook as having the most sunshine of any B.C. City.

Cranbrook itself is mostly flat, although the City is surrounded by rising hills, where many homes are located, as well as the nearby Purcell and Rocky Mountains. There are several other natural attractions within close proximity to the City, including Jim Smith Lake Provincial Park, Elizabeth Lake, the Cranbrook Community Forest, and Idlewild Park.

Cranbrook contains 13 public and private grade schools, as well as the College of the Rockies, which enrolls 2,500 students.

## 3.2. Indigenous Context

The region was originally inhabited by Ktunaxa peoples. Today, St. Mary's IR 1A is home to the Ktunaxa Nation and contains the St. Eugene Mission residential school, which has been transformed into the St. Eugene Golf Resort & Casino.

## 3.3. Economic Context

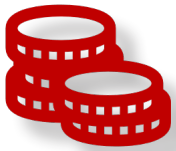
Cranbrook serves as a major commercial and transportation hub for the region. It is also home to the Canadian Museum of Rail Travel. The community has a lower labour participation rate (62%) than the Province (70%). Significant industry sectors include sales and service occupations, trades, health care, as well as mining and forestry services.

### 3.4. Census 2021 Demographic Data



**How many People Live in Cranbrook?**

Population in 2021 was 20,499 Residents, an increase from 20047 in 2016.



**How many residents are on lower incomes?**

60% of residents earn less than \$50,000. Enabling more people to get around by active transportation can reduce transportation cost burdens of car ownership.



**What type of homes do people live in?**

Housing is 65.2% single family homes, 5.8% duplex, 5.2% movable dwelling, and 23.3% multi-family of some kind.



**Do residents own or rent?**

73.5% of homes are owned while 26.4% are rent.



**What does family composition look like?**

There are 29.6% single person households, 20.4% couples with children, 30.8% couples without children, and 8.8% single parent households.



**What is the age profile of residents in Cranbrook?**

32% of residents are 60 years of age or older. As people age in the community, driving may not always be an options and safe ways to walk or cycle may support an active and healthy lifestyle.



### 3.5. Census 2021 Commute Data



**Do more people work from home now?**

COVID has changed work patterns to a degree. 9% of residents worked from home in 2021, a change from 4.7% in 2016. It is not clear how this will continue going forward.



**Do residents work within or outside of Cranbrook?**

79% work within Cranbrook. 21% work outside of Cranbrook.



**Do people ride a bicycle to commute to work?**

1% of residents stated they commute by bicycle. The small size of Cranbrook, means it would be an option for more people if it were safer.



**Do people walk to work, or walk to get the bus to work?**

9% of people walk to work, and 1% take transit. They need good continuous and well maintained sidewalks routes to bus stops.



**How many people drive to work?**

Most people (87%) drive to work, reflecting the auto orientated nature of the transportation network today.



**Could people change their mode of commute?**

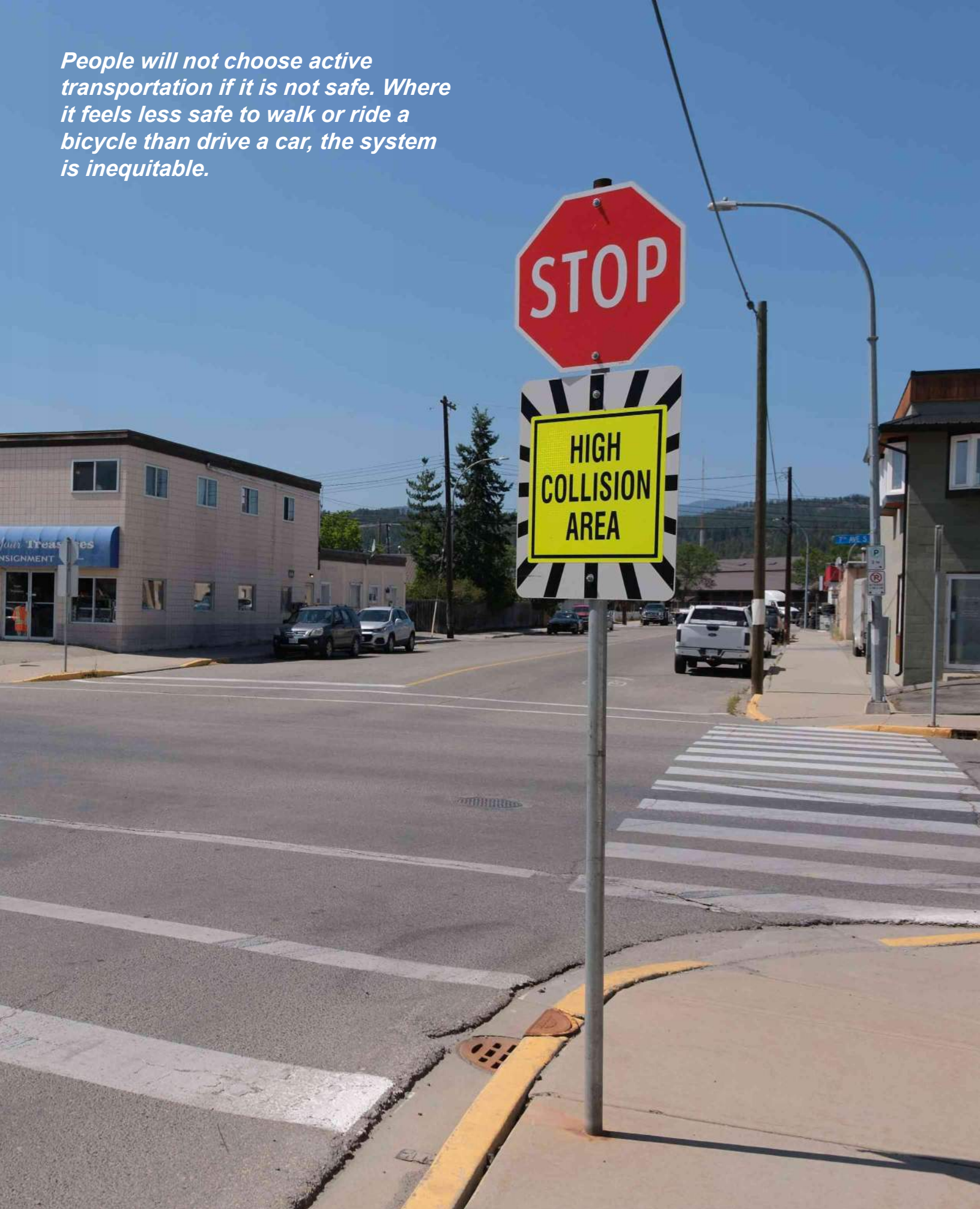
68% of commutes are less than 15 minutes. Cranbrook's size is ideal for making trips within the community by bicycle.



**Do men and women travel the same by active transportation?**

6.6% of men walk compared with 11.7% of women, while 1.1% of men cycle compared with 0.8% of women.

*People will not choose active transportation if it is not safe. Where it feels less safe to walk or ride a bicycle than drive a car, the system is inequitable.*





# 4. COLLISION HISTORY

*A review of collision history involving people walking and cycling can help identify potential safety issues for people traveling actively. A lack of collisions doesn't inherently show the system is safe, it can often indicate that it's too dangerous for people to use.*

## 4.1. Collisions Involving Pedestrians

Between 2018 and 2022 there were 15 reported collisions involving pedestrians in Cranbrook. Table 4.1 lists the collision locations while Figure 4.1 illustrates those locations.

**Table 4.1: Pedestrian Involved Collisions in Cranbrook 2018-2022**

Pedestrian Collision Location	Number
KOOTENAY ST N & VICTORIA AVE N	1
KOKANEE DR N & WILLOWBROOK DR	1
CRANBROOK ST N & WILLOWBROOK DR & TURNING LANE	1
CRANBROOK ST N & THEATRE RD & VICTORIA AVE N & MALL ACCESS & TURNING LANE	1
9TH AVE S & KING ST W & VAN HORNE ST N & VAN HORNE ST S & TURNING LANE	1
37TH ST S	1
2ND ST N & VICTORIA AVE N	1
18TH AVE S & 6TH ST S	1
16TH AVE S & 6TH ST S	1
14TH AVE S	1
14TH AVE N & 2ND ST N	1
12TH AVE N & 2ND ST N & KOOTENAY ST N	1
11TH AVE S & BAKER ST	1
11TH AVE S & 1ST ST S	2

## 4.2. Collisions Involving Cyclists

Between 2018 and 2022 there were 11 reported collisions involving people cycling in Cranbrook. Table 4.2 lists the collision locations while Figure 4.1 illustrates those locations.

**Table 4.2: Cyclist Involved Collisions in Cranbrook 2018-2022**

Pedestrian Collision Location	Number
12TH AVE N & 2ND ST N & KOOTENAY ST.	1
13TH STS & 8TH AVE S & SPRUCE DR S	1
17TH AVE N & 2ND ST N	1
21ST AVE S & 2ND ST S	1
22ND ST N & CRANBROOK ST N & RAILS.	1
2ND ST N & VICTORIA AVE N	1
3RD AVE S & VAN HORNE ST S & PARKING	1
4TH ST S & 7TH AVES	1
6TH ST N & 6TH ST NW & CRANBROOK S.	1
6TH ST N & KOOTENAY ST N	1
RIDGEVIEW RD & THEATRE RD	1

## 4.3. How does Cranbrook Compare?

To understand if the number of pedestrian and cycling collisions is high or low. The number of pedestrian and cyclist involved collisions in other municipalities of similar size or local proximity were compared. Table 4.3 illustrates that the AT collision rate is higher than some locations but much less than others. It does not indicate a significant issue, but does suggest improvement is possible.

**Table 4.3: Cycling Involved Collisions in Cranbrook 2018-2022**

Municipality	Population	AT Mode Share	Pedestrian Collisions	Cyclist Collisions	AT Collisions per 1000 Residents
Cranbrook	20,499	10.1%	15	11	1.27
Squamish	23,819	9.9%	15	30	1.89
Courtenay	28,420	9.9%	55	54	3.83
Pitt Meadows	19,146	4.2%	26	24	2.61
Salmon Arm	19,432	8.7%	6	7	0.70
Kimberley	8,115	17.7%	3	2	0.62
Fernie	6,320	10.9%	1	1	0.32



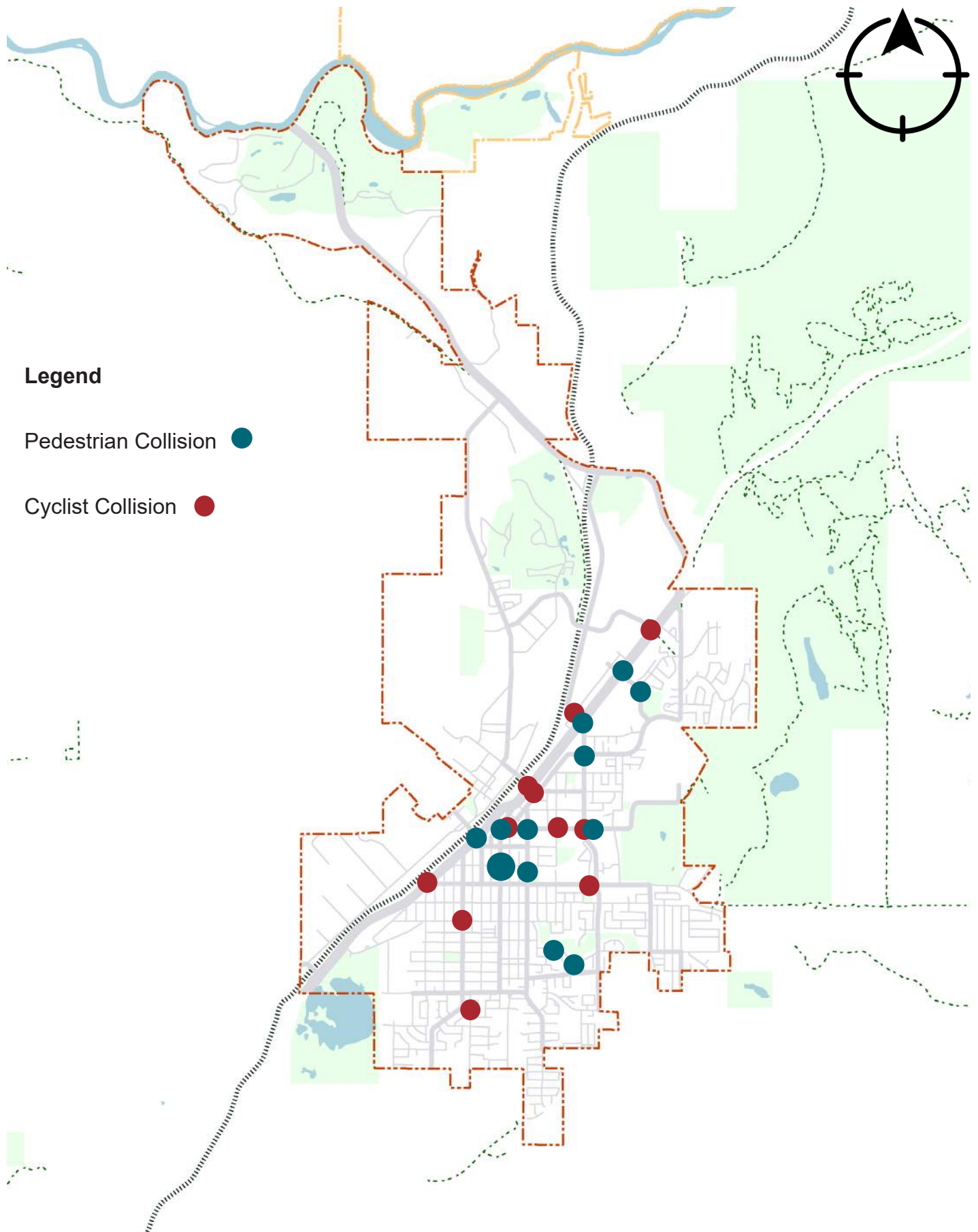


Figure 4.1: ICBC Cycling and Pedestrian Collision locations 2018-2022



*There are pros and cons with the existing active transportation network. There is a great base to build on, favourable topography in many parts of the community, but it needs greater connectivity and better separation from traffic.*



# 5. EXISTING CONDITIONS

*A review of existing conditions considers current infrastructure in Cranbrook for people walking, riding a bicycle, or otherwise rolling. It considers who we design for, available facility types, overall network connectivity, and notable gaps.*

## 5.1. Summary of Key Challenges

Cranbrook has an established urban core providing many amenities for residents and destinations that could be accessible by active modes with the right infrastructure. The outlying areas of the community are never too far away by bicycle, but safe infrastructure is limited in many locations. The paved trail system provides attractive routes for some trips and can form the basis of a larger and better connected network for all ages and abilities. Below are some key findings from the review of existing conditions:

- » There is a good paved multi-use pathway network, but it needs consistent facility type and safe crossings.
- » There are missing sidewalks along some key routes.
- » Maintenance is a significant issue, for example at curb ramps, the joints between the roadway and curb have often deteriorated.
- » The highway corridor is hostile to people walking and cycling, due to close proximity to the roadway, high traffic speeds and volumes, the lack of sidewalk in places, high-speed channelized turns, long blocks and a lack of safe crossings in places.
- » Safety issues have been highlighted with “high collision location” signage, that could be better addressed through design. i.e., adding curb extensions to tighten the intersection and reduce crossings distances.
- » Winter maintenance is an issue and designs must be considerate of winter conditions, i.e., pre-cast curbs to create quick build bike lanes may be problematic. Preferred solutions are likely behind the curb and accessible to snow clearing equipment.
- » There are existing door zone bike lanes that are dangerous for people cycling, with observations also identifying trucks parked partly in the bike lane.
- » Some pedestrian crossing types are not appropriate for the number of lanes, volumes and speeds of traffic.

## 5.2. Existing Network for People Walking

There are sidewalks along most of the roadways in the urban core, but outlying areas are less well catered for with pedestrians often having to share the road or use a gravel shoulder. People walking also have access to the Rotary Way Trail that provides important connections throughout the urban core. Rural areas are even less well catered for and people walking will have to share the road. The key infrastructure types are shown below and locations are illustrated in Figure 5.1.



### Sidewalks

Should provide space for two wheel chairs to pass and include curb ramps or continuous sidewalks to be accessible for everyone.



### Multi-Use Path

Can be less comfortable for people walking due to conflicts with those rolling at higher speeds.



### Shoulder

Provides space separate from motor vehicles, but typically not comfortable or accessible for all.



### Shared Roadway

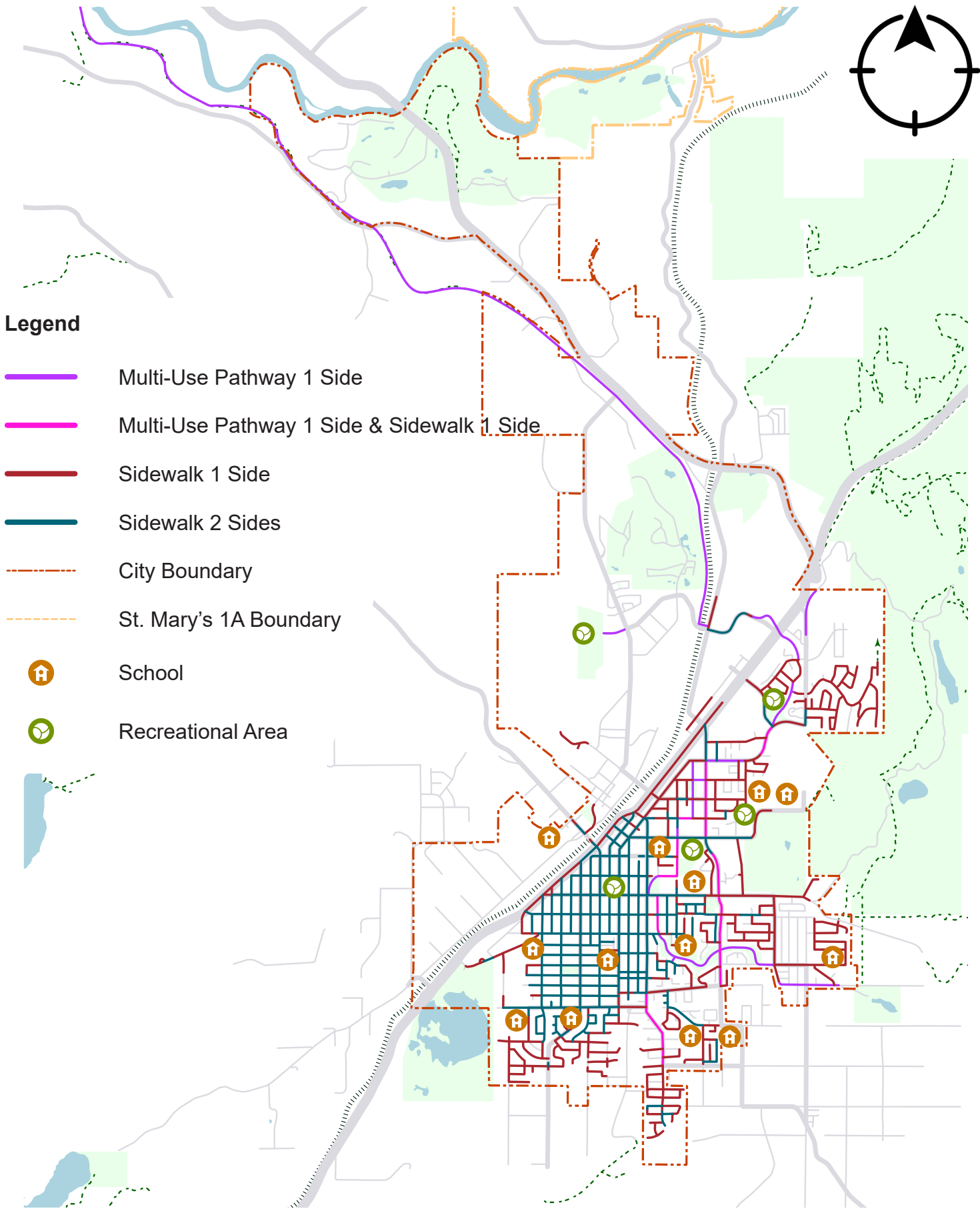
May be comfortable in urban areas where volumes and speeds are low, but less so in rural areas with higher speeds.



### Unpaved Trails

Typically used for recreation, but can provide important connections, not accessible and conditions vary with weather.





**Legend**

- Multi-Use Pathway 1 Side
- Multi-Use Pathway 1 Side & Sidewalk 1 Side
- Sidewalk 1 Side
- Sidewalk 2 Sides
- - - City Boundary
- - - St. Mary's 1A Boundary
- School
- Recreational Area

**Figure 5.1: Existing Pedestrian Network**

## 5.2. Crossing Facilities for People Walking

Pedestrians always have right-of-way at road crossings and intersections unless otherwise marked or controlled. There are a few key crossing types in Cranbrook as shown below.



### Unmarked Crosswalk

People walking always have right-of-way over motor vehicles at unmarked crosswalks



### Marked Crosswalks

Where traffic is otherwise uncontrolled marked crosswalks typically feature zebra stripes and may include flashing beacons



### Marked Crosswalks

Stop-controlled intersections typically feature marked crosswalks with parallel white bars



### Signalized Crosswalks

Typically marked with parallel white bars and controlled with a pedestrian signal

## 5.3. Gaps for People Walking

Cranbrook has developed an extensive network of sidewalks, as well as retrofitted several routes with multi-use pathways. Key gaps, that if addressed, could improve the network's connectivity, safety, attractiveness are shown below.



### Missing Connections

Even in the urban core, there are sections of missing sidewalk that present barriers to some people.



### Unmaintained Sidewalks

Root heave, and freeze/thaw cycles can create barriers even where sidewalks are present.





### **Inappropriate Crossings Types**

A flashing beacon creates a safety risk on multi-lane roads as vehicles can obscure sight lines to people crossing.



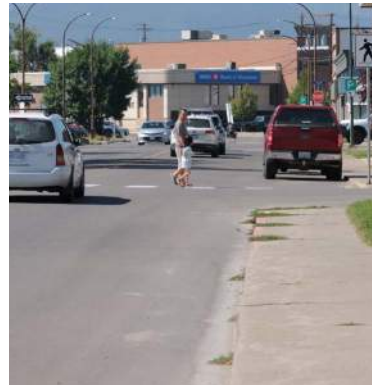
### **Lack of Dedicated Bike Infrastructure**

This can force people rolling onto the sidewalks where conflicts with pedestrians can occur.



### **Poor Road Surface**

The road surface can also present barriers to people, especially those in wheelchairs with uneven and potholed surfaces in places.



### **Limited Separation**

Most sidewalks offer little separation from adjacent motor vehicle traffic, reducing the comfort of these facilities.



### **Wide Streets**

Wide streets enable people to drive faster. Curb extensions would change the feel of local streets and reduce crossing distances



### **Hostile Highway Corridor**

The speed, volume, lack of sidewalks in places, lack of maintenance, and unsafe crossings are a barrier to pedestrians along this key commercial corridor.

## 5.4. Existing Network for People Rolling

The existing network for people rolling varies from the Rotary Way trail which is typically separate from motor vehicles to painted bike lanes and shared lanes. The urban core is relatively flat in grade making cycling an options for many. However, the extremities of the city typically start to climb the nearby slopes and may be challenging for some. There are no protected bike lanes in the City.



### Painted Bike Lane

Not comfortable for all ages and abilities as it does not protect people rolling from motor vehicles. Greater risk added if in the door zone.



### Multi-Use Path

Comfortable for all ages and abilities, but greater conflicts between active modes.



### Paved Shoulder

Provides a space for people walking and rolling but is not comfortable for all ages and abilities as it is unprotected from motor vehicles.



### Unpaved Shoulder

Not suitable for all ages and abilities as it is unprotected, is not accessible, and conditions vary with the weather.



### Shared Roadway

Not comfortable for all ages and abilities except when vehicle volumes and speeds are low.



### Unpaved Trail

Not comfortable for all ages and abilities due to uneven and variable surface, and safety concerns due to remoteness and a lack of lighting.



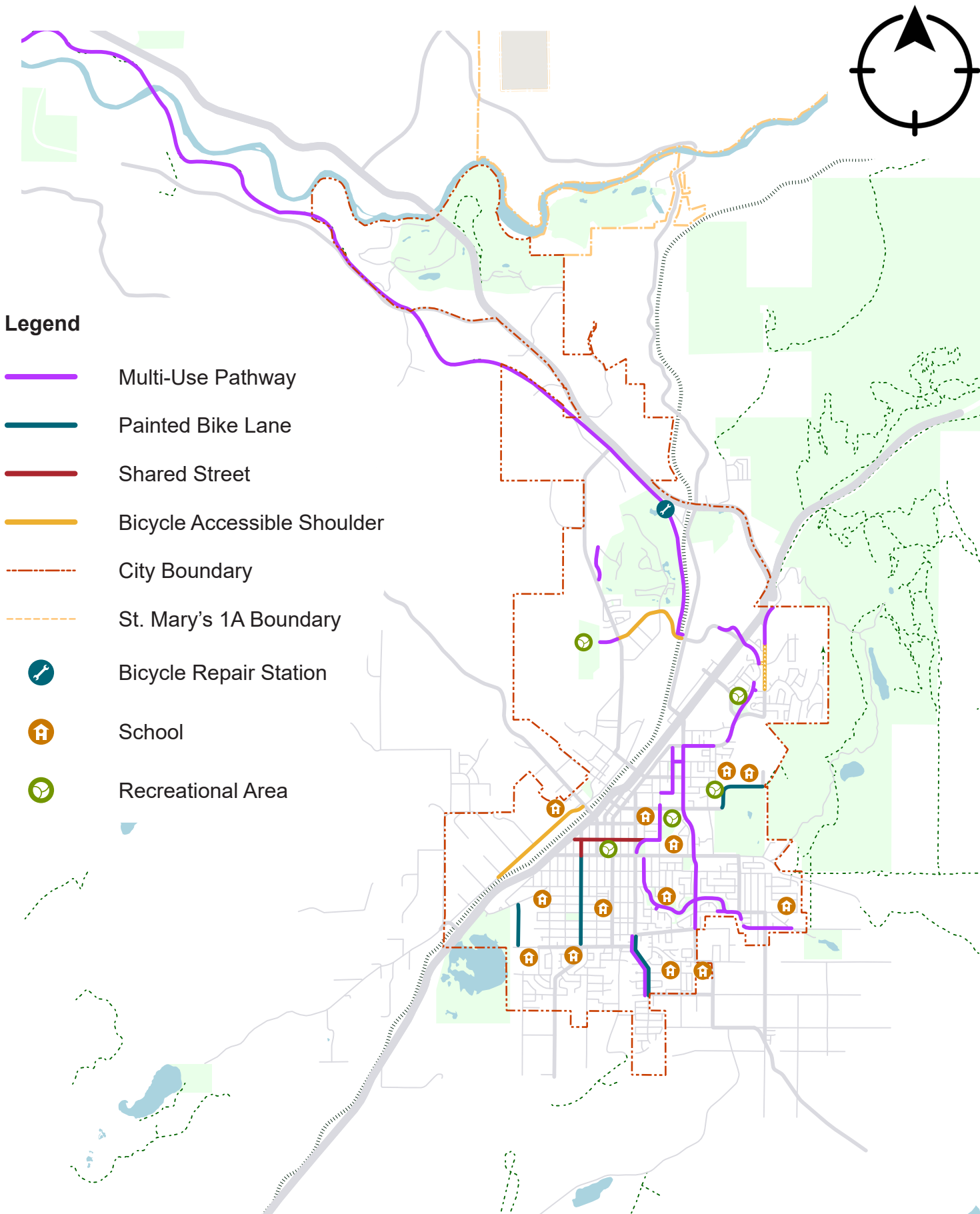


Figure 5.2: Existing Network for People Rolling

## 5.5. Existing Crossing Facilities For People Rolling

People biking and rolling in some cases have right-of-way at road crossings and intersections. There are a few key crossing types in Cranbrook as shown below.



### Unmarked Crossing

People rolling are treated as vehicles by the Motor Vehicle Act and therefore have equal right-of-way with vehicles, unless otherwise marked.



### Marked Crossings

Where marked, crossrides feature elephant feet, such markings convey priority for those biking and rolling.



### Marked Crossing

Stop-controlled intersections along bike routes may feature shared crossings marked with elephant feet.



### Signalized

Signal controlled intersections may feature crossrides marked with elephant feet, although they are not always provided.

## 5.6. Gaps For People Rolling

Cranbrook has the core of a good all ages and abilities network for people riding bicycles or rolling by other micromobility options. Key gaps, that if addressed, could improve the network's connectivity, safety, attractiveness are shown below.



### Missing Links

The current network of multi-use pathways is safe but limited in its reach. Expansion would connect more people safely.



### Shared AT Facilities

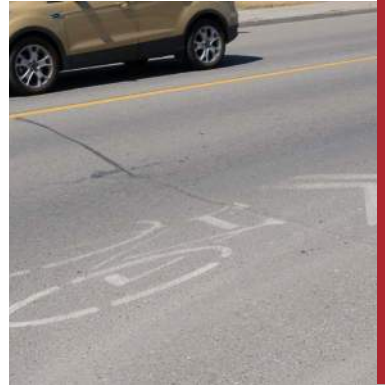
Shared facilities can create conflicts. Design should consider areas of high conflict and provide etiquette education.





### Painted Lanes

Painted lanes are not suitable for all ages and abilities. They also present a risk of dooring where directly adjacent a parking lane.



### Shared Roadways

Shared roadways are only comfortable for most where speed and volume of traffic is low.



### Unsafe Crossings

Some key connections do not have marked crossing where people rolling (and walking) should have priority.



### Bicycle Parking

To encourage travel by bike it should be plentiful at all key destinations, secure, and weather protected.



### Lack of Sweeping

Where the bike lane becomes uncomfortable or hazardous to ride, people on bicycles will ride close to or in the car lane.



### Unsafe Catch Basins

Uneven catch basins present a hazard, especially where speeds are high downhill, and visibility limited after dark.



### Steep Grades

Sometimes unavoidable, but design should consider increased speed differentials.

## 5.7. All Ages & Abilities Network

People rolling have different levels of comfort when sharing the road with motor vehicles as shown below.



### Fearless

Will cycle anywhere and do not need safe infrastructure. Typically represent a small percentage of the population.



### Confident

Typically prefer not to share the road with vehicles but will tolerate shared roadways or painted lanes.



### Interested but Concerned

Will only use safe infrastructure separate from traffic.



### No Way, No How

Not interested in riding a bicycle and that is okay

When we think about designing for people rolling, whether by bicycle or other micromobility modes, it is typical to evaluate the network that is comfortable for all ages and abilities, or comfortable for most. This is the network that is separate from motor vehicle traffic or shares only low speed, low volume roadways where those low volumes and speed are enforced through design. If we map only those routes comfortable for everyone, we can quickly build a picture of how connected the bicycle network is in the community and identify where gaps exist.

Phase 1 of the public engagement activities asked people what their level of comfort was riding a bicycle. The results indicated that, of those that bike:



**80% feel confident or interested but concerned** (will only ride on or prefer comfortable facilities that are separated from traffic)

**20% feel fearless** (will comfortably ride anywhere and share space with motor vehicles)





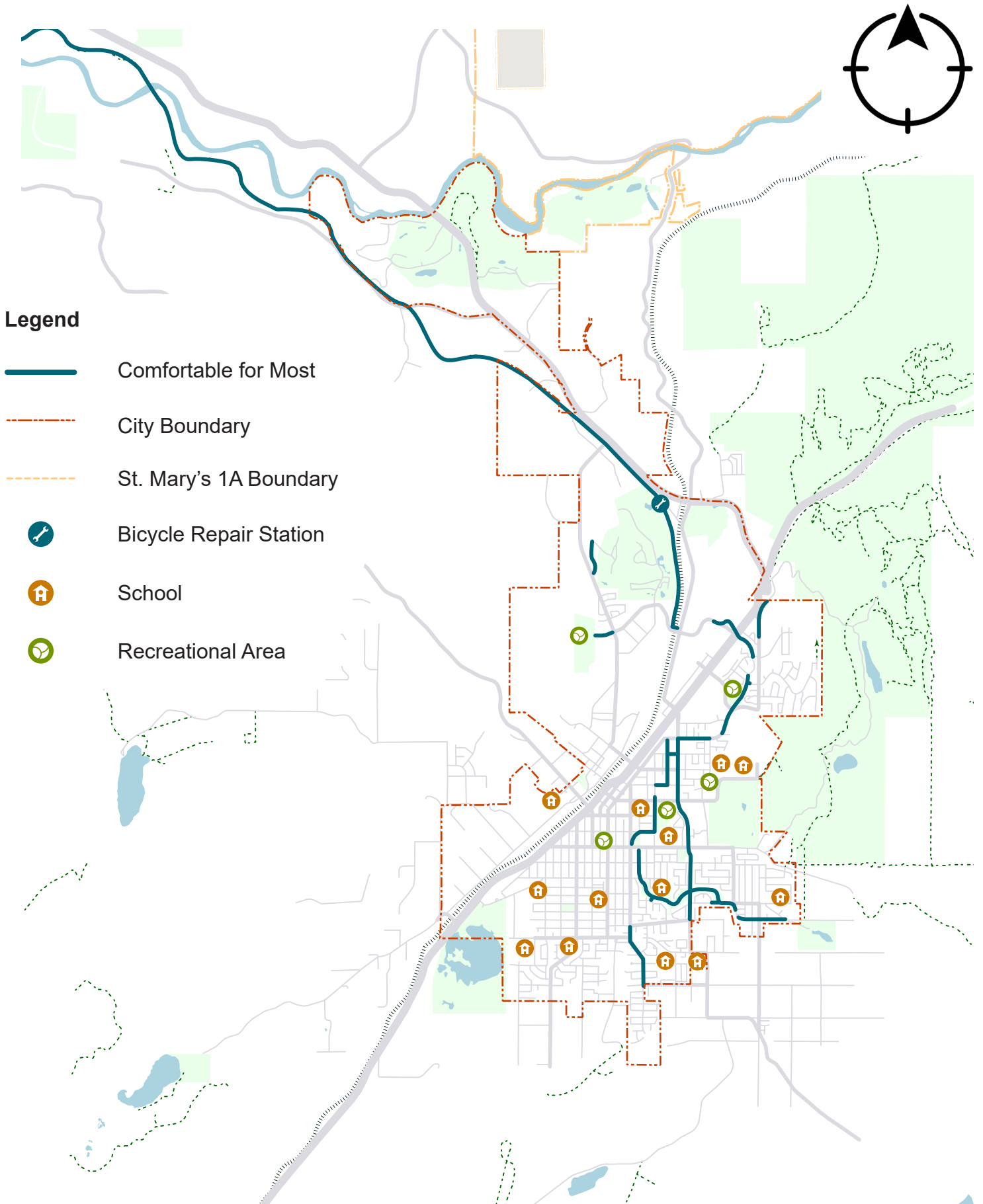


Figure 5.3: Existing Network for People Rolling that is Comfortable For Most

## 5.8. Access to Transit

Transit is not a form of active transportation, but people do travel actively to access transit. BC Transit operates seven different transit routes in the City covering all of the denser urban areas in the community as shown in Figure 5.4.

When the pedestrian network is continuous and provides access to transit, it makes it easier for people to make multi-modal trips in the community. To that extent, upgrades to the sidewalk network support trips on foot but also those by transit, and likewise, making transit more comfortable and convenient encourages its use and trips to the bus stop. Bus stops should have paved waiting areas, ideally with weather protection, seating, lighting, waste receptacles and transit information.

Likewise, some people may wish to ride a bicycle to transit, and thus bike racks on the buses support such multi-modal trips, as does secure bicycle parking at transit stops, and in particular, the transit exchange in downtown.



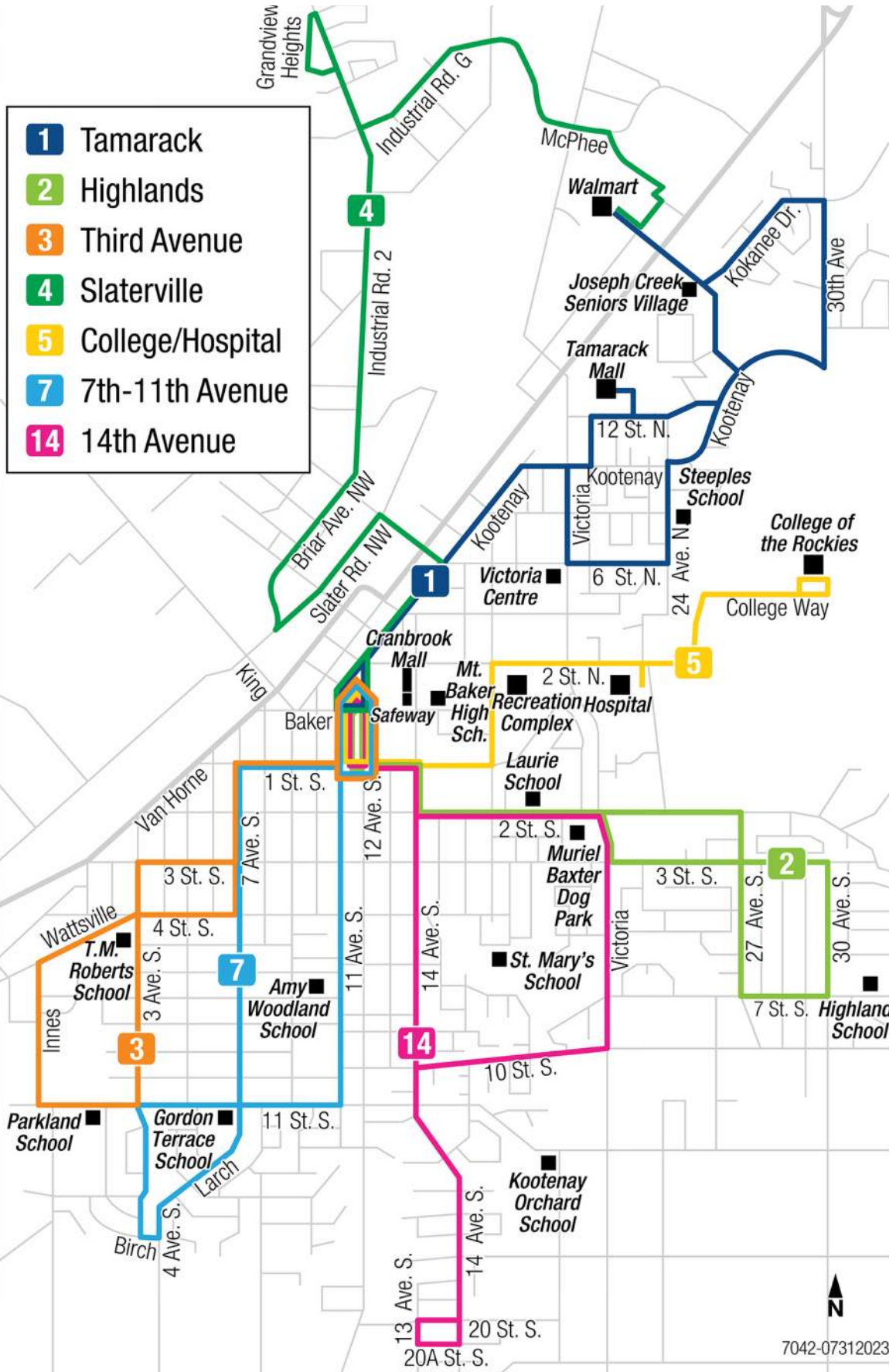


Figure 5.4: BC Transit Service Route Map

## 5.9. Supporting Active Transportation

In addition to the basic infrastructure provision that is safe and comfortable for most people in the community, there are other elements of City planning and decision making that can support increased trips by active modes.

### Land Use Planning

People will choose the most convenient mode of transportation for the trip they need to make. When destinations are reasonably close and the infrastructure makes it safe, walking, riding a bicycle or taking another form of micromobility become competitive in their convenience with driving or taking public transit, if not more so. Cranbrook is largely planned with different land uses separate from each other as has been typical in North America. Mixing land uses throughout Cranbrook would support shorter trips between residential, employment, and commercial land uses making trips by foot, bicycle or micromobility an easier choice for some trips.

### Ride Sharing

Ride sharing includes shared motor vehicles, bicycles (including e-bikes), and e-scooters. All three can support active transportation in different ways. Shared vehicles allow a household to be less reliant on their own private vehicle. As well as the potential reduction in transportation costs, where a person does not automatically have the convenience of their own private automobile, they tend to use the car less and explore other options more.



*Shared mobility  
reduces reliance  
on private vehicle  
ownership and  
provides different  
options for specific  
trips.*



*High residential densities, close to employment and commercial land uses would enable more short trips that could more easily be made by active transportation*



### **Ride Hailing**

Similar to ride sharing, ride hailing (i.e., taxis and alternatives such as Uber) can also reduce reliance on vehicle ownership by promoting viable alternatives on an on-demand basis. They similarly changes the cars role from all trips to essential trips and increase use of other modes.

### **Incentives**

In May 2023, the Government of B.C. announced its E-Bike Rebate Program, providing up to \$1,400 reimbursements for those purchasing e-bikes. As e-bikes reduce the level of effort and travel time, they are an ideal tool for shifting some vehicle trips to active transportation. The Program reached its funding limit on its first day and a wait list has since been started for those who could not secure a rebate. Some municipalities in B.C. have also offered direct rebates that cover a portion of the purchase of an e-bike.

### **Disincentives**

Conversely to the incentives, where the car is the dominant mode of transportation and the City is seeking mode-shift to meet municipal, provincial and federal objectives, disincentives to car travel can also encourage more people to move to transit or active transportation. Examples of ways to discourage or reduce car trips include paid parking, reduced road capacity, restricted routes for vehicles, parking re-allocation, i.e., for bike lanes, wider sidewalks or boulevards.





CRANBROOK











**APPENDIX B**  
**ROUND 1 WHAT WE HEARD**







CRANBROOK

# ACTIVE TRANSPORTATION NETWORK PLAN

Engagement Round 1  
What we Heard Report  
December 2023





This Active Transportation Network Plan  
What we Heard Report was prepared by ISL  
Engineering and Land Services Ltd. with  
input provided by the public and the active  
transportation advisory committee.





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↑  
Isadore Canyon  
Link to Kimberley



# EXECUTIVE SUMMARY

*This report shares what we heard from round 1 of public engagement to develop an Active Transportation Plan for the City of Cranbrook.*

## Engagement Activities

The project team carried out various engagement activities, including:



1 Community Survey



2 pop-up events



1 advisory committee meeting



We wanted to ensure people knew about the project, and we got the word out about feedback opportunities. The Project Team shared information through community posters, social media, a newsletter, and the project website.

**We heard from over 100 people.  
Thank you to everyone who participated in the first round of engagement**

## Key Findings

We asked people many questions about participants' active transportation experiences, concerns, and suggested improvements. The following are key findings that we have chosen to highlight. Please go to the What We Heard section if you would like to read about what we heard in more detail.



**Primary reasons for not traveling by active transportation:** The top two reasons people do not travel by active transportation were time constraints (46%) and poor weather (46%).

**Sense of safety:** Over half of participants (56%) felt very safe driving. On the other hand, participants who use active transportation feel less safe riding a bicycle or using different active modes.



**Interest in making trips by active transportation if the network better met your needs:** Most participants (86%) said they would do so if the network met their needs better.

**Making trips comfortable:** Most participants (72%) said that pathways separate from vehicle traffic would make trips more comfortable. Also, over half of participants (56%) said that providing safer road crossings would make it more comfortable.



Many people expressed that improvements to active transportation facilities are needed to make the city safer, equitable, and accessible for everyone in the community, including those who bike or have accessibility challenges. Infrastructure tends to be oriented for people to drive. Efforts to improve facilities would provide more people with options to use active modes of transportation.

## Next Steps

The project team will consider feedback from all user groups and residents. We are committed to balancing needs, concerns, and priorities to create safe, active transportation connections for people of all ages and abilities. In Phase 2, we will develop an active transportation plan and ask for feedback on preliminary active transportation recommendations; in Phase 3, we will seek Council endorsement of the plan.











# 1. INTRODUCTION

*The City has identified a desire to improve and further develop the active transportation network in Cranbrook. Development of the active transportation network includes walking, rolling, and biking infrastructure.*

## 1.1. What is Active Transportation?

When you use your power to get from one place to another, you travel by 'active transportation. Active transportation includes walking, cycling, and rolling (e.g., wheelchairs, skateboards, scooters, strollers, rollerblades, electric devices, etc.).

## 1.2. What is an Active Transportation Network?

An active transportation network includes infrastructure (e.g., physical structures and the built environment) that supports walking, biking, and rolling. Sidewalks, multi-use pathways, stairs, and, in some circumstances, traffic-calmed roads are examples of active transportation infrastructure. The purpose of an active transportation network is to support people moving through their community. We want to provide convenient and safe routes between neighbourhoods and community destinations.

## 1.3. What is Happening Now?

The City is undertaking an Active Transportation Plan to guide investment in new and upgraded active transportation infrastructure. The plan will identify gaps and provide a clear vision, goals, objectives, and policy and infrastructure recommendations for the active transportation network. The plan aims to build an active transportation network that benefits everyone so it is safe and comfortable to walk, bike, and roll in Cranbrook.

## 1.4. Project Timeline





## 1.5. Engagement Summary

We engaged community members at the initial stage of this project. There were several opportunities for people to share their active transportation experiences, concerns, and ideas for improvement.

### Feedback Opportunities

We carried out two pop-up events:

- » Saturday, July 15, 2023: Cranbrook Farmer's Market (2-3hrs) @ Rotary Park, 10:00am – 1:00pm
- » Tuesday, July 18, 2023: Downtown Cranbrook - Clocktower Square, 11:00am – 2:00pm

The City hosted an online survey on its website from July 4, 2023 to August 8, 2023. Hard copies were made available upon request and at pop-up events. A total of 90 people participated in the survey.

In addition to community feedback opportunities, the Project Team arranged a first meeting with community representatives to form an Active Transportation Plan Advisory Committee on September 12, 2023. Attendees were involved in several organizations and community initiatives: Interior Health, Tourism, Better at Home Program, Age Friendly Committee, Cranbrook Cycling Club, Wildhorse Cycling Club, and the School District.

### How we Communicated

We wanted to ensure people were aware of the project and feedback opportunities. The Project Team shared information through:

- » Posters
- » City social media
- » Newsletter
- » Project website

### How People Heard About the Survey

Half the participants (50%) heard about the survey through social media, 21% through the municipal website, 15% through recommendations from a friend, 2% from posters and 21% from other sources.





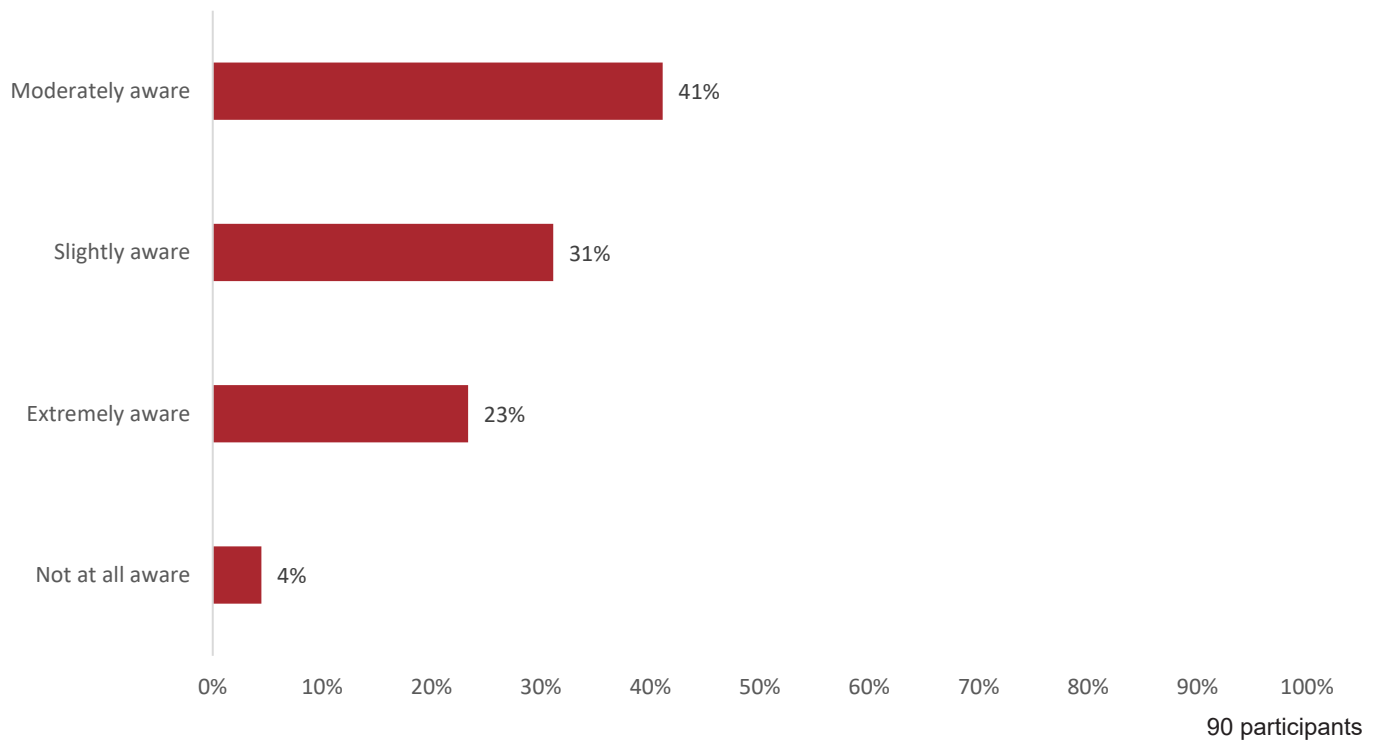
# 2. WHAT WE HEARD

*This section summarizes what we heard from participants in all feedback opportunities: the online survey, pop-up events, and the advisory committee. The first section summarizes feedback from the online survey. The second section summarizes feedback from the pop-up event. Finally, we provide a high-level summary of what we heard from participants during the first advisory committee meeting.*

## 2.1. Online Survey Specific Questions

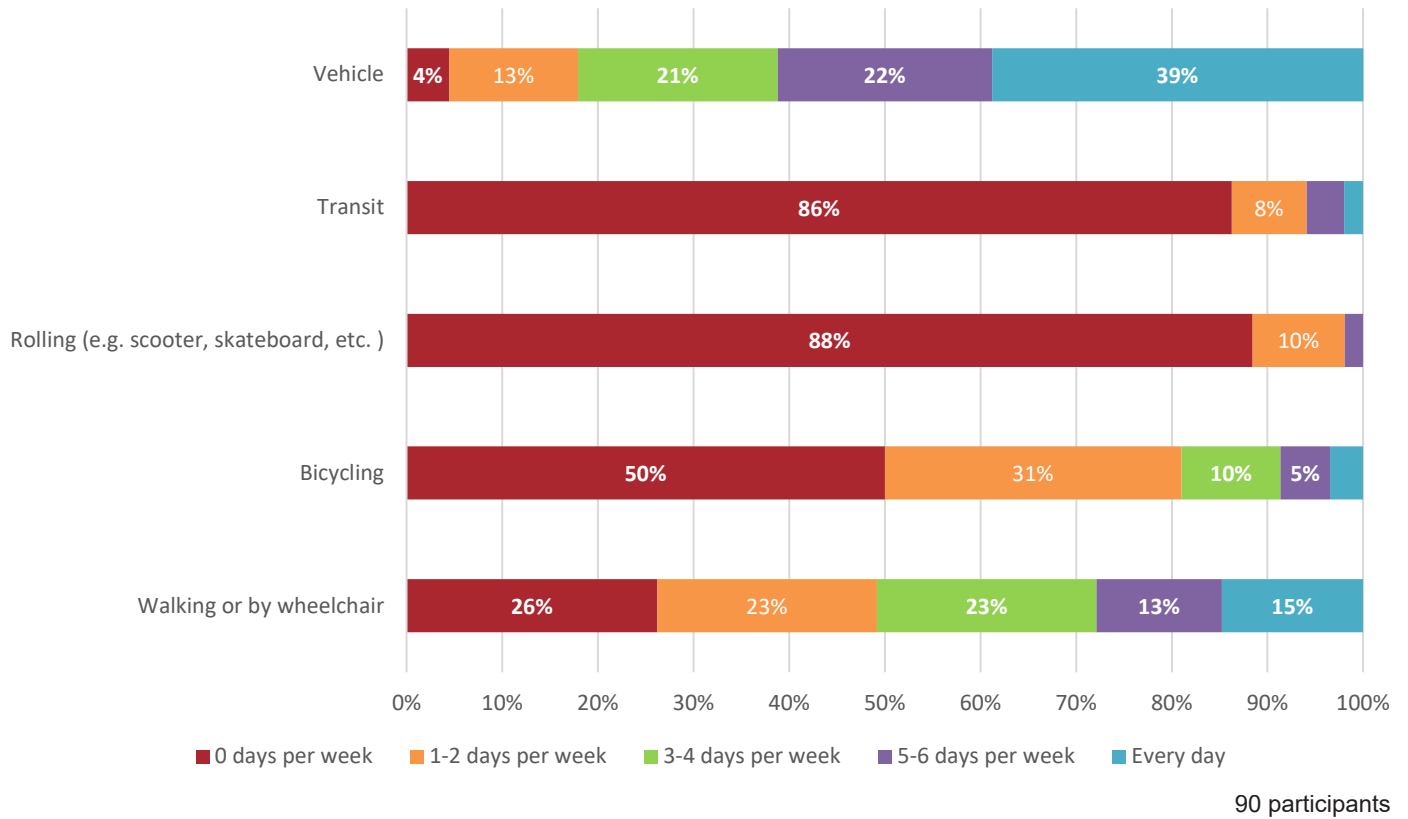
### Q1) Level of awareness of the active transportation network and facilities

We asked people to describe their understanding of Cranbrook’s current active transportation network and its walking, bicycling, and rolling facilities. Most people (72%) said they were either moderately (41%) or slightly aware (31%) of the active transportation network.



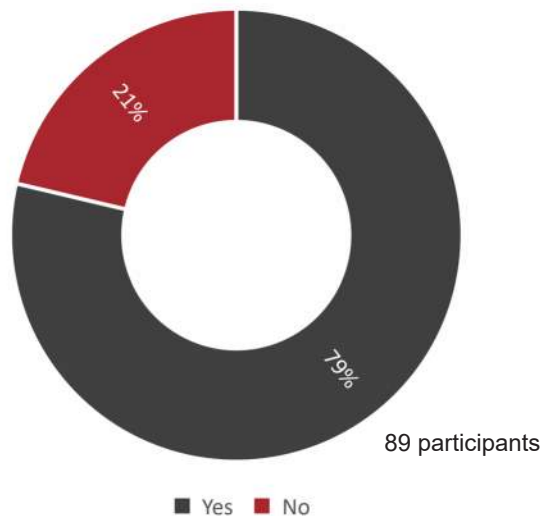
## Q2) Trips taken in a typical week

In a typical week, we asked people how often they make trips by each mode of transportation. Half of participants (50%) make trips by bicycle. However, it is important to also acknowledge that most people (61%) drive every day (39%) or 5-6 days per week (22%).



## Q3) Bicycle use

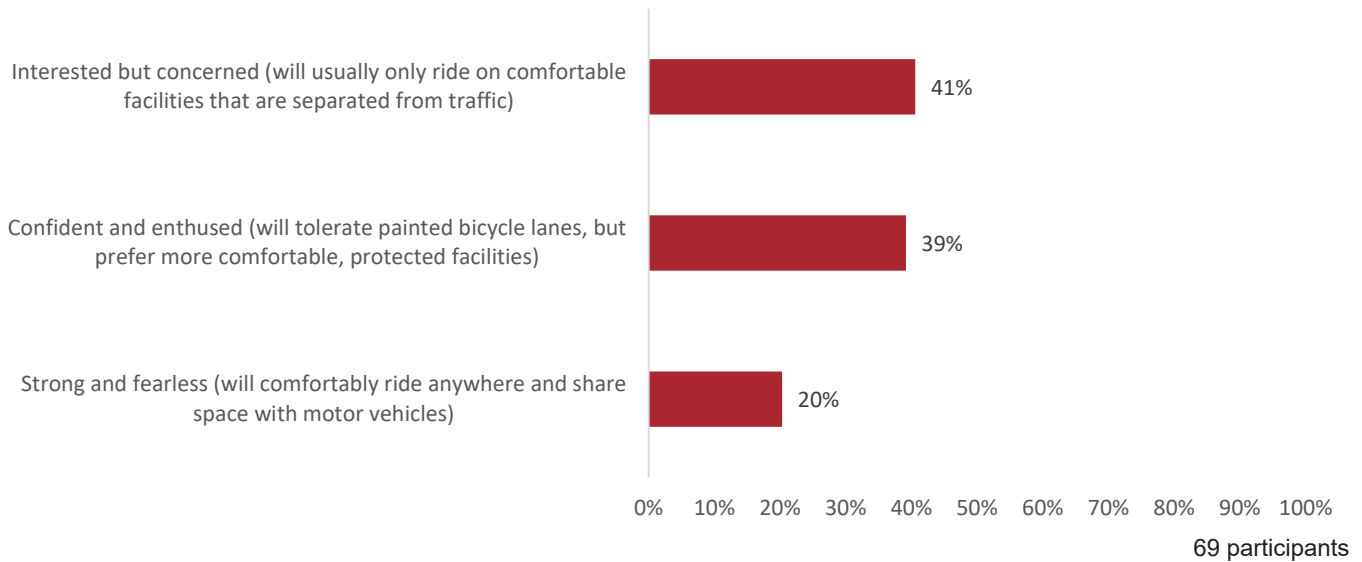
We asked people if they used a bicycle or wanted to. Most people (79%) use a bicycle or would like to get around by bicycle.





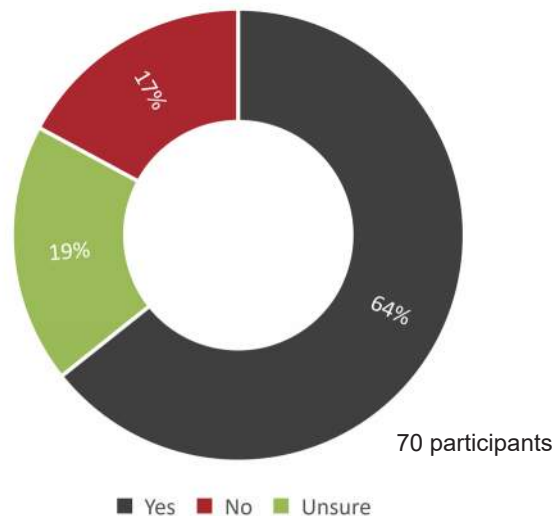
#### Q4) Level of comfort with different bicycle facilities

We asked people how they would classify their comfort level when getting around by bicycle. Some participants (41%) feel interested but are concerned about their safety. Some (39%) feel confident but still prefer separated facilities. Interestingly, 20% considered themselves strong and fearless, much more than is typical. To allow people to travel actively, we recognize that we must design for the interested but concerned groups of people.



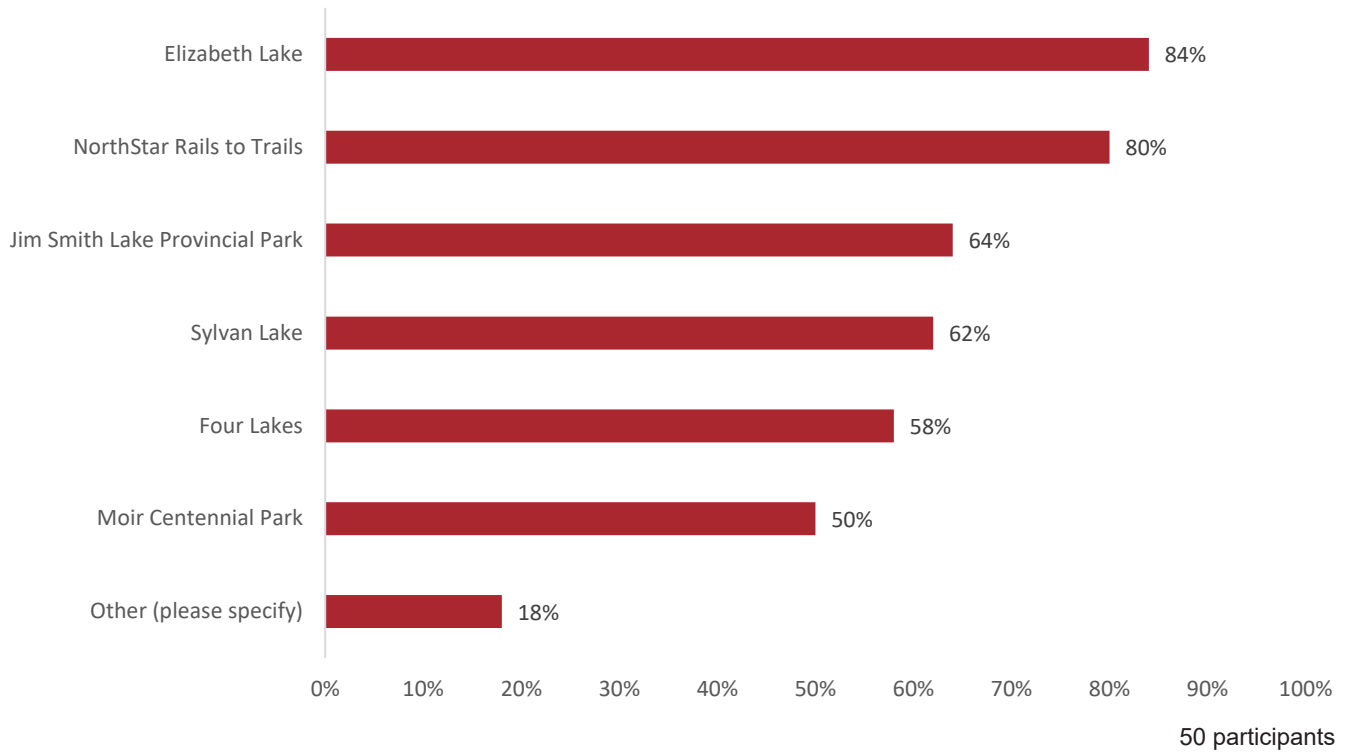
#### Q5) Existing facilities for walking and bicycling

We asked if existing facilities for walking and bicycling reduce the extent to which they travel actively. Most participants (64%) feel that existing facilities lessen the extent to which they travel.



## Q6) Natural areas to consider for bicycle use

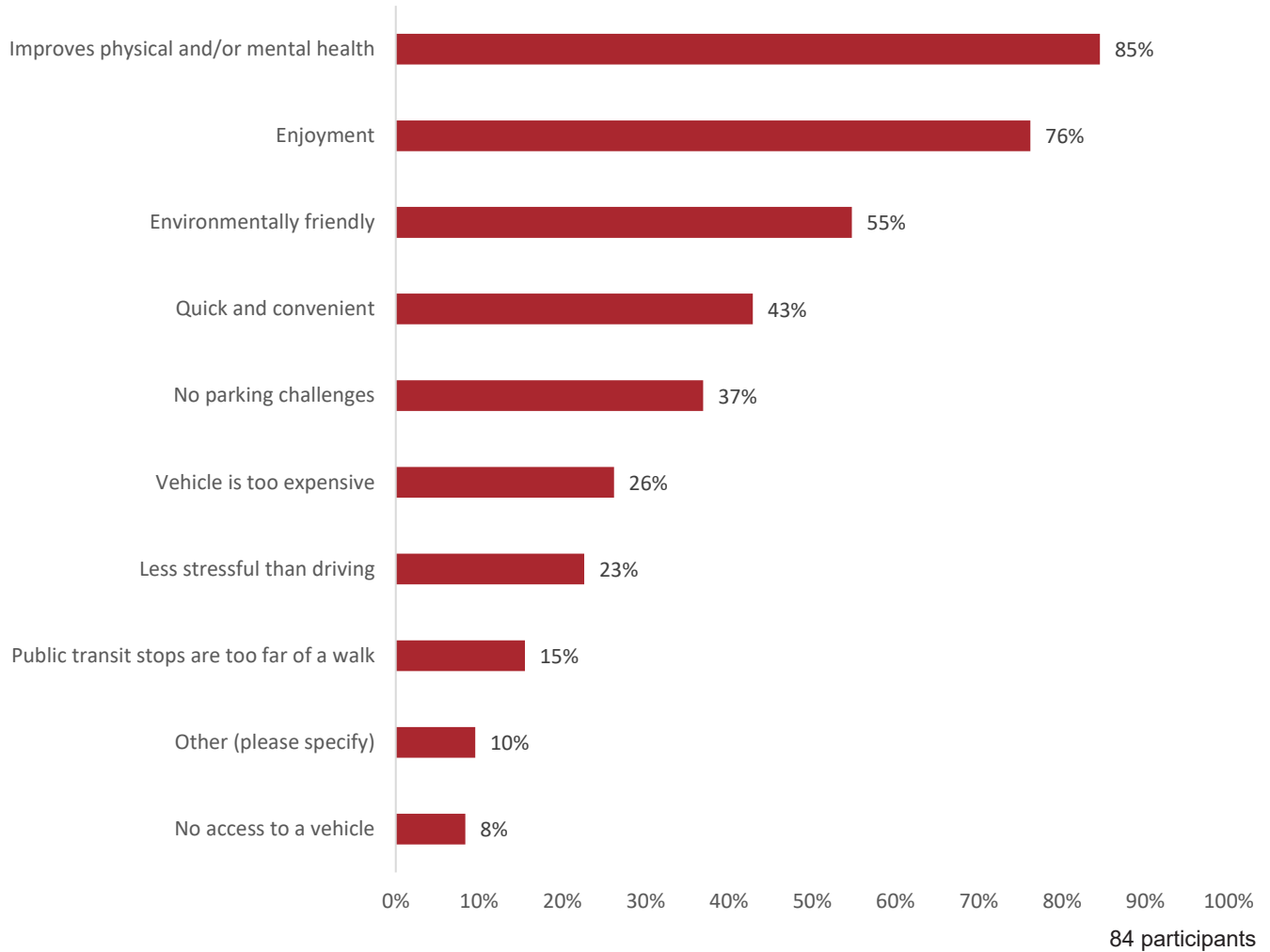
We asked if safe facilities were provided and which natural areas people would consider using a bicycle (or e-bicycle) to access. Elizabeth Lake and NorthStar Rails to Trails were the top two natural areas to consider for bicycle use. This may help inform priorities for investment.





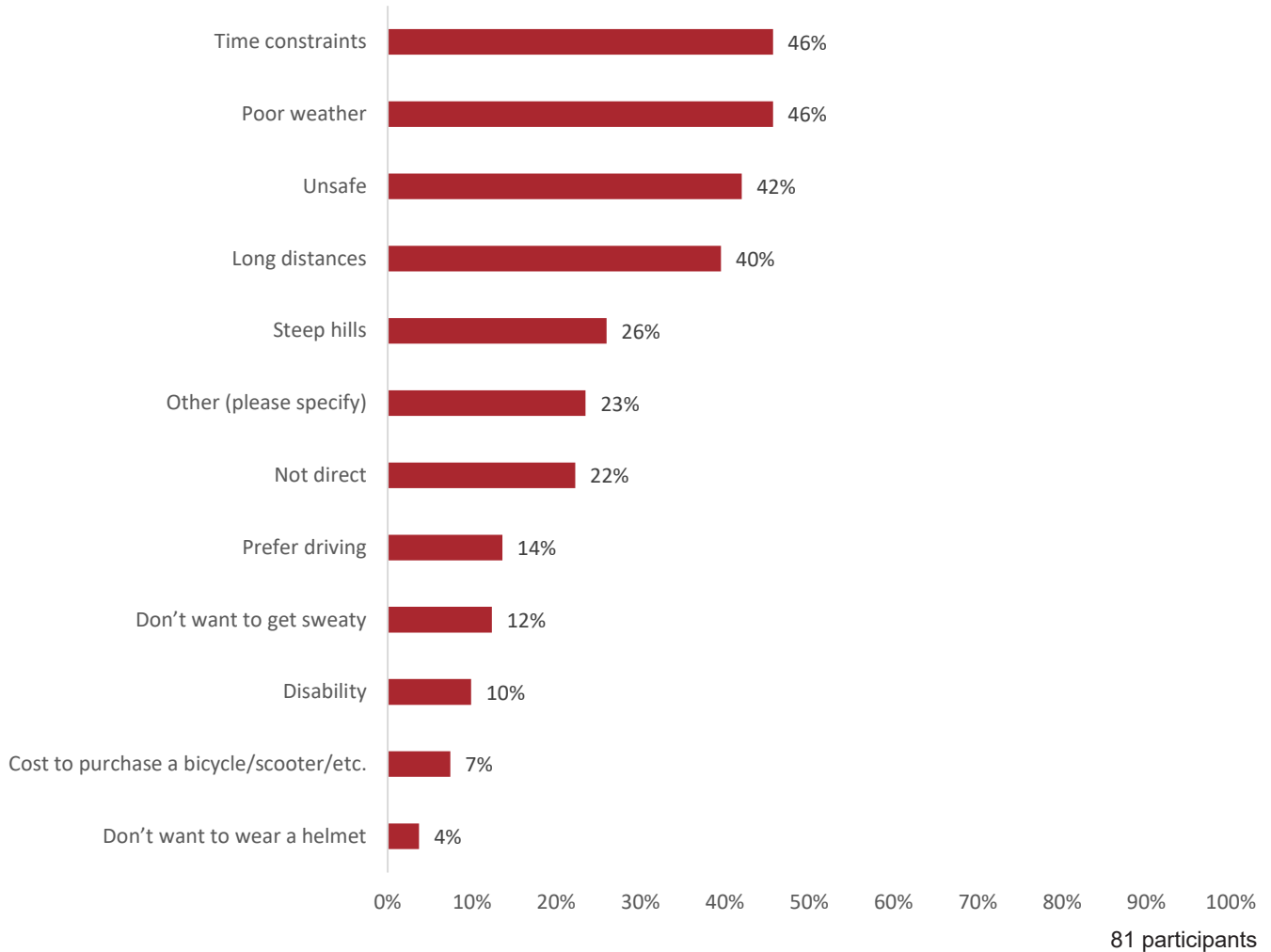
## Q7) Primary reasons for traveling by active transportation

We asked people who travel by active transportation the primary reasons for doing so. The top two reasons participants travel by active transportation were to improve their physical and mental health (85%) and enjoyment (76%).



### Q8) Primary reasons for not traveling by active transportation

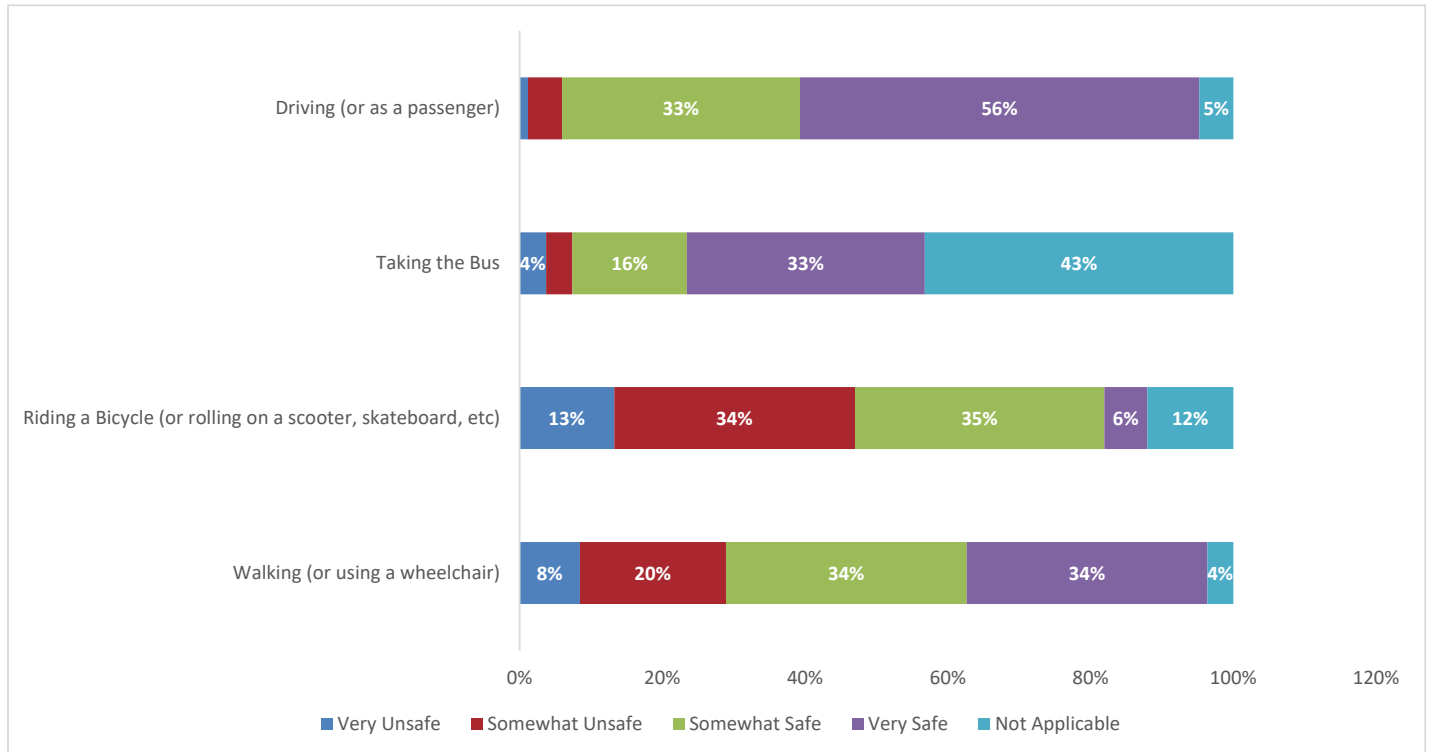
We asked people if they do not travel by active transportation their primary reasons for not doing so. The top two reasons were time constraints (46%) and poor weather (46%). Of note, many participants selected “unsafe” (42%) and long distances (40%) as a barrier to traveling as well.





## Q9) Sense of safety

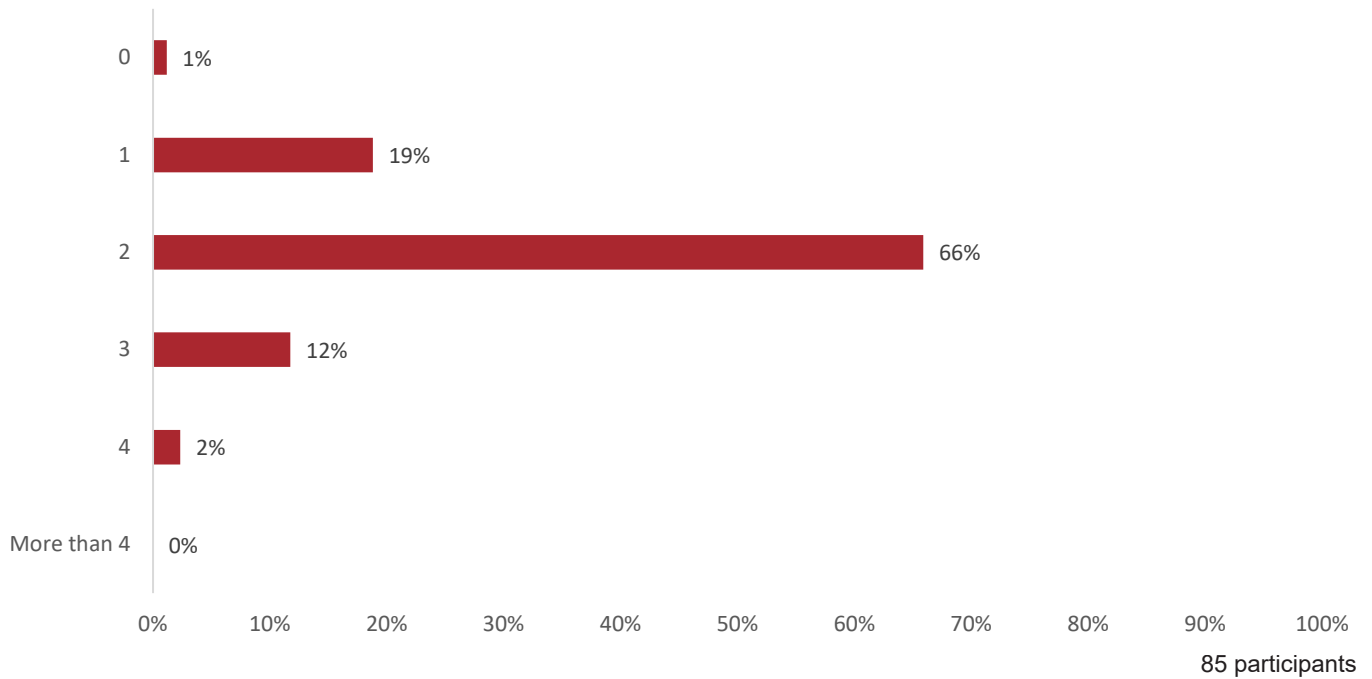
We asked how safe people feel traveling by each mode of transportation in Cranbrook. Participants shared a range of responses from very safe to very unsafe. Over half of participants (56%) felt very safe driving. Participants had more of a range of responses regarding their use of active transportation. Notably, participants who use active transportation feel less safe riding a bicycle and using other active modes (e.g., only 6% feel very safe riding a bicycle).



85 participants

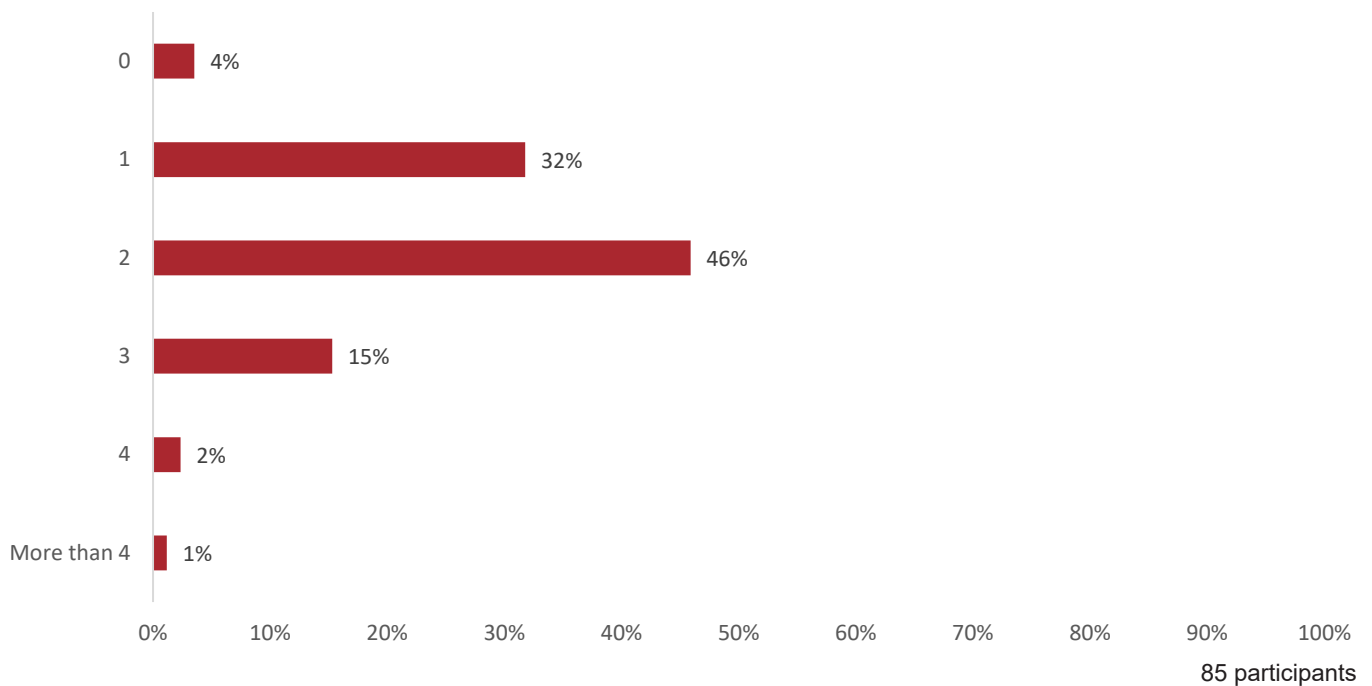
### Q10) Number of drivers per household

We asked people how many drivers there are in their household. Most participants (66%) said two people drive vehicles in their household.



### Q11) Number of cars per household

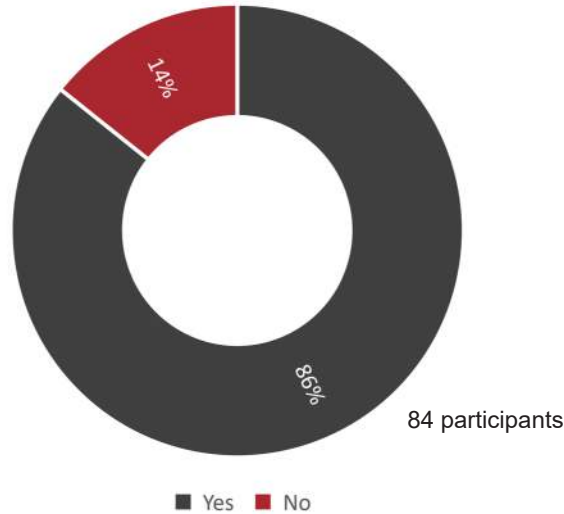
We asked people how many cars there are in their household. Most participants (78%) had one or two vehicles in their household.





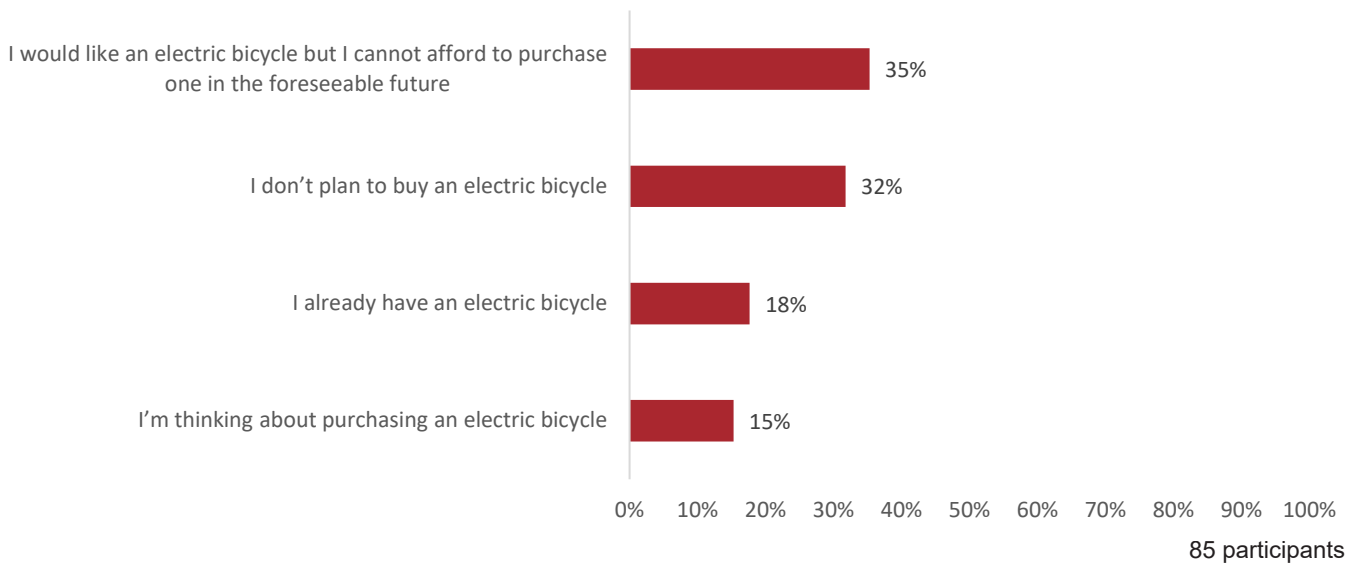
### Q12) Interest in making trips by active transportation if the network better met your needs

If the network better met their needs, we asked people who currently make transit or motor vehicle trips would be interested in making some of these trips by active transportation (e.g., walking, bicycling, etc.). Most participants (86%) said that they would make trips by active transportation if the network better met their needs.



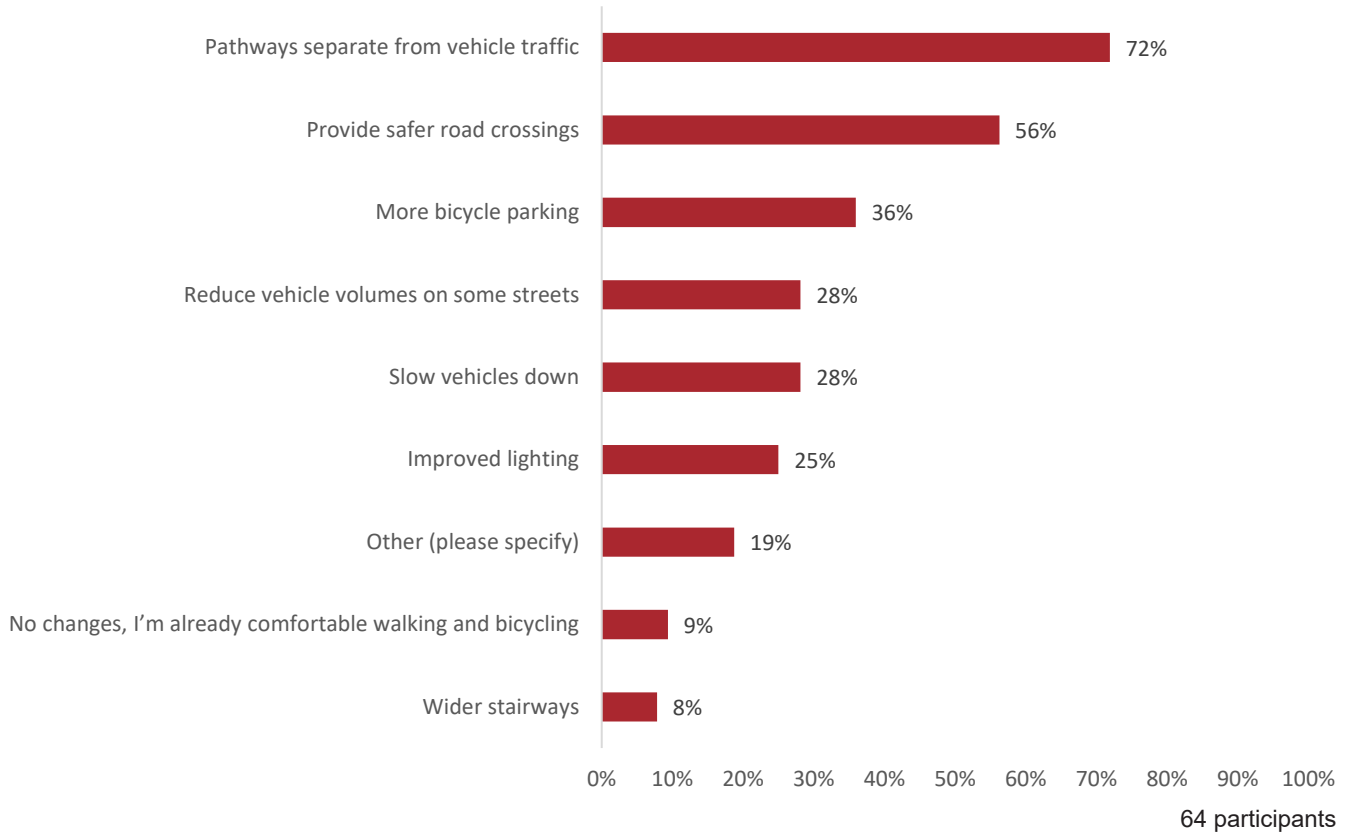
### Q13) Electric bicycles ownership

Electric bicycles remove barriers such as distance and the challenge of biking up steep hills for some people. We asked participants if they already own an electric bicycle or are considering buying one. Many participants (50%) would like an electric bicycle but cannot afford or are thinking of buying one.



### Q14) Making trips comfortable

We asked what would make trips by active transportation more comfortable for people. Most participants (72%) said that pathways separate from vehicle traffic would make trips more comfortable. Also, over half of participants (56%) said that providing safer road crossings would make it more comfortable.



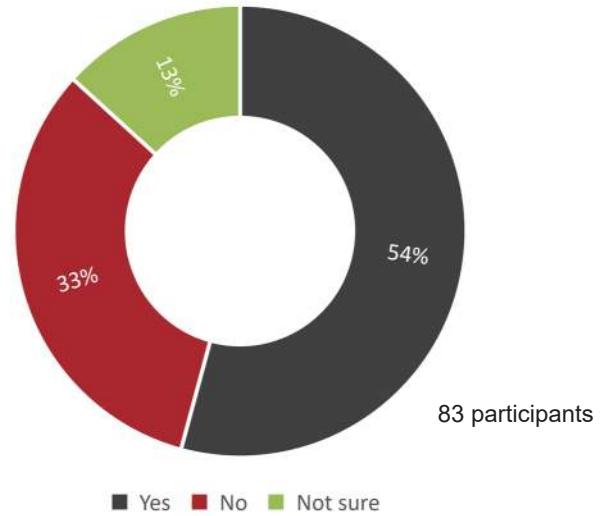
### Q15) Other comments

Provided in Section 3.



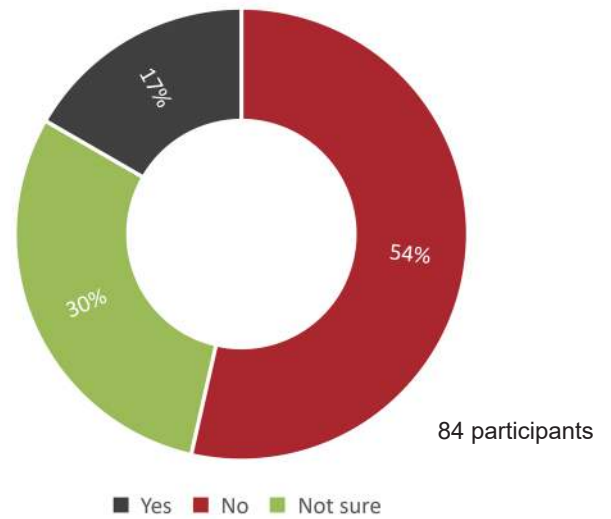
### Q16) Sufficient Signage

We asked people if there was sufficient signage to help them navigate Cranbrook. Half of participants (54%) said that there is adequate signage. Some participants (33%) said there needed to be more signage. Safe infrastructure must also include wayfinding and signage to be beneficial to everyone, including visitors.



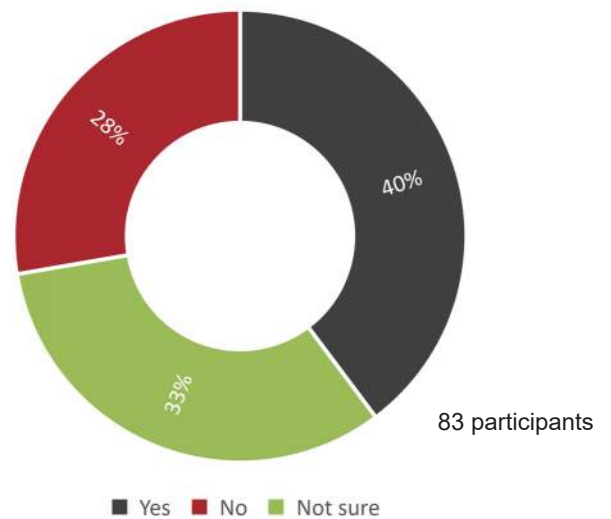
### Q17) Bicycle parking

We asked participants if bicycle parking was sufficient where they needed to park their bicycles. Half (54%) of participants said there needed to be more bicycle parking in the areas they needed to park.



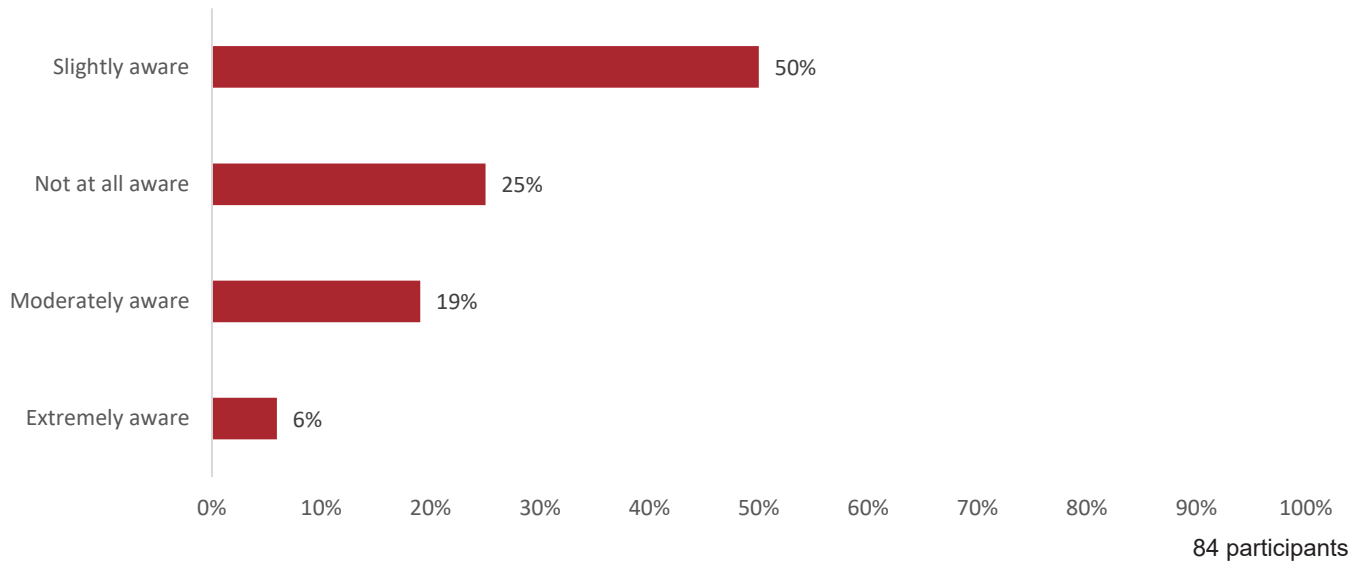
### Q18) Sufficient street lighting

We asked if street lighting was sufficient where people walk, bicycle, or roll. Some participants (28%) said the street lighting is inadequate where they walk, bicycle, or roll.



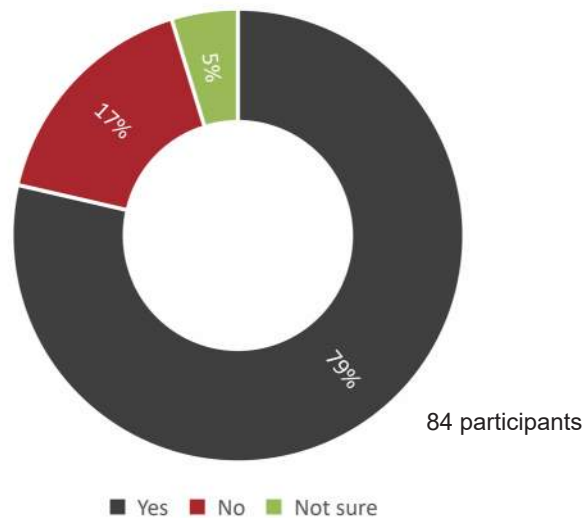
### Q19) Level of Awareness of Public Transit

We asked how people would describe their awareness of the public transit network and schedule. Half of participants (50%) said they are slightly aware of transit and the schedule. Some participants (25%) said they are not at all aware.



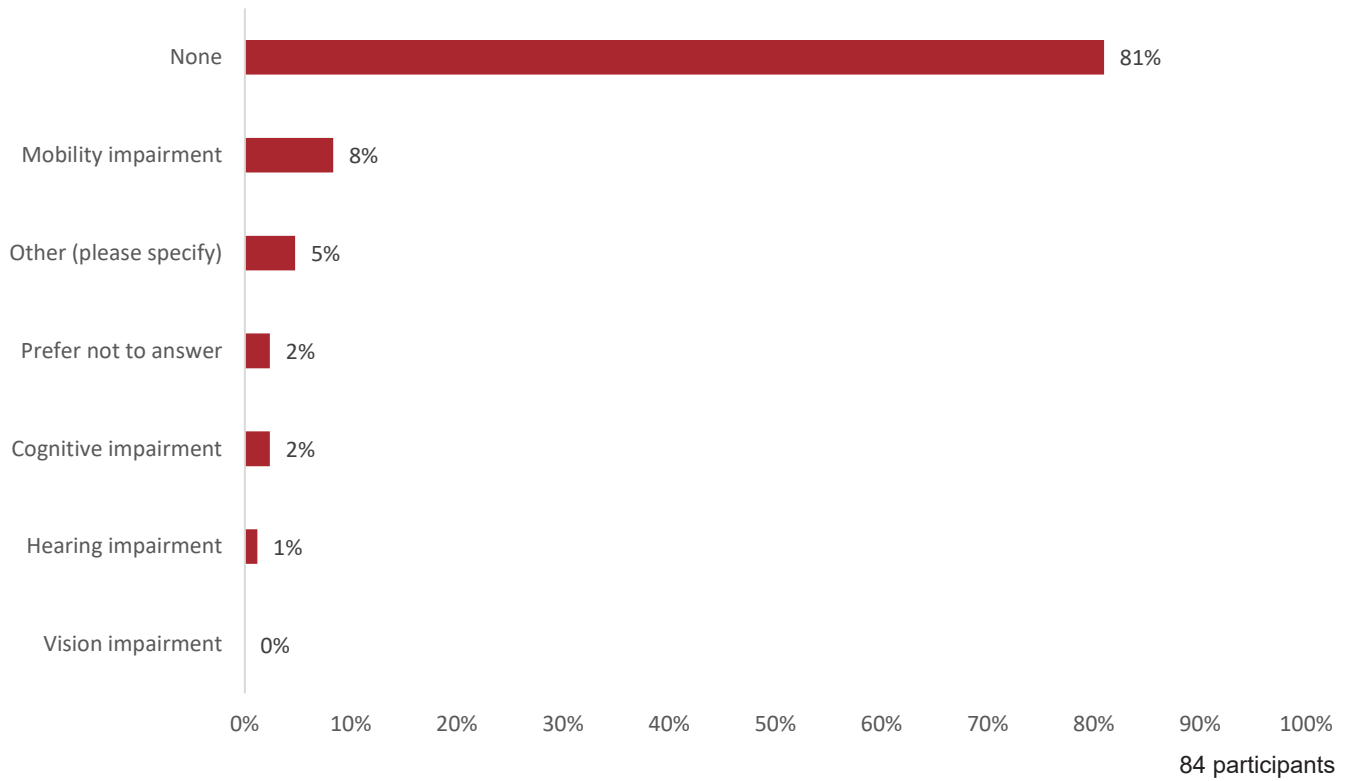
### Q20) Access to transit within a reasonable walking or rolling distance

We asked people if they had access to transit within walking or rolling distance of their homes. Most participants (79%) said they had transit within suitable walking or rolling distance.



## Q21) Accessibility Challenges

We asked if people have disabilities that create challenges when traveling by active transportation. Some people said they have mobility, cognitive, and hearing impairments. Making the city accessible for everyone is an essential element of an equitable transportation system.





## 2.2. Online Survey Concerns and Ideas

We wanted to let people share their concerns or ideas about active transportation in Cranbrook. The following provides a thematic summary of what 59 participants said.

### Facility improvements

- » **Connectivity of facilities:** Paths or sidewalks to connect key areas are needed (e.g., routes to schools, trails, main/downtown streets, Mount Baker Road, parks, etc.). New paths should be developed to connect people to recreation, retail, and residential nodes.
- » **Road safety for people who bike:** Some said they don't feel safe on main roads (e.g., 7 Ave) and perceive the current painted bike lanes on city streets as unsafe. Participants suggest using tall "pylons" or "flex posts" installed in the spring and removed in the fall to create a safer feeling for cyclists. Some wish there were more protection for people who bike in high volumes of traffic going at high speeds (e.g., Mount Baker Road). There are risks of "dooring," where someone exiting their vehicle opens a car door in front of a person biking. This risk should be addressed to enhance the safety of people who bike. Also, participants called for increased fines for drivers parking in bike lanes.
- » **Wider sidewalks/pathways:** The idea of wider sidewalks and pathways was proposed to create a safer environment for people who walk, bike, or roll.
- » **Secure bike parking:** The importance of secure bike parking was mentioned as a much-needed improvement.
- » **Maintenance:** The trail from Mount Rebecca to the main bike trail and beside the creek behind Save On Foods must be well-maintained. Participants would use these trails more if they were maintained. Some called for more sidewalks in public areas cleared by the City, particularly during winter. Sidewalks in the area are described as being in poor condition, which creates hazards for individuals with limited mobility.
- » **Bike lane issues:** Participants advocate for better-maintained bike lanes, free from potholes, significant cracks, and obstacles like curbs, to enhance cyclist safety.
- » **Visibility:** The hill leading to Moir Park needs sidewalks and has many curves, creating visibility challenges for drivers trying to see people who walk and bike. Several street corners in the area are unsafe due to obstructed visibility caused by poor lighting, parked cars, bushes, and trees.
- » **Enhancing accessibility:** There's a need for more curb cuts and broader sidewalks to improve accessibility, particularly for people who use mobility scooters and face limitations in reaching their destinations.
- » **Traffic calming measures:** Some requested raised neighbourhood sidewalks to slow car traffic and increase wheelchair accessibility. Additionally, there was a recommendation to replace traffic light intersections with roundabouts.

## Improve crossings

Many participants expressed concerns about unsafe conditions at several crossings (e.g., 5th St N). They shared the following:

- » **Crossing highways:** Some suggested overpasses to enable safe highway crossings, especially since existing crosswalks are far apart, and some are dangerous due to limited vehicle stopping distances.
- » **Crosswalk timers:** Participants requested longer crosswalk timers to provide people who use active modes adequate time to cross streets (e.g., “the main strip”).
- » **Bike infrastructure quality:** Some share that the quality and design of bike infrastructure, including issues with gates, lighting, curbs, and angles, compromise biking comfort.
- » **Major intersection risks:** Many major intersections are considered risky for cyclists and poorly designed. Issues with curbs and intersections include trip hazards and inadequate lighting.

## Other

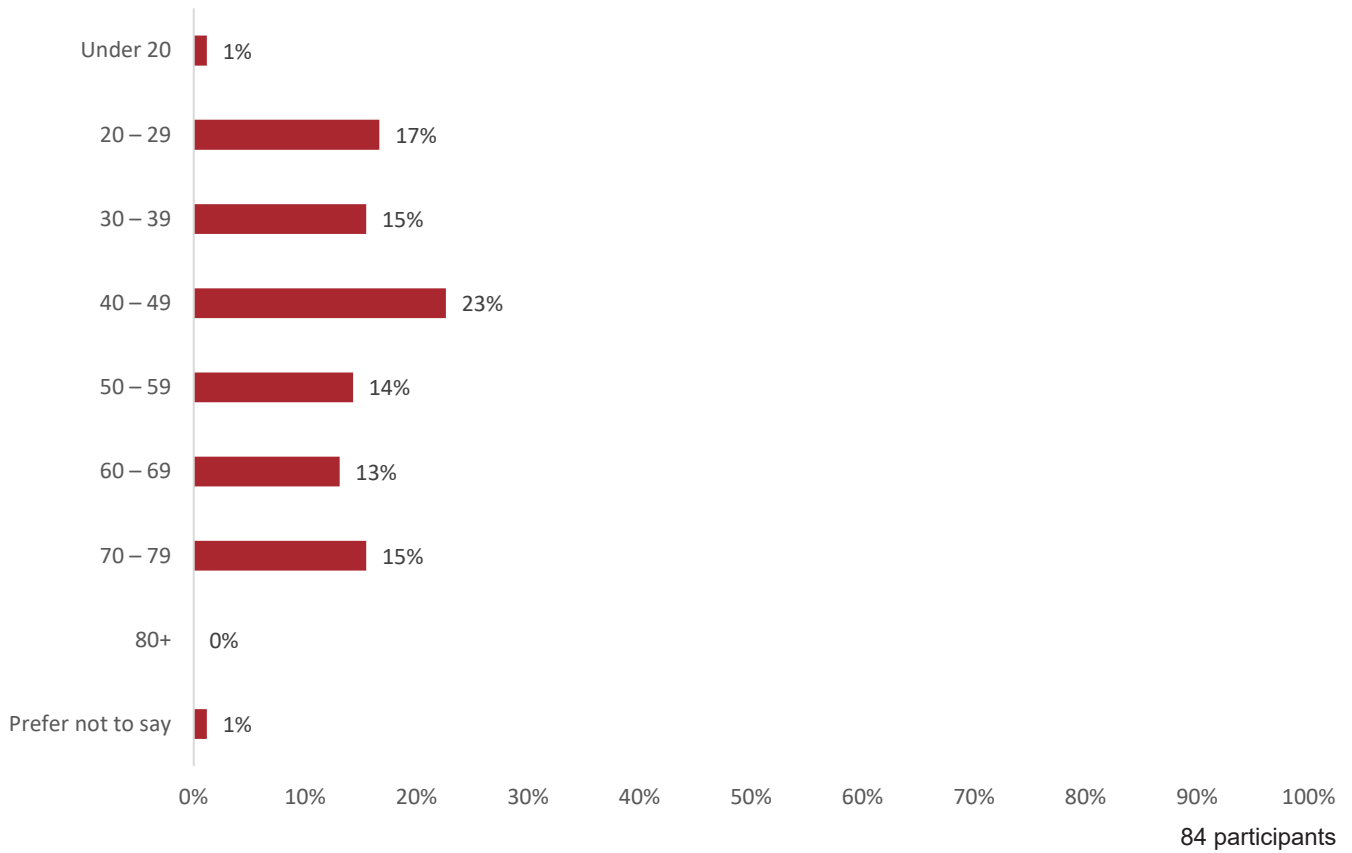
- » **Green space/trees:** The absence of sufficient shade on numerous city streets can make walking particularly uncomfortable on hot, sunny days
- » **Accessibility concerns and mobility for people with disabilities:** More curb cuts and broader sidewalks are needed to enhance accessibility for people who use mobility scooters and improve overall pedestrian mobility.
- » **Awareness:** There’s a need for a public awareness campaign and educational programs, including classes or support programs, to promote safe transportation practices. The promotion of Rotary Way trails is essential.
- » **Transit:** Outer city areas need improved access to public transit. Frustration about the need for access to a bus stop on West Street, specifically Carmen Avenue. There was an emphasis on extending public transit to these areas for residents’ convenience.

## 2.3. Online Survey About you

We asked people questions about peoples' identities to see if we were hearing from diverse voices in the city.

### Q22) Age

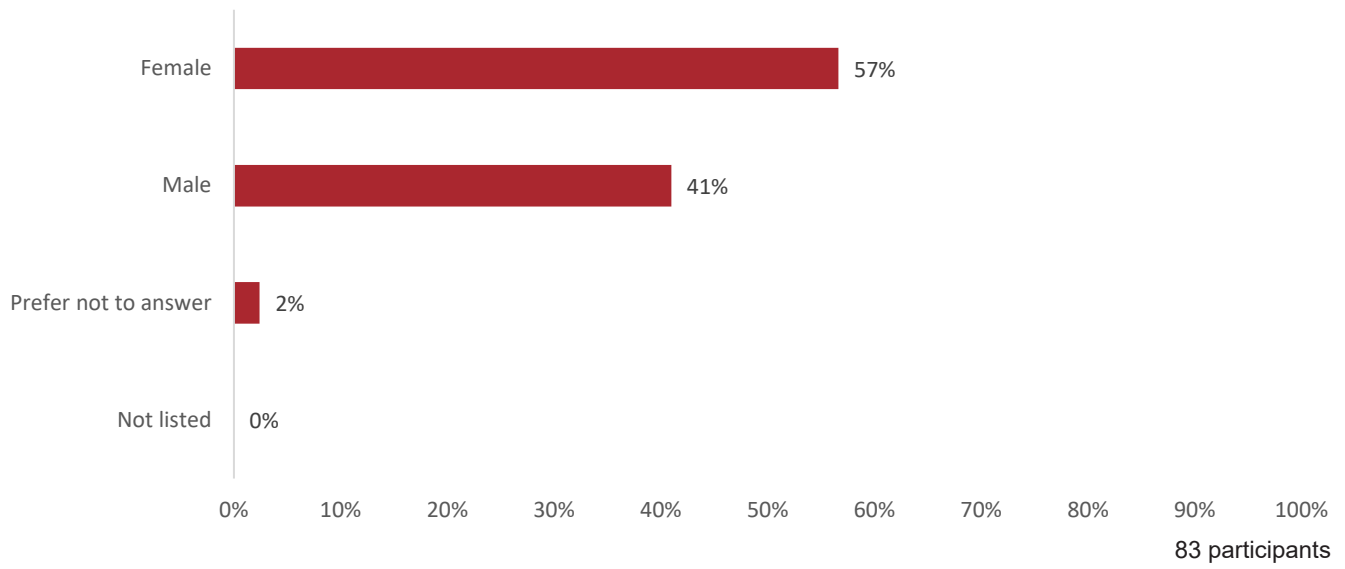
We heard from a range of age groups. That said, people under 20 years of age were underrepresented.





### Q23) Gender

We heard from both women and men, with men being slightly underrepresented.



## 2.4. Pop-Up Events

We heard from people when we hosted two pop-up events at the Downtown Cranbrook - Clocktower Square and the Farmers Market. The following is a summary of the top themes that we heard:

- » **Wayfinding and signage:** Address difficulties navigating the area by improving signage and wayfinding infrastructure.
- » **Airport shuttle:** Establish a shuttle service to the airport for convenient and accessible transportation.
- » **Ridesharing services:** Promote the availability of ridesharing services like Uber to enhance transportation options.
- » **Education and parking management:** Emphasize education to reduce reliance on cars and promote alternative transportation modes.
- » **Cycling infrastructure:** Enhance cycling infrastructure, including bike racks, lanes, and safety measures.
- » **Safety and accessibility for people who walk:** Address concerns about pedestrian safety, including painted bike lanes, bollards, and pedestrian access issues.
- » **Trail connectivity:** Improve connectivity between neighborhoods through trails and easements.
- » **Traffic safety:** Address concerns about traffic safety, such as the need for additional stop signs, speed limit reductions, and traffic signal efficiency.
- » **Public transportation:** Enhance public transit, including bus systems and schedules.
- » **Senior-friendly transportation:** Provide better parking options and passes for seniors and residents close to essential destinations.



## 2.5. Advisory Committee Meeting

The following highlights the questions we asked Committee members and the key themes that arose from our first meeting with the Active Transportation Plan Advisory Committee.

We asked Committee members to tell us, in one word, why active transportation is vital for Cranbrook. They said that equity, climate, health, legacy, safety, wellbeing, sustainability, leaders, and community were words that they would use.



### Issues getting around Cranbrook

- » **Safe, connected, and comfortable routes:** Regardless of the mode of travel or location in the city, it is crucial to create safe and comfortable travel routes that link vital city nodes, including residential nodes, from all city directions. As well, improving connectivity and wayfinding is crucial. People need to navigate these networks quickly and confidently, which can encourage more active transportation use. It's about bridging the gaps and ensuring people can access active transportation facilities easily.
- » **Equity-deserving groups:** These groups often get overlooked, but their active transportation needs should be prioritized. This means ensuring that transportation options are accessible and inclusive of all ages and abilities.
- » **Lack of safety for school children:** Addressing school safety concerns is key. Many parents hesitate to let their children ride bikes to school due to safety concerns. Making the areas around schools safer and more comfortable can encourage healthy modes of transportation for school children.



## Improvements needed

- » **Pedestrian highway overpass:** A pedestrian overpass would provide a safe and direct route from R2T to Downtown. It would eliminate the need for people to cross busy highways.
- » **Safe access along Cobham Avenue:** Ensuring safe access along Cobham Avenue is important for pedestrians and cyclists. This might involve dedicated bike lanes, well-marked crosswalks, and improved signage to alert drivers to share the road.
- » **Safe Access to Moir Centennial Athletic Park and residential areas:** Extending safe access to the park and residential areas is essential for encouraging more people to walk and cycle. This could include sidewalk improvements, better lighting, and traffic calming measures.
- » **Safety around schools:** Making it safer for children to ride their bikes to school is a key goal. This could involve creating dedicated bike lanes around schools, traffic-calming measures, and educational campaigns to raise awareness among parents and students about safe cycling practices.
- » **Enhanced walkability:** To make walking more enjoyable, consider improvements like better lighting, landscaping, and increased connectivity. Visual appeal can encourage people to use active transportation options.
- » **Bike stop lights:** Implementing bike-specific traffic signals is a key improvement needed. This can help clarify the right of way and improve safety for cyclists and other active transportation users.

## Priorities

- » **Connectivity and wayfinding:** Focus on connectivity and wayfinding improvements, such as destinations to and from the Downtown, including areas like MBSS, COTR, and EKRH, is a strategic approach.
- » **Align with City plans:** Prioritize recommendations from other plans, such as the tourism and recreation master plans.
- » **Improve network gaps and tourism:** Identify pedestrian and cyclist route gaps and areas needing attention to improve tourism through active modes.
- » **Balance the needs of all user groups:** Find a balance that accommodates all active-mode user groups.
- » **Accessibility:** People with mobility challenges and disabilities have many challenges getting around Cranbrook. Infrastructure improvements, such as rest areas and inclusive infrastructure, should be considered.
- » **Transit:** Consider how active transportation plan recommendations could be connected and related to public transportation improvements.

## Challenges

- » **Funding and project costs:** Active transportation projects can be costly, but it's important to emphasize their long-term benefits, such as reduced congestion, improved air quality, and enhanced community well-being. Securing adequate funding for active transportation projects is essential. It may involve grant applications to seek funding or exploring public-private partnerships to ensure financial support.
- » **Political support:** Gaining political support and commitment from local officials is crucial. Demonstrating the community benefits of active transportation and the environment can help garner this support.
- » **Staff capacity:** Ensuring that municipal staff has the subject matter expertise and capacity to plan and execute these projects is essential. It may require further training or hiring professionals with expertise in active transportation planning and infrastructure development.
- » **Communication:** Effectively communicating the benefits in a way that increases uptake of active modes of transportation is required. Engagement with interested parties and community members must be encouraged to foster support and awareness building. Education and outreach programs can help shift perceptions and encourage more people to embrace active transportation as a viable option.
- » **Permitting and negotiating access:** Overcoming challenges and negotiating access across private property can be complex. It may involve legal processes, negotiations with property owners, and ensuring compliance with regulations.
- » **Maintenance:** Consider maintenance challenges regarding active transportation facilities in winter (e.g., snow removal).







# 3. VERBATIM FEEDBACK

*This section provides responses to the “any other comments” question in the on-line survey and entire responses posted during the pop-up events.*

## 3.1. Online Survey

**Q15) Please provide any additional concerns or ideas related to active transportation in Cranbrook. Tell us if there are any specific areas in Cranbrook where you have concerns or ideas.**

- » Enjoy riding in the community forest. However, not so much when approached by dogs off-leash. Also, walk the community forest and don't appreciate all the dog poo all over the place.
- » An ongoing and significant number of bicycle thefts.
- » On the way up to the parking lots to the community forest, there should be walking/ bike paths made at the start of Mount Baker Road. Traffic goes way too fast, and many people use this area for many reasons, e.g., walking dogs, riding bikes, etc.
- » Going up the hill towards Moir Park, there are no sidewalks and many curves, making it difficult for drivers to see pedestrians and cyclists.
- » By the Mall and Walmart. The city and police need to crack down on the vagrancy. I should feel confident walking or biking in the afternoon to go to work.
- » Routes to schools and down the main strip or routes to access rail to trails from anywhere, especially with children. Also, access into malls and areas busy with vehicles and secure lock-up areas for bikes ( use cameras or?)
- » We need bike lanes on all major roadways in Cranbrook, especially on the Main Strip, where cyclists are met by vehicles traveling much faster than them. I am constantly stressed as a driver in the summer months in Cranbrook. There needs to be more room on the roads for the growing number of cyclists.
- » Getting from Mt Royal down to the main bike trail. And the trail beside the creek, behind Savon, etc, is not maintained late or early in the season. Would bike earlier and later if it was.
- » More sidewalks in public areas - cleared by the City.
- » Currently, most painted bike "pathways" on city streets are like playing roulette with traffic. Some communities erect tall "pylons," aka "flex posts," that are bolted to the pavement in the spring (and removed in the fall) that serve to enhance a feeling/sense of safety as drivers are presented with an additional "obstacle" to remind them to stay out of the bike lanes . . . while a solid barrier is the "best," flex posts would be second IMO! Minimizing chances of being "doored" by someone exiting

their vehicle should also be addressed, though sadly, this is a danger just when driving (in a car) past folks who don't look before opening!

- » Areas where people experiencing homelessness like to congregate
- » None
- » Roundabouts are safer for pedestrians, bicyclists, and drivers. There are several corners where it is very unsafe (4- and 5-way stops.)
- » Many street corners are unsafe due to visibility - parked cars, bushes, and trees get in the way of the full view for drivers, making us go further into the street for viewing. Wider sidewalks/pathways for pedestrians and bikers would be ideal - as many bikes feel unsafe sharing the road with vehicles, especially for children. There should be a couple of overpasses for people to access either side of the highway as the crosswalks are too far apart for people staying/working on the strip. The crosswalk near the Sandman hotel is dangerous as cars are coming around the corner and sometimes can't stop quickly, especially in the winter (big trucks etc.). Have someone from the city drive and bike around the community to see what areas are unsafe to fully understand the situation.
- » Sounds like the city of Cranbrook is moving in the direction of the "15-minute city" as being pushed by the WEF and its cronies. Wake up, don't be woke. Resist their garbage, or you'll own nothing, be eating bugs and you'll be happy.
- » Industrial park needs better sidewalks or hike paths. There is currently many areas that do not have a safe place to walk
- » Make the crosswalk timers have more time because you get half way through and time is up
- » Public awareness campaign? Education. Classes or support programs.
- » Gold creek is inaccessible by any mode of transportation other than driving and it's unsafe to use a bike
- » More curb cuts are needed, as well as wider sidewalks. I am not currently able to go all the places I'd like to as I am unable to get there in my mobility scooter.
- » I am a very confident biker (I'm from The Netherlands), but here in Cranbrook it just feels so unsafe on the roads. So I take the truck for everything, which I hate, but I don't have another possibility. It's so bad for the environment but I wouldn't want to risk my own safety by biking. That has nothing to do with my own biking skills, but everything with the facilities provided
- » More well maintained bicycle lanes. No potholes, major cracks and obstacles like curbs.
- » 7th Ave south - Since the bike lanes were installed, the amount of pebbles that build up in the lane is worse than before (due to vehicles now more concentrated in the vehicle lane). As a result, biking along this road is LESS SAFE because now i need to bike more towards the left hand side to avoid both the rocks and parked vehicles, and the passive vehicles do not give appropriate clearance because they think they are within their right to stay in the 'vehicle lane'. Id prefer that the bike lane lines be removed (but leaving the chevron symbols).

- » We're in need of better active transportation linkage between Downtown, residential, and shopping areas.
- » Connections between existing pathways need to be improved (safety, signage, continuity). Routes need to appeal to least comfortable commuters (elderly, children). Safe places to lock "good" bikes.
- » Secure parking is essential. Also separate paths from vehicles
- » The use of the word "fearless" is a strange choice in question 4. I cycle to work at least 4 out of 5 days a week all year, I am very comfortable riding in traffic and obeying the rules of the road. Fearless is not a word I would ever use though as there are many users that make certain situations unnerving.
- » The crossing just past Home Depot across the tracks is horrible. While just being redone the angle of the gates / light pole is such that you can't actually get a bicycle through. Another is the angle of the curb by the new bike infrastructure just past save on foods. While a lot of work has been put into making it better it's not very well done and I tend to just ride the road instead of the new bike lane since getting up onto it is awkward since the angle is just wrong for bike suspension. Not just improving the infrastructure but making sure it's well thought out and implemented is going to be important going forward as a city
- » Consider raised sidewalks in neighborhoods. This slows down car traffic, and would allow people using wheelchairs to get around. As well, especially on Victoria Street, change the traffic light intersections with roundabouts. They are safer, increase traffic flow, and are much more accessible for pedestrians and cyclists. Thank you
- » Need to promote Rotary Way trails
- » Cranbrook is a very car/pu centric kind of town, so this effort is great. Networked trails built off the Rotary trail system as if people used it to 'get somewhere' rather than as recreation would be a conceptual starting point. As a dedicated cyclist, i would add that many major intersections in town are extremely risky for cyclists, and designed poorly. Crossing the highway at any one of the major intersections from the cross streets is complex and challenging. Finally, overall my experience is that Cranbrook drivers speed, don't understand the need to take care for cyclists, and some take their aggravations out on cyclists. Thanks for making this effort to learn more about non-motorized ways Cranbrook is navigated, given our environmental issues, we really need to get out of our cars, and the way a town organizes itself and allocates its resources certainly makes or breaks this premise.
- » I feel safe biking on the side streets, but not arterial roads. It's impossible to avoid using arterial roads all together, and doing so often means going out of your way to avoid them. The other issue is that drivers don't know how to safely interact with cyclists. Part of the issue is that some cyclists use sidewalks to get around, and others use roadways like youre supposed to. When pulling up to an intersection, vehicles don't know how to interact with you, as they don't if you're acting as a pedestrian or a vehicle. Vehicles are overly curious and will often stop in the middle of roads to let



you cross when they shouldn't, which is dangerous because vehicles going the other way might not stop.

- » The current level of theft makes it impossible to use any other forms of transport. Your stuff with either get stolen or you will be mugged. If you walk your attacked and chased my deer. Having your own vehicle is currently the only safer option in Cranbrook. I would love for that to change and be able to move about the community safely
- » None
- » The "Outer Perimeter" of the city (RDEK territory) needs to participate - needs to be access to public transit at least by walking to a nearby city bus stop. Annoyed that 21st St has no access now to 14th Ave where I could have caught a bus.
- » curbs/intersections have many trip and fall issues , not well lit, raise fines for cars parking in bike lanes
- » 7 Ave, is scary walking and on bike.
- » Better connectivity for bike paths. Connection to Rails to Trails is disjointed. Should also have a route that parallels the highway (ex. Ridgeview)
- » A pedestrian controlled crosswalk to join the Rails to Trails across 6th St N (behind Saveon to McKinnon Park). It's a busy street and there isn't even just a painted crosswalk there to connect the trail.
- » The redone Innes Ave has "bike lanes", but the curbs aren't painted yellow so people are allowed to park in them. It completely defeats the purpose, as it functions exactly the same as other roads, where cyclists must repeatedly enter the motor vehicle traffic lanes to go around parked cars. I really hope that the City does not think that this is how bike lanes should be implemented going forwards
- » NA
- » I have lived in three provinces and 5 cities, never have I seen sidewalks in worse condition. This is not a big constraint for me, personally, but I know many individuals with limited mobility for whom this is a hazard. Moreover, the lack of shade on many city streets make it particularly unpleasant to walk on hot sunny days. As the father of a young child, I consider this to be a non negligible health hazard that discourages pedestrianism downtown and on the strip. Slowing traffic & designated bike lanes would go a long way to making Cranbrook a more bike-friendly city.
- » On the main strip is brutal to cross. I would consider overhead pedestrian crosswalks or add some controlled pedestrian crosswalks between each set of lights. The main drag is brutal for visitors and tough to cross as there is only a few places available.

## 3.2. Pop-Up Events

### Pop-up event #1 at the Downtown Cranbrook - Farmer's Market

- » Seniors parking. Passes for people living 3 minutes out.
- » Signage/Wayfinding. Difficult to know where you are going.
- » Shuttle to airport.
- » Rideshare! Uber.
- » Improve education. Too much parking for cars.
- » Bike racks.
- » Bike lane painting. 14 Ave parking. Sp? Bollard. 10 st. Baker street – No pedestrian (sp?)
- » Root/Viccorio disconnect
- » Kootenay 50 N. need bike lane. Bike parking/security. Safe bike lot attendants.
- » Fix potholes
- » Street trees
- » Baker Park do not develop
- » Highway unsafe
- » Lack of trails/connectivity between neighbourhoods. Put in easements.
- » 7 Ave you're sandwiched between vehicles
- » Education for sharing roads
- » Trail parallel of tracks on north side.
- » Poor signage. Missing street signs.
- » Bus system (sp?) timetable issues. Bike share is a concern with population at risk.
- » Signage improvement for R2Ts
- » Bike racks
- » Protect green space between community forrest and Idlewild park
- » 4 way stop on 2nd and 7th ave south. Somebody is going to get killed.
- » Improve direct routes to Downtown
- » Bike parking. Pay lockers. Secure.
- » Light rail. Transit planning.
- » Great availability of trails
- » Registration for e-bikes/ e-scooters. Insurance!
- » Bylaw and signage enforcement for parking near intersection corners



- » Need better bike paths
- » Winter improvements
- » Feel cut off from town in Goldcreek
- » Poor signage – no bike priority
- » Roundabouts - 2nd st and 29th ave
- » Poor signage. Poor bike priority.
- » Clean up Rotary Way
- » Partnerships. Lighting.
- » Winter maintenance. Snow bikes etc.
- » More attention to routes. Access to trails.
- » Human scale infrastructure

**Pop-up event #2 at the Downtown Cranbrook - Clocktower Square:**

- » Bike lanes with Symbols are very needed
- » Rotary Trail
- » Angle Parking. (Front in) is dangerous for cyclists.
- » Reduce car speed limits
- » Kootenay street is a good arterial.
- » Bike lanes. Painted. Visual lane to drive.
- » Overpass/underpass for pedestrians to access highway
- » Lack of connectivity between res. DT, and commercial. Expand Kootenay
- » Education on sharing the road
- » Education or signage to improve driver bike interaction (x2)
- » (sp?) for middle income residents
- » Rental program
- » Mount Baker sidewalks (Baker Street)
- » Cost of an E-bike is hard to swallow
- » No push buttons for sidewalk crossings
- » Limited bus service to (sp?) Hotel
- » Efficiency of traffic signal for pedestrians
- » Rotary not very efficient











# CRANBROOK











**APPENDIX C**  
**ROUND 2 WHAT WE HEARD**





To be included in Final Plan





CRANBROOK

