



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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# 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.



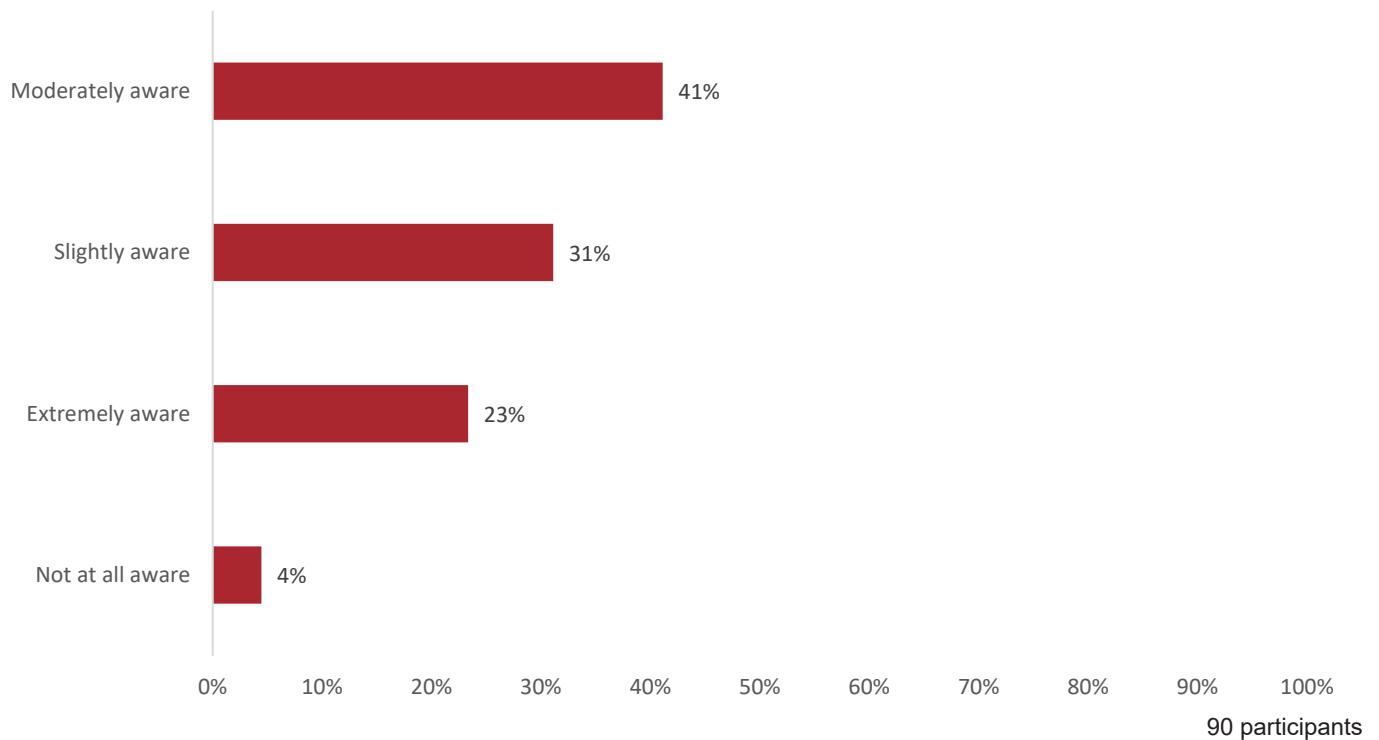
# 2. WHAT WE HEARD

*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

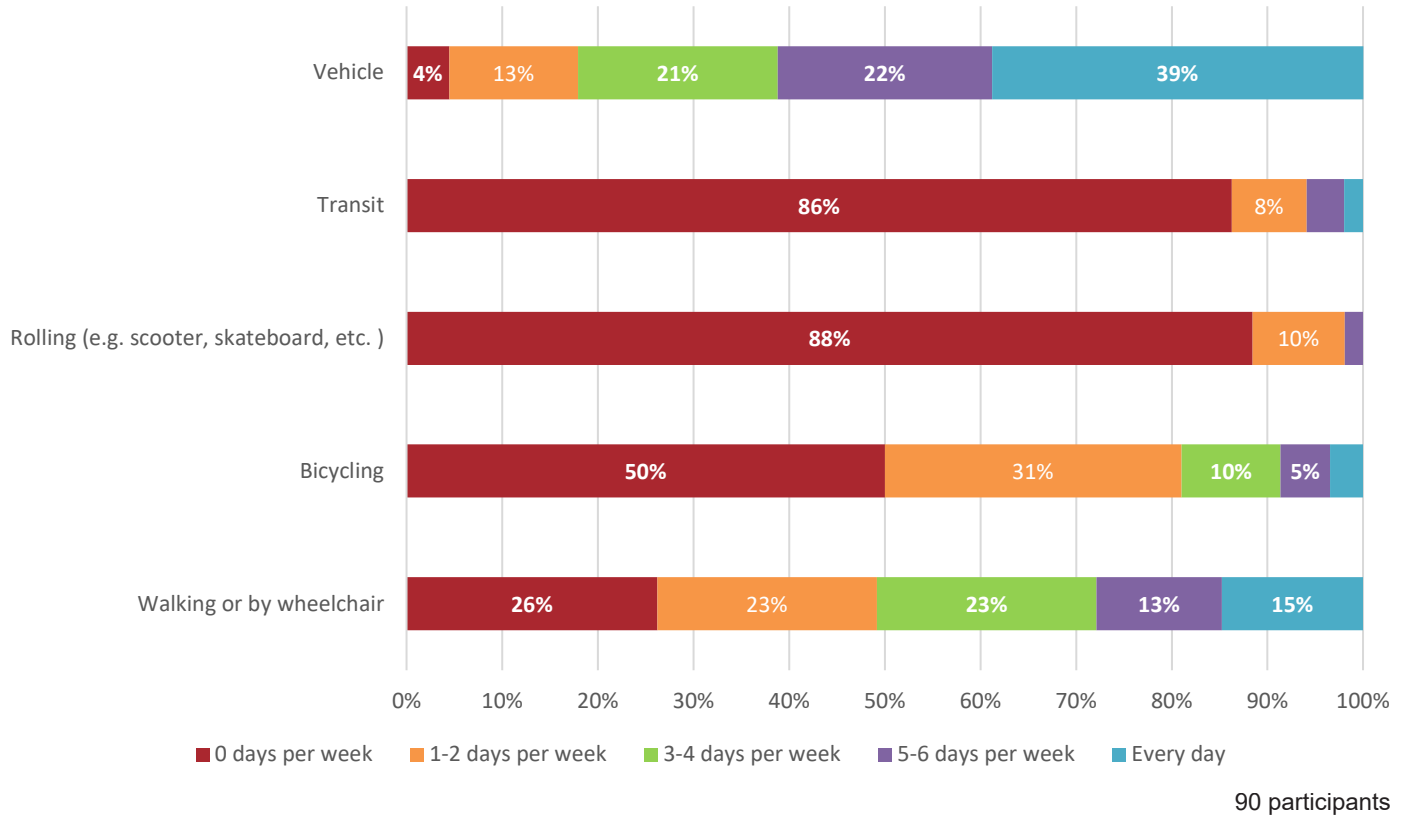
### Q1) Level of awareness of the active transportation network and facilities

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.



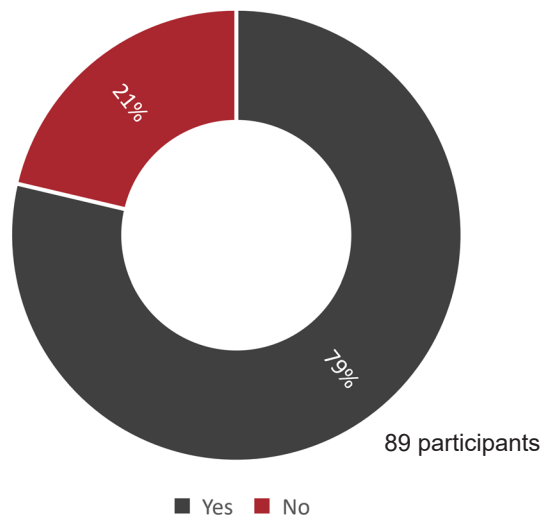
## Q2) Trips taken in a typical week

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%).



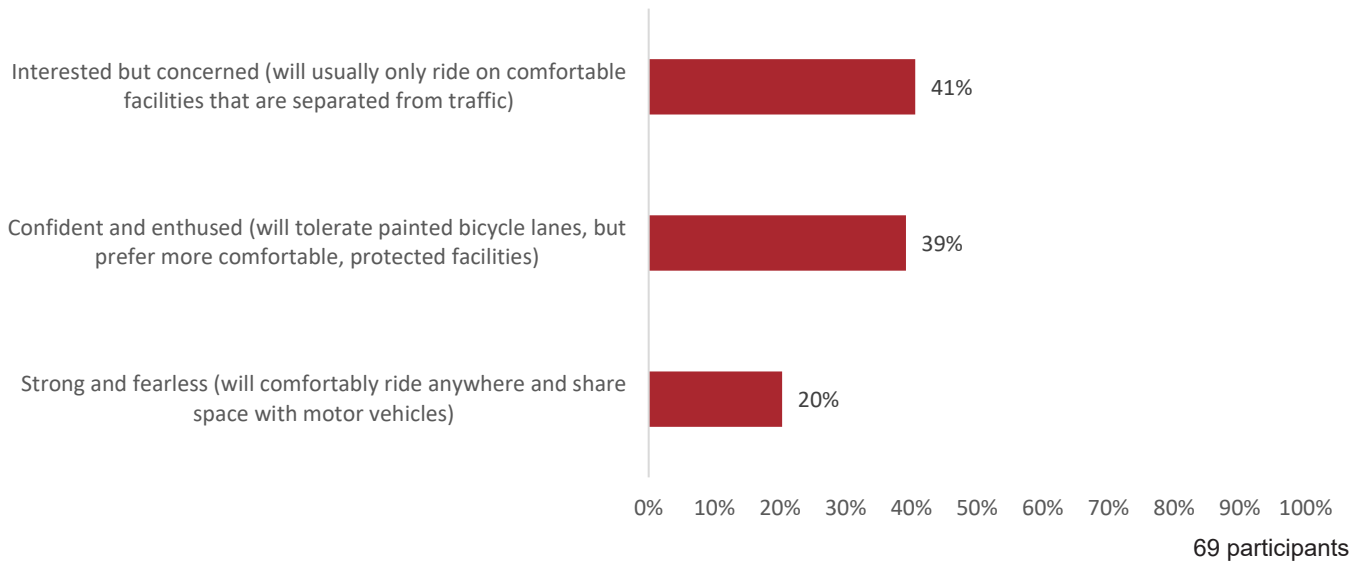
## Q3) Bicycle use

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.



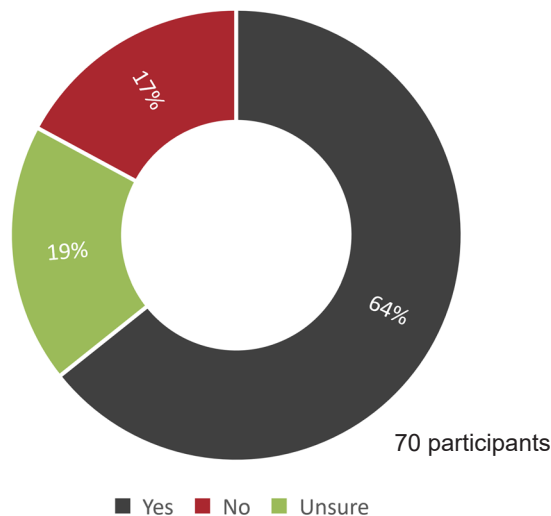
#### Q4) Level of comfort with different bicycle facilities

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.



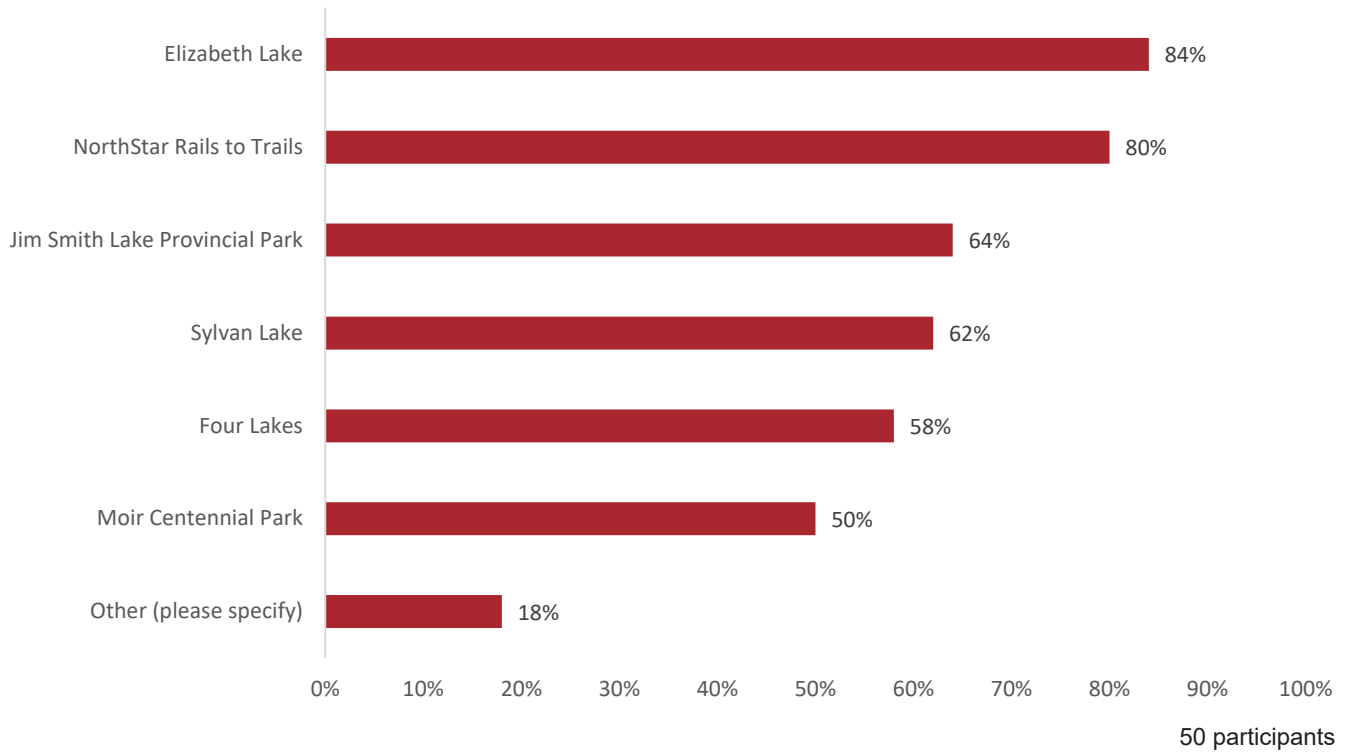
#### Q5) Existing facilities for walking and bicycling

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

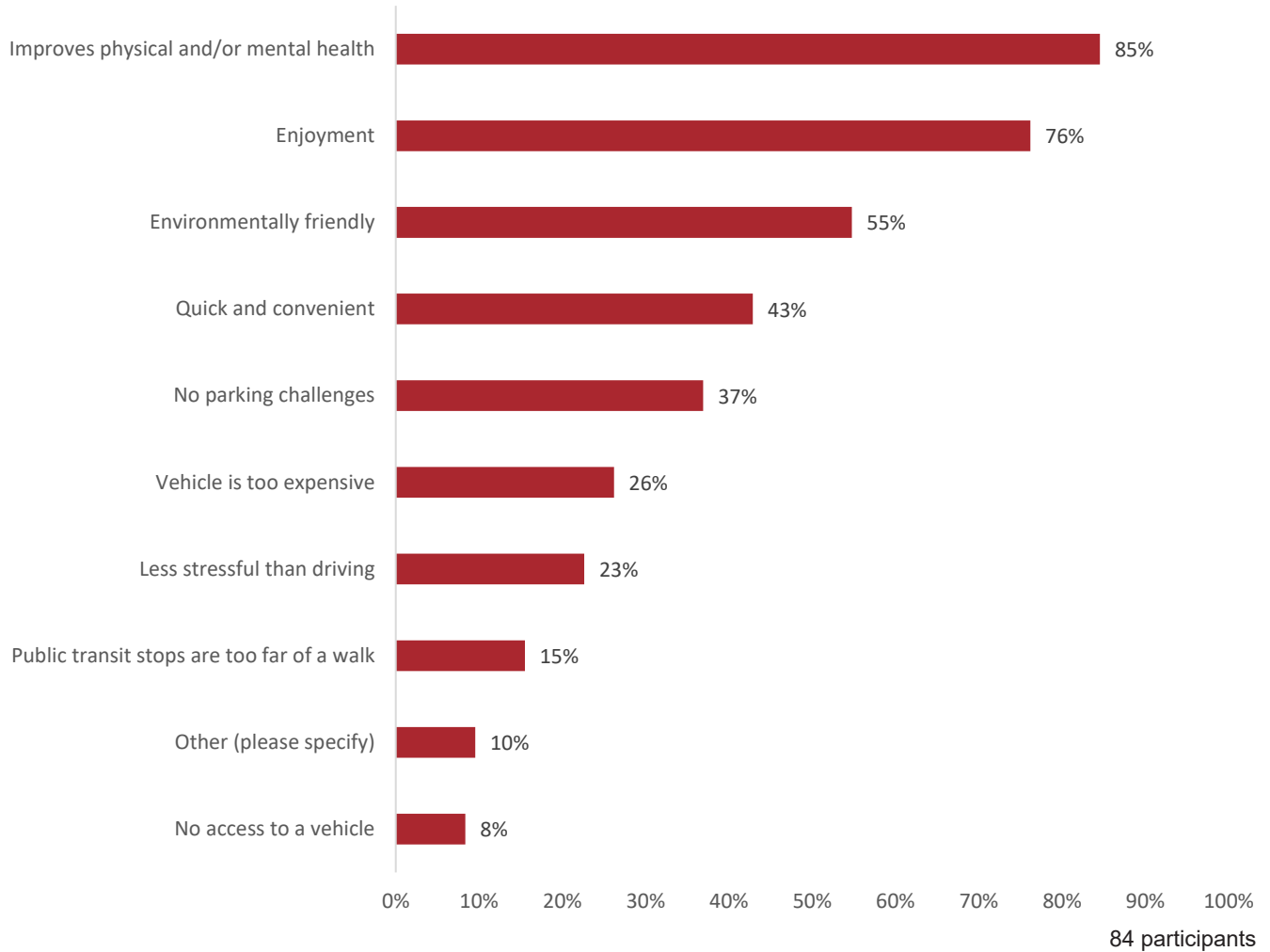
We asked if safe facilities were provided and which natural areas people would consider using a bicycle (or e-bicycle) to access. Elizabeth Lake and NorthStar Rails to Trails were the top two natural areas to consider for bicycle use. This may help inform priorities for investment.





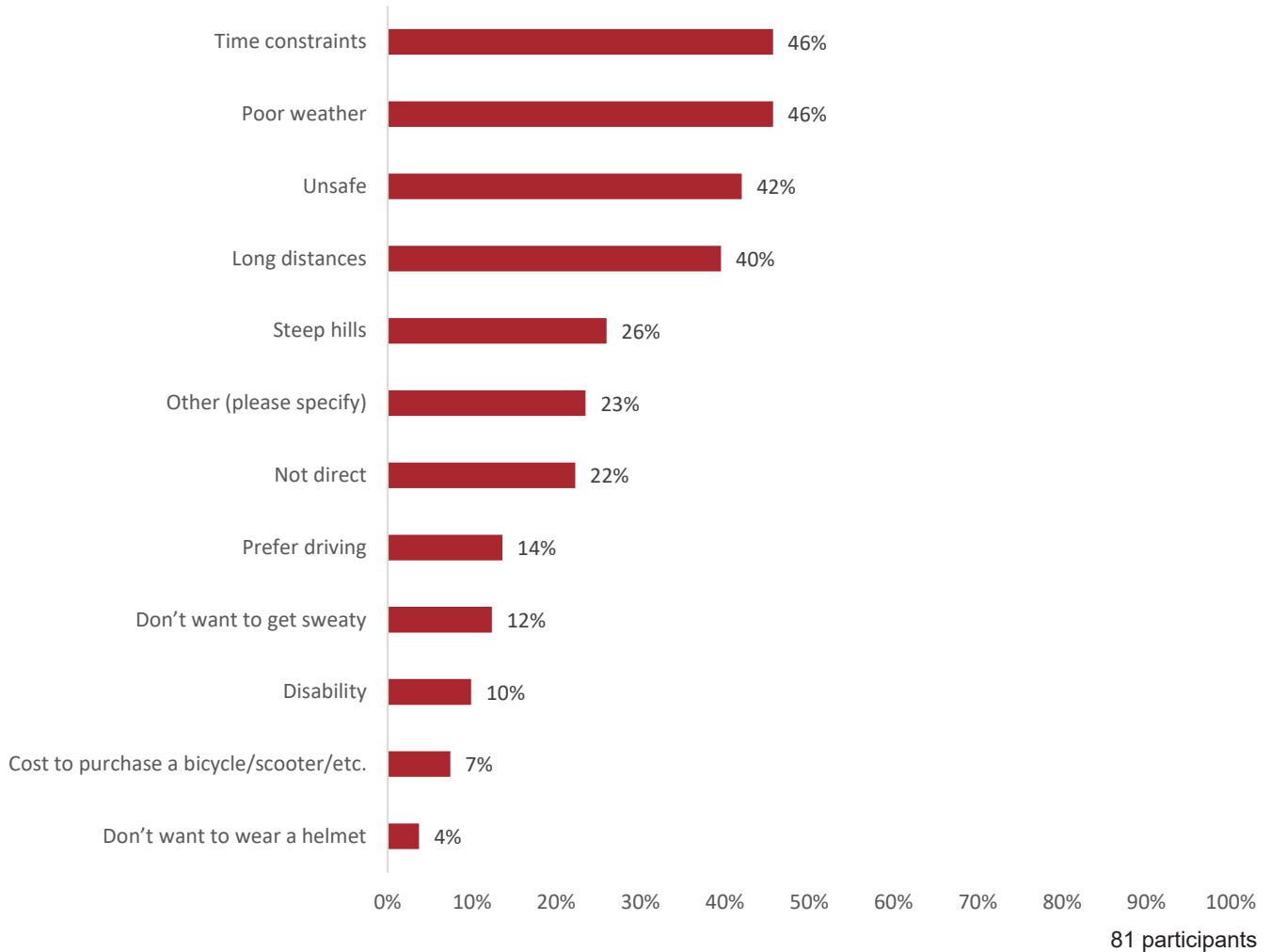
## Q7) Primary reasons for traveling by active transportation

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%).



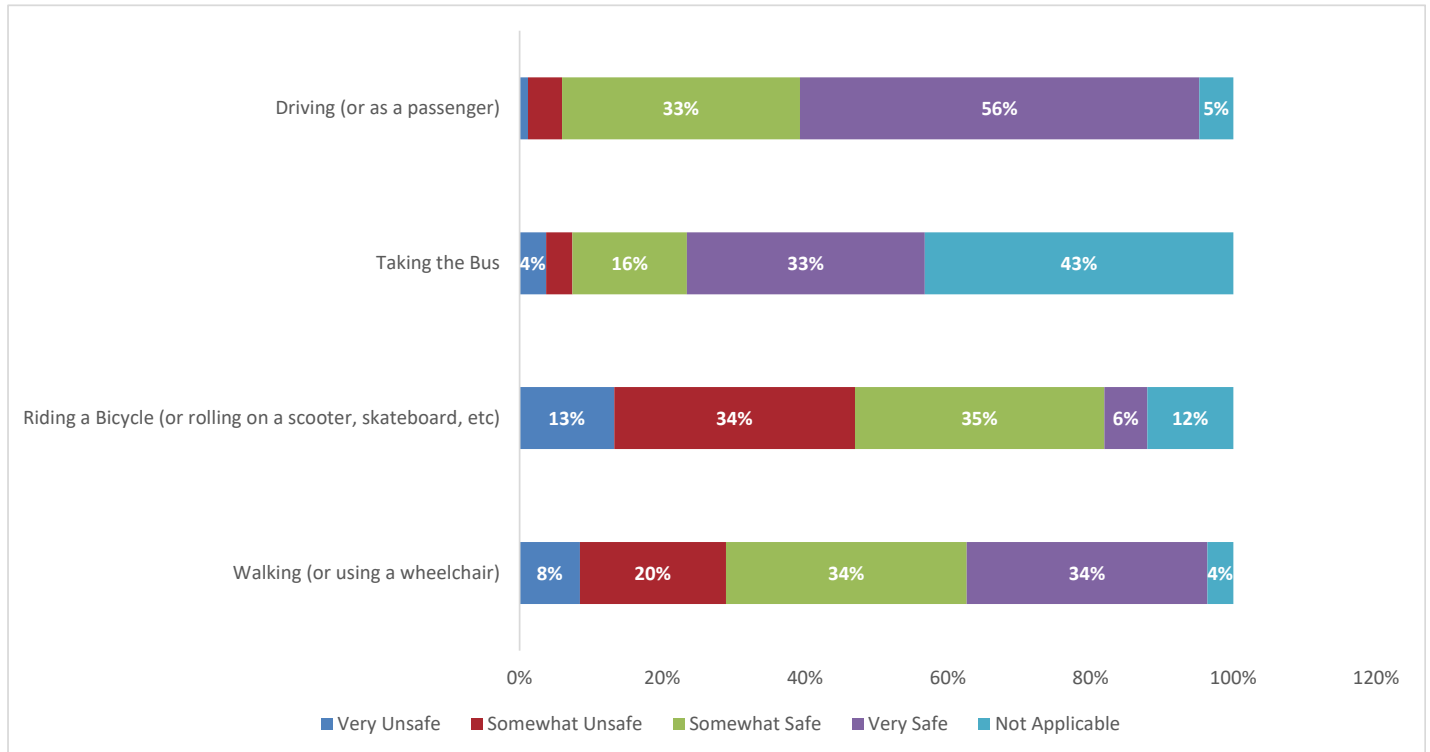
## Q8) Primary reasons for not traveling by active transportation

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

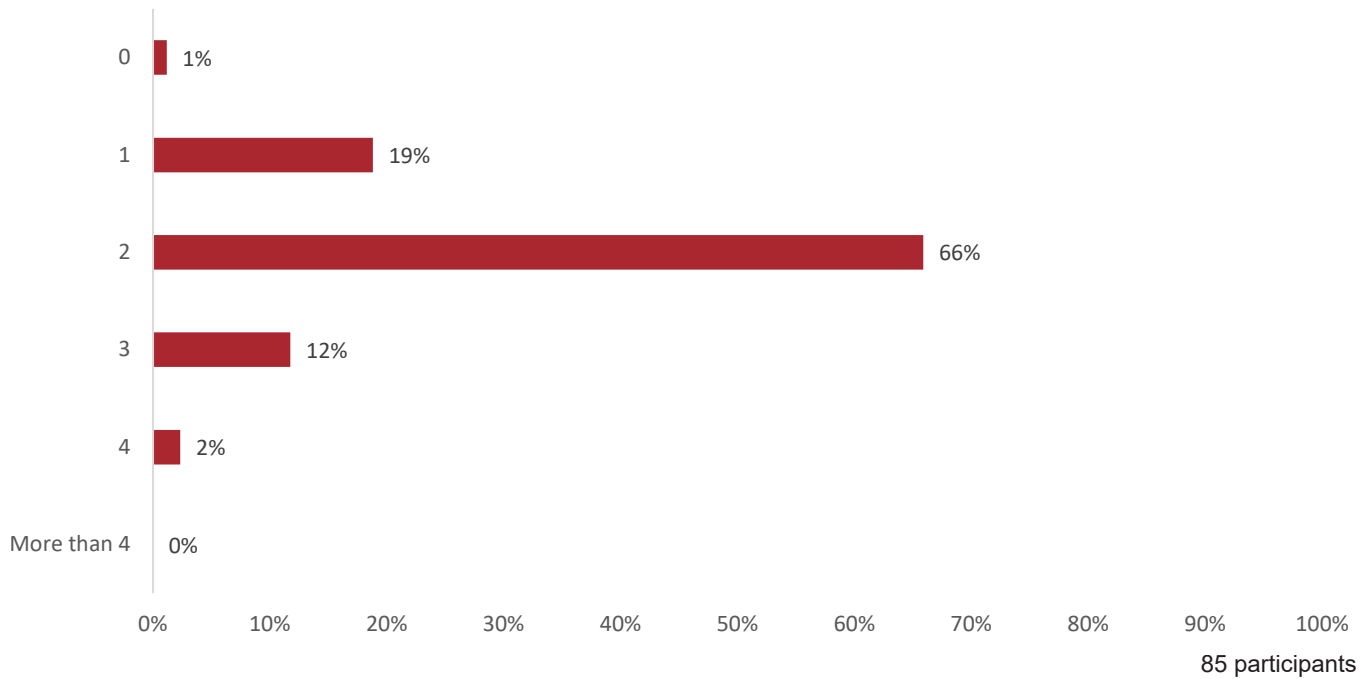
We asked how safe people feel traveling by each mode of transportation in Cranbrook. Participants shared a range of responses from very safe to very unsafe. Over half of participants (56%) felt very safe driving. Participants had more of a range of responses regarding their use of active transportation. 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

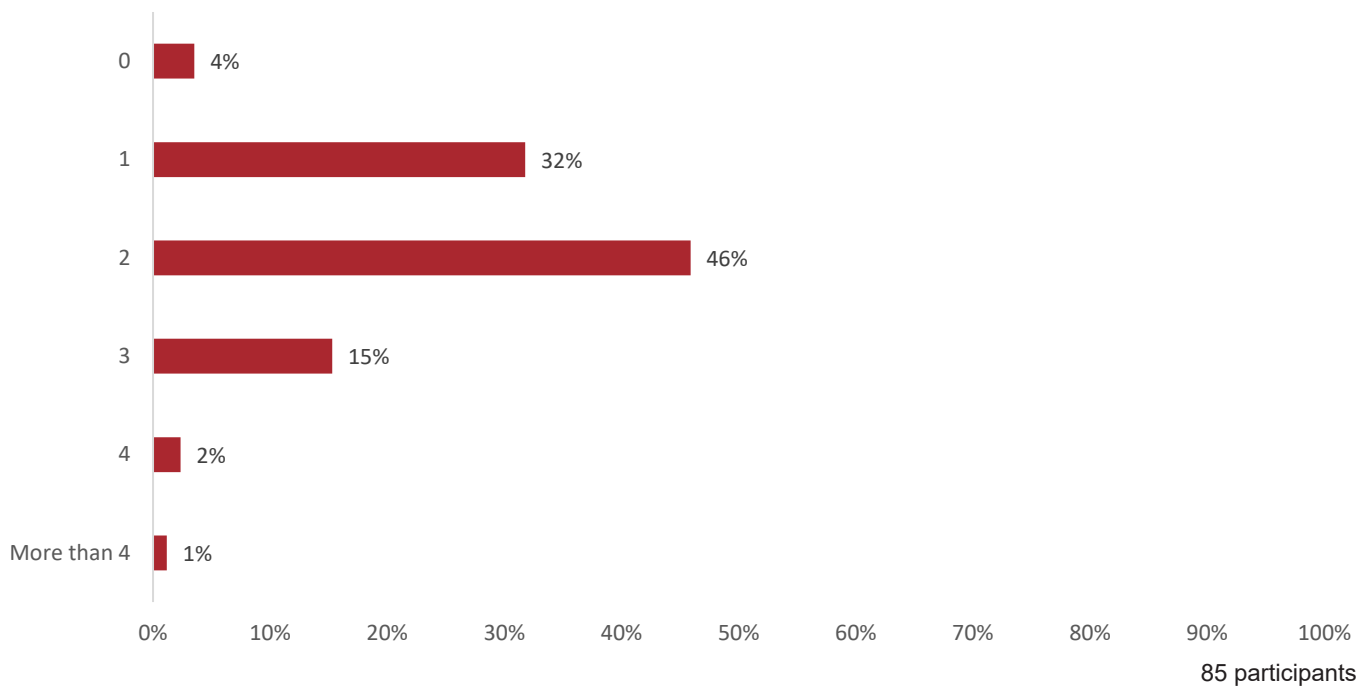
### Q10) Number of drivers per household

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



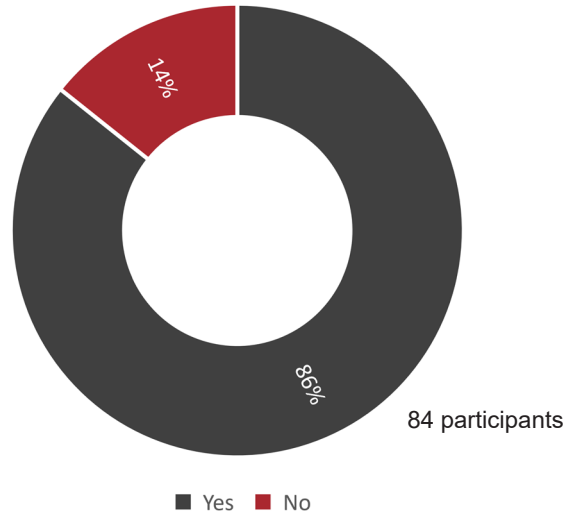
### Q11) Number of cars per household

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



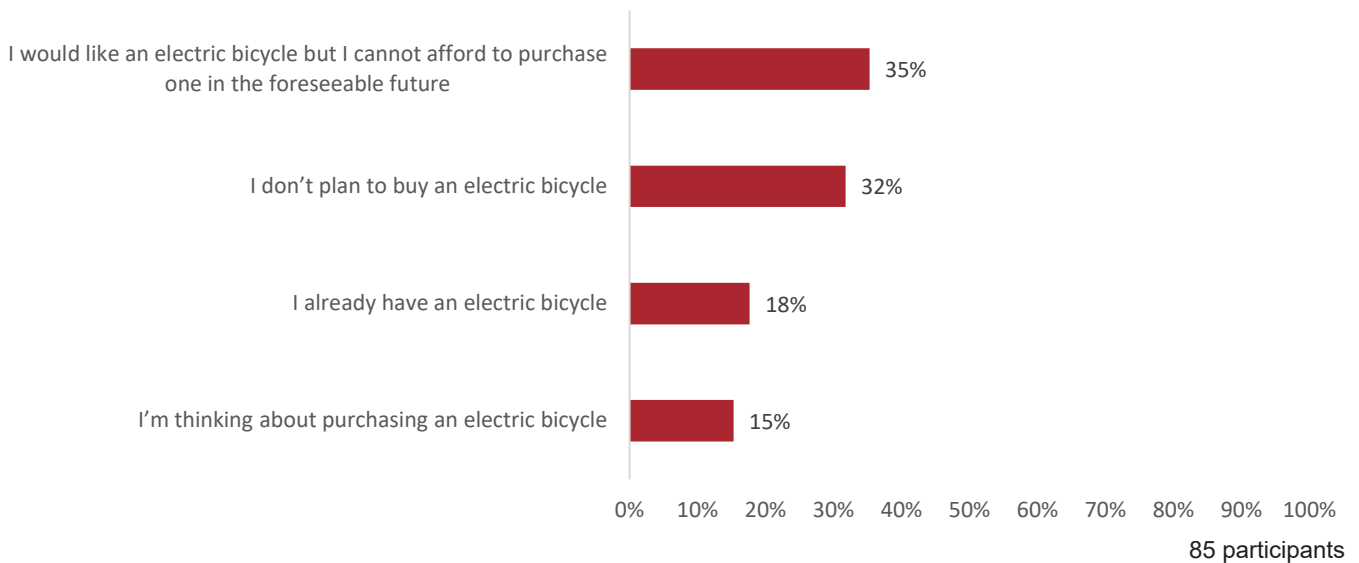
## Q12) Interest in making trips by active transportation if the network better met your needs

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.



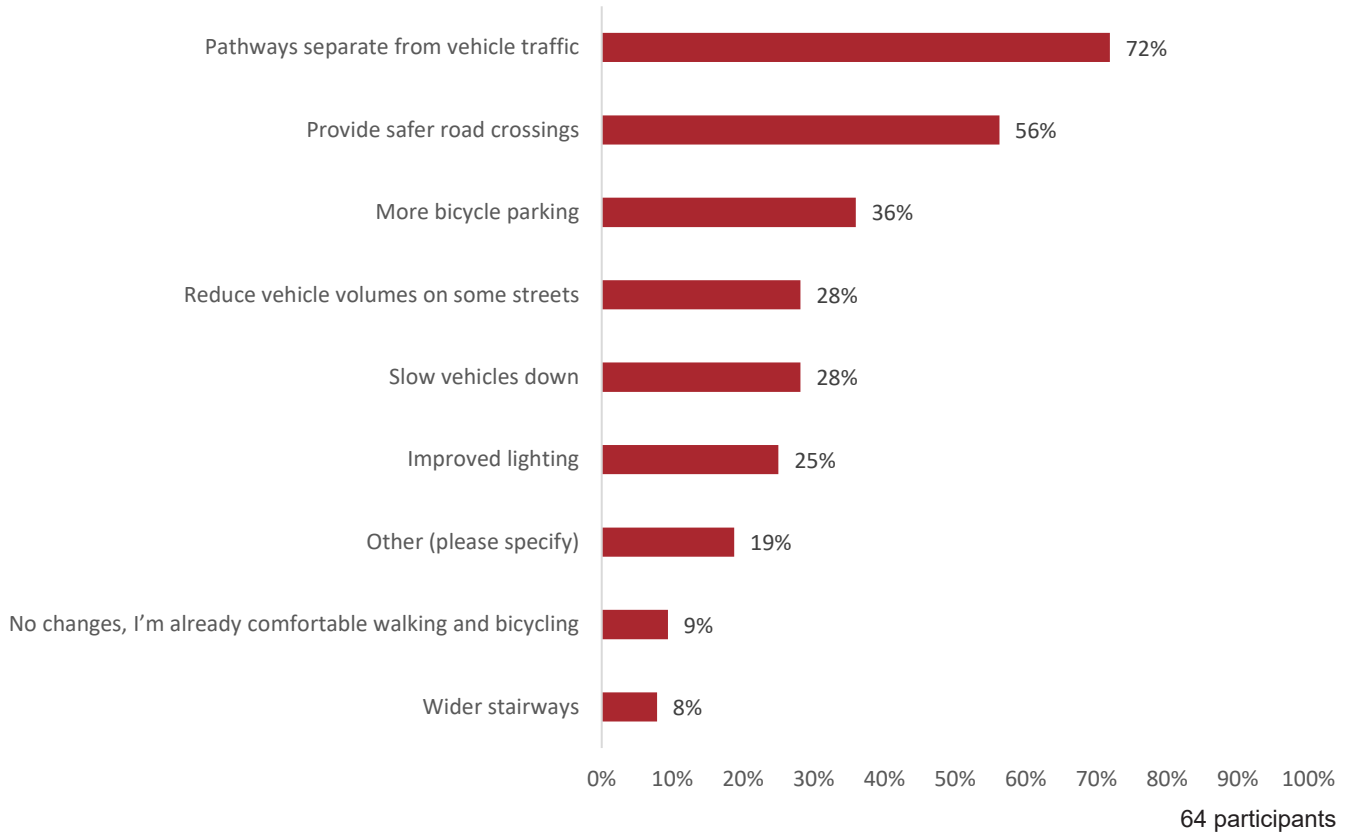
## Q13) Electric bicycles ownership

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.

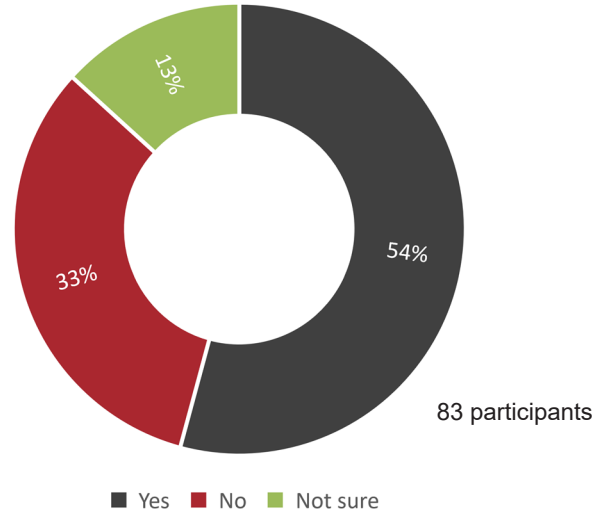


### Q15) Other comments

Provided in Section 3.

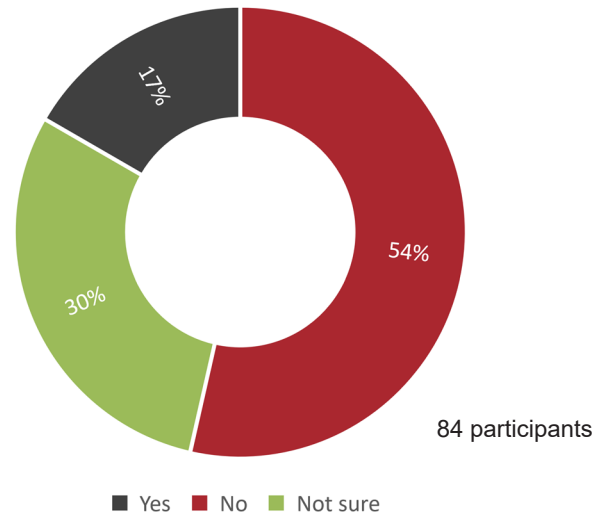
### Q16) Sufficient Signage

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.



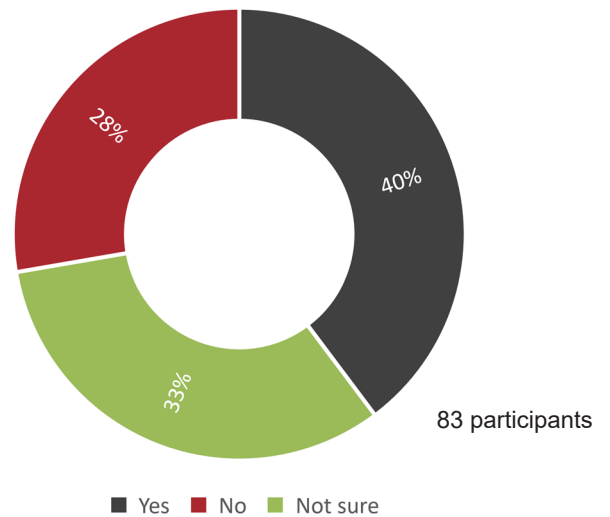
### Q17) Bicycle parking

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.



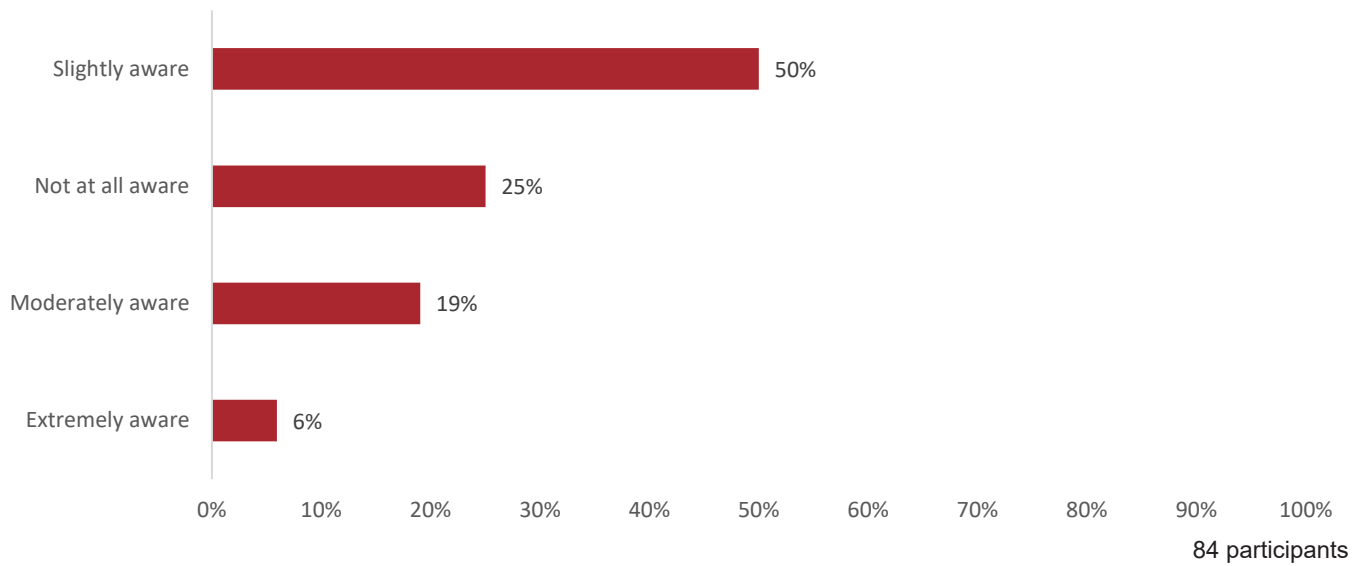
### Q18) Sufficient street lighting

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.



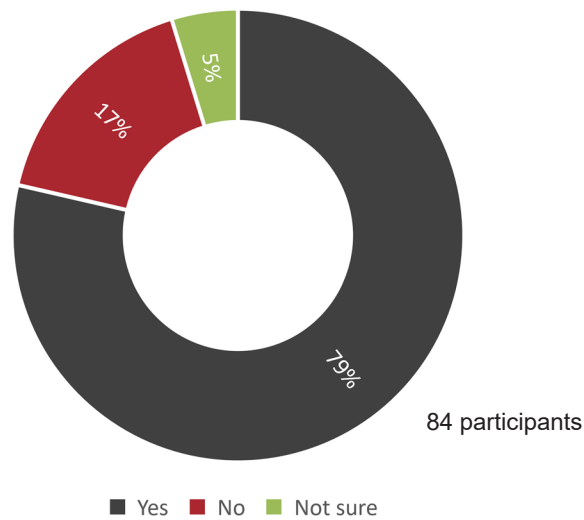
### Q19) Level of Awareness of Public Transit

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

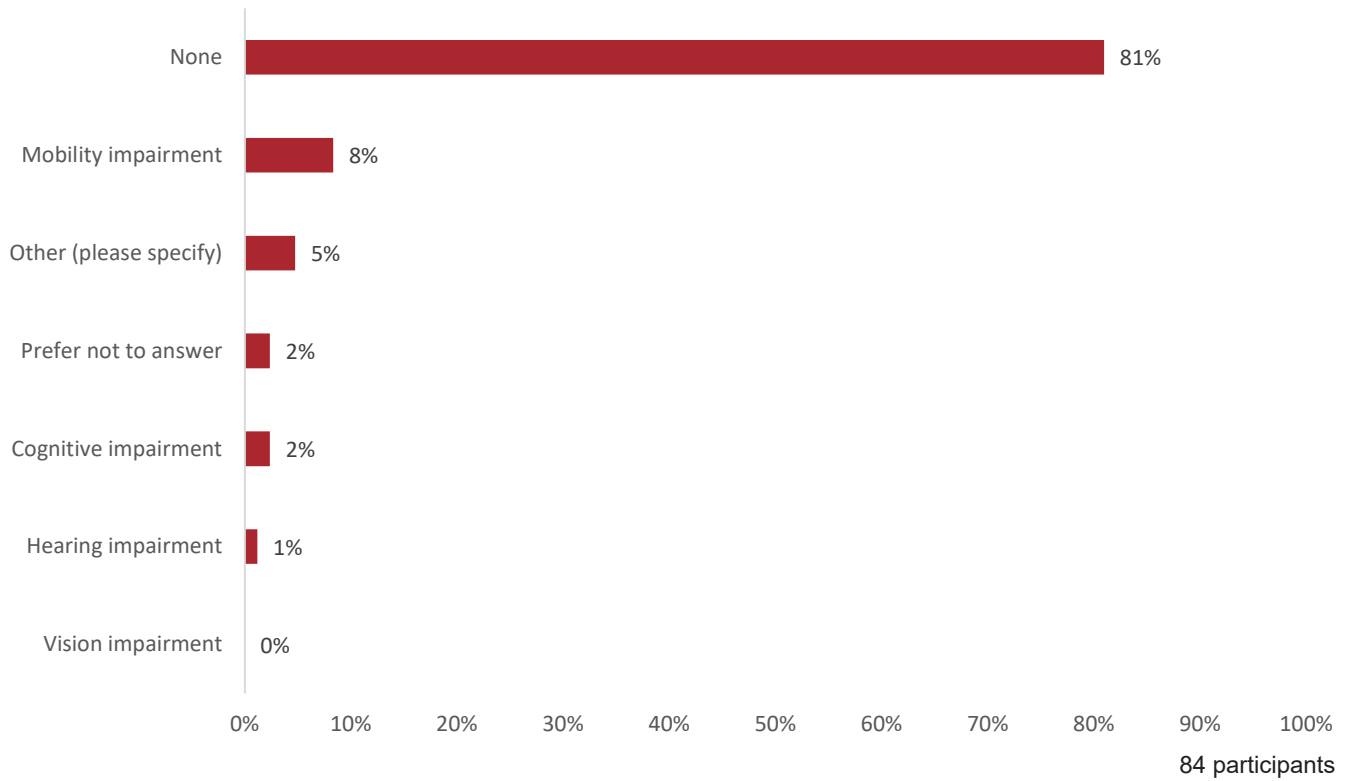
We asked people if they had access to transit within walking or rolling distance of their homes. Most participants (79%) said they had transit within suitable walking or rolling distance.





## 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

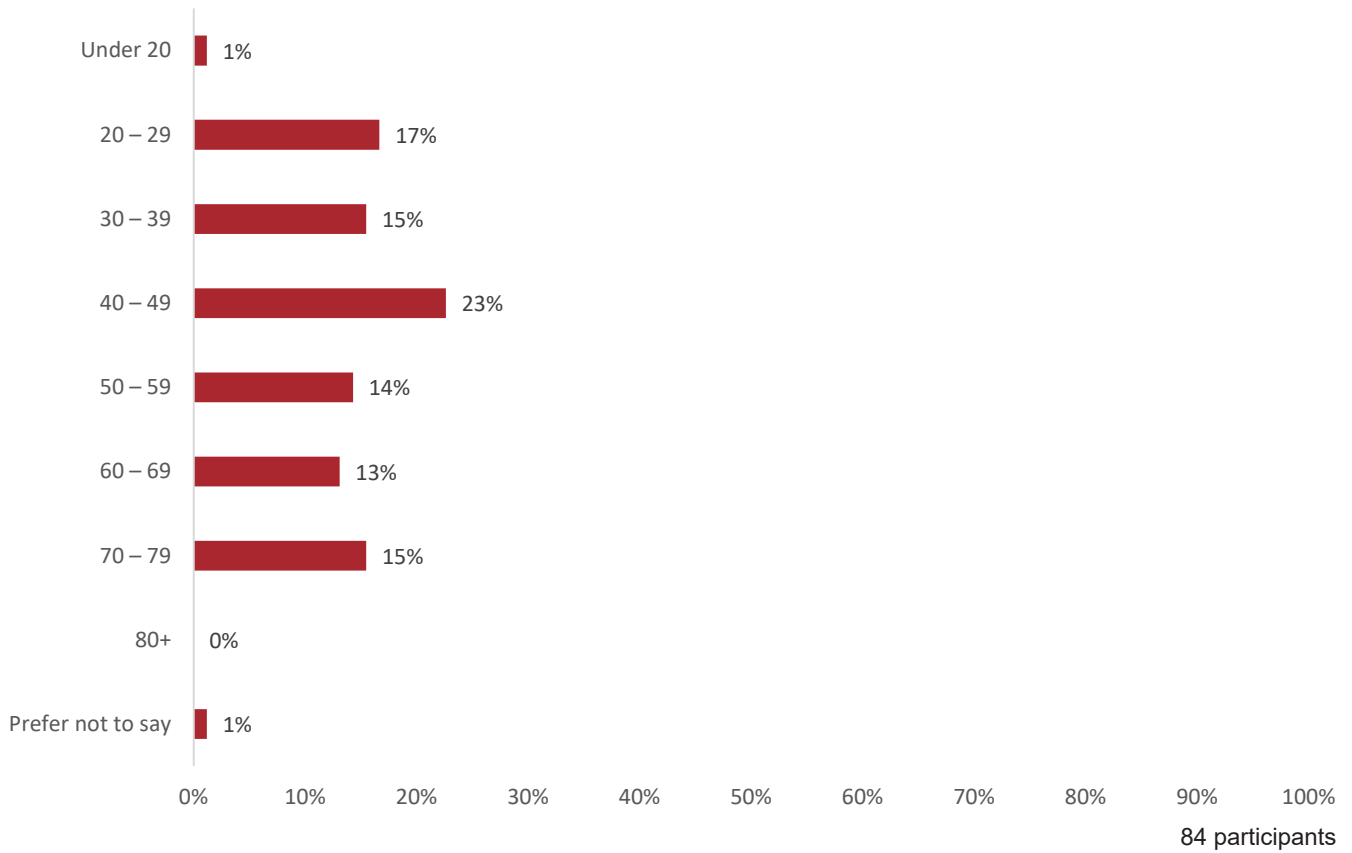
- » **Green space/trees:** The absence of sufficient shade on numerous city streets can make walking particularly uncomfortable on hot, sunny days
- » **Accessibility concerns and mobility for people with disabilities:** More curb cuts and broader sidewalks are needed to enhance accessibility for people 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.

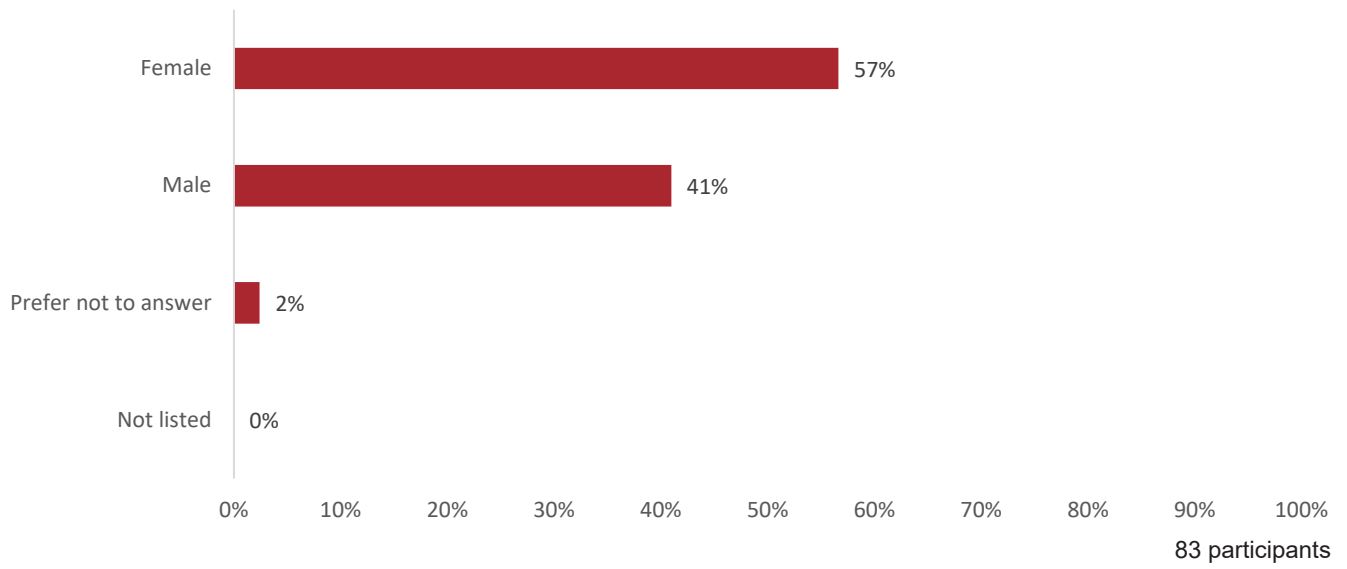
### Q22) Age

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

