



CRESTON MULTI-MODAL TRANSPORTATION PLAN

August 2022

INTRODUCTION

Plan Overview

This Multi-Modal Transportation Plan (MMTP) has been prepared based on the current state of transportation, transportation trends, and Creston policies, plans, and bylaws. It aims to identify and align the principles, vision, goals, and objectives for all transportation options within Creston over the next 30 years. The Town’s MMTP is the first comprehensive plan that identifies how active transportation can play a multifaceted role in achieving Creston’s broader strategic priorities including a healthy, livable, and diverse community, as well as building and enhancing partnerships across the Creston Valley all while reducing greenhouse gas (GHG) emissions. Creston’s future active transportation network will reduce the community’s climate impact, address the needs of vulnerable road users, and enhance overall quality of life for residents and visitors alike.

Plan Objectives

- 1** Serve as a planning tool to assist the Town in prioritizing and implementing improvements in the transportation network.
- 2** Support Official Community Plan objective to develop the multi-modal network that provides a safe, enjoyable, and continuous network.
- 3** Support Official Community Plan objective to reduce GHG emissions by promoting active transportation and shifting away from vehicle travel.

Plan Process

Undertaken from May 2021 to August 2022, the MMTP was guided by a collaborative process involving staff from the Town of Creston, community stakeholders, residents of Creston and the consulting team—all of whom played an important role in reshaping the future of transportation in Creston.

The public and key stakeholders provided feedback throughout both rounds of the engagement process on a variety of topics including the pedestrian network, cycling network, road network, transit, public parking management, emerging mobility, and the draft vision and goals for the MMTP.



WHAT WE HEARD



1,200 engagement website visitors



629 survey submissions



22 DIY Mobility Mapping activity sheets completed



8 stakeholders engaged through workshop and interviews

Round 1

September to October 2021

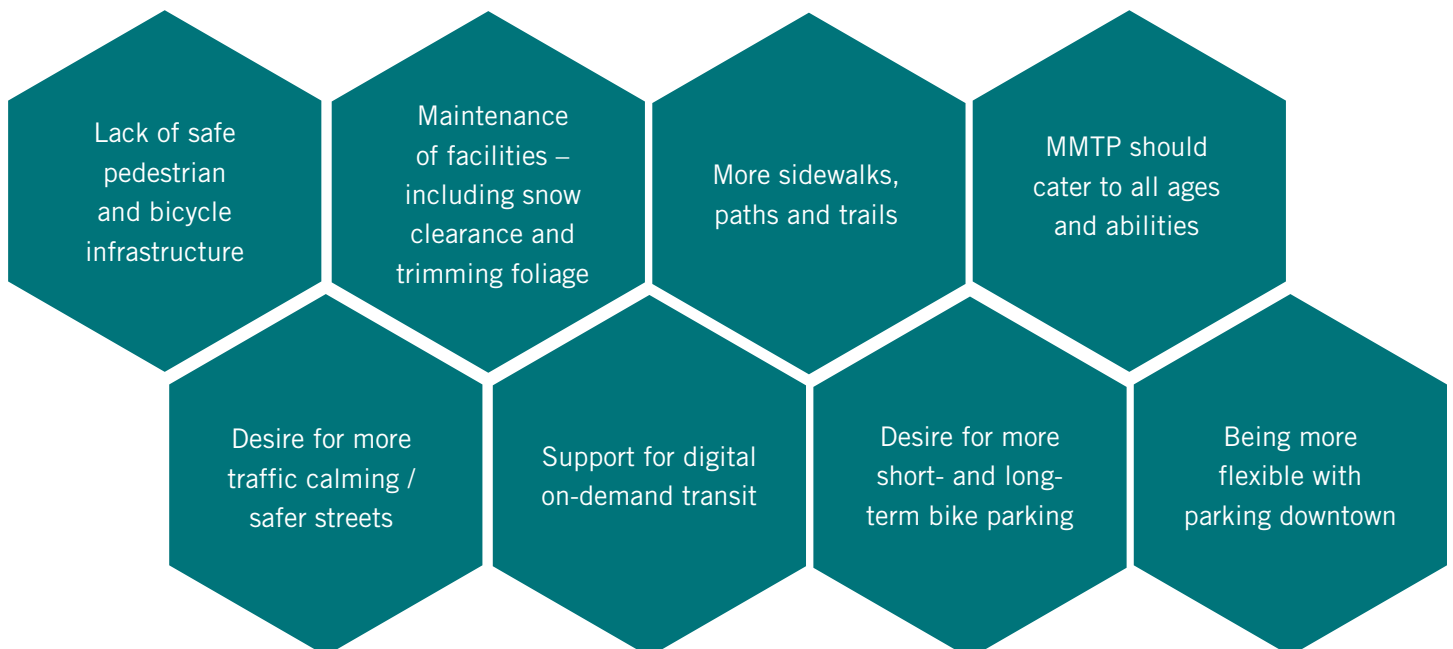
- Public Online Survey #1
- The opportunity to ask questions and provide additional ideas on the Let's Talk Creston engagement website
- Do it Yourself ("DIY") Mobility Mapping activity

Round 2

February to June 2022

- Community workshops
- Public Online Survey #2
- One-on-one stakeholder interviews

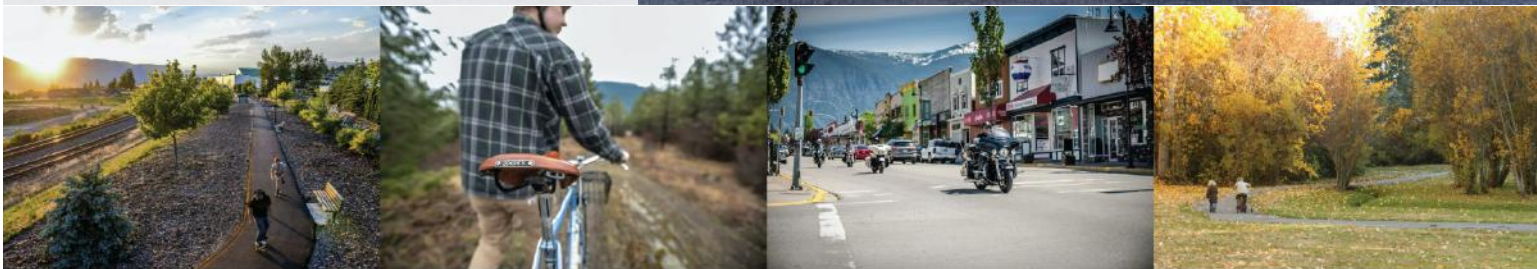
The key takeaways from both rounds of engagement, which ultimately informed and confirmed the recommendations in the MMTP, are as follows:



Vision

To articulate the future state of transportation in Creston, the following vision statement was created and builds on the Town's foundational plans. Developed with input from both the community and staff, it reflects the community's priorities and aspirations. The vision provides the overall direction for how transportation can contribute to Creston's environmental, economic, community, and cultural fabric.

Getting to, from, and around Creston, and into the natural beauty that surrounds our community, should be safe and enjoyable for all people. Living in and visiting our small town should come with the advantages of being able to get around conveniently, especially by active transportation modes. Our residents do not need to rely on a vehicle to commute to school or work, or for going to the grocery store and social outings. Similarly, recreational destinations are easy to access. A well-connected Town of Creston also means safer roads for all road users, which reduces Creston's climate impacts and improves quality of life for the community.



Goals

The Creston MMTP has laid out many recommendations to improve mobility for the Town's residents and visitors. The plan considers Creston's existing transportation network and provides goals for what the future multi-modal transportation network might look like. The MMTP also provides a monitoring and evaluation program which will allow the Town to measure performance to guide investment and ensure the effectiveness of the Plan, and determine whether the Plan is achieving the following goals:



Ease of Mobility for all Modes

Travel in Creston is accessible, convenient, comfortable, and connected for all modes of transportation.



Road Safety for Vulnerable Users

Creston's roads are repurposed and redesigned to make travel safe for all, especially more vulnerable users such as those walking, rolling, and cycling.

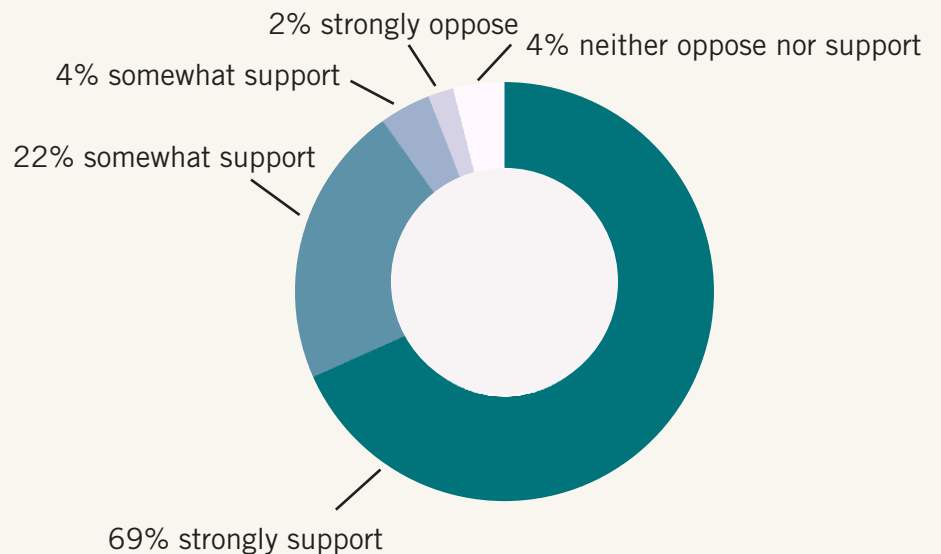


Climate Impacts

Creston's transportation network becomes less reliant on fossil fuels with significant reductions in greenhouse gas (GHG) emissions over time.

What We Heard

As part of community engagement round 2, survey participants were asked to indicate their level of support for the draft goals. Most participants either strongly support (69%) or somewhat support (22%) the draft vision.



MAJOR ROAD NETWORK

The MMTP recommendations and action items all build over the underlying street network. Various data, including Traffic Collision data, Speed and Volume data, and road classifications were used as indicators to determine general and specific safety issues around Creston.

Intersections

78% of pedestrian accidents take place at an intersection. Both the technical analysis and engagement process determined several locations in the community that either lack a safe crossing or warrant an improved crossing facility, as well as several problematic intersections in the community that do not safely accommodate people walking and cycling.

Speed Limit Reductions

A network of proposed future 30 km/h zones was developed as a reference for revising speed limits after infrastructure improvements as defined in the MMTP, are implemented. Factors for determining an appropriate speed limit include:

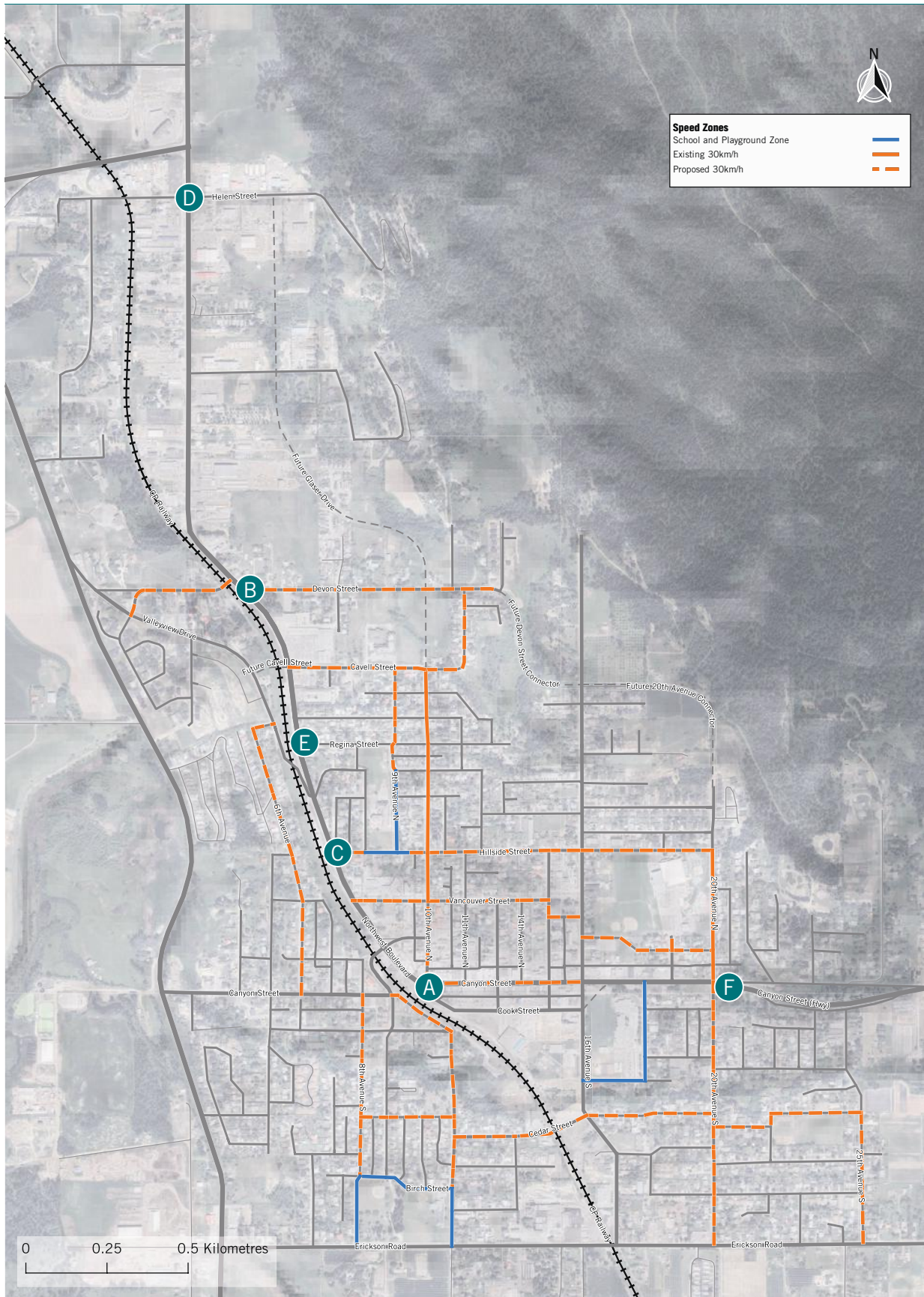
- Road classification
- Facility type
- Whether there is active transportation user mixing or dedicated facilities
- Traffic calming
- Road geometry
- Known safety issues

Intersections with Safety Improvements

- A Cook Street / Canyon Street (Hwy 3) / 10 Avenue N
- B Northwest Boulevard (Hwy 3) / Devon Street N
- C Northwest Boulevard / Hillside Street / 7th Avenue N
- D Northwest Boulevard / Helen Street / Collis Street
- E Northwest Boulevard / Regina Street
- F Canyon Street (Hwy 3) / Crawford Street



Cook Street / Canyon Street / 10 Avenue N Intersection is the highest priority location for an intersection safety review. It currently has a yield condition but vehicles making this movement can drive straight onto Cook Street without reducing speed to make the maneuver, putting other vehicles, pedestrians, and cyclists in danger. The MMTP recommends a smart channel right turn lane and the removal of the channelized island to make it a 90-degree corner, and in turn making it easier for multiple users and bikes to transition between the Multi-Use Pathway (MUP)/Market Park area to the proposed protected bike lanes on 10th Avenue to the north.



PEDESTRIAN NETWORK

The overall sidewalk network consists of approximately 17 km of sidewalk facilities largely concentrated in the downtown area and its surrounding neighbourhoods. Approximately 6% of the road network has sidewalks on both sides and 19% have sidewalk on one side. Some segments of the pedestrian network are still discontinuous, switching from one side of the road to the other, particularly at side street intersections and at some mid-block locations. In addition to sidewalks, Creston offers a network of asphalt, gravel and worn path trails that provide connections within neighbourhoods that reduce walking distances and create a more walkable environment throughout the Town.

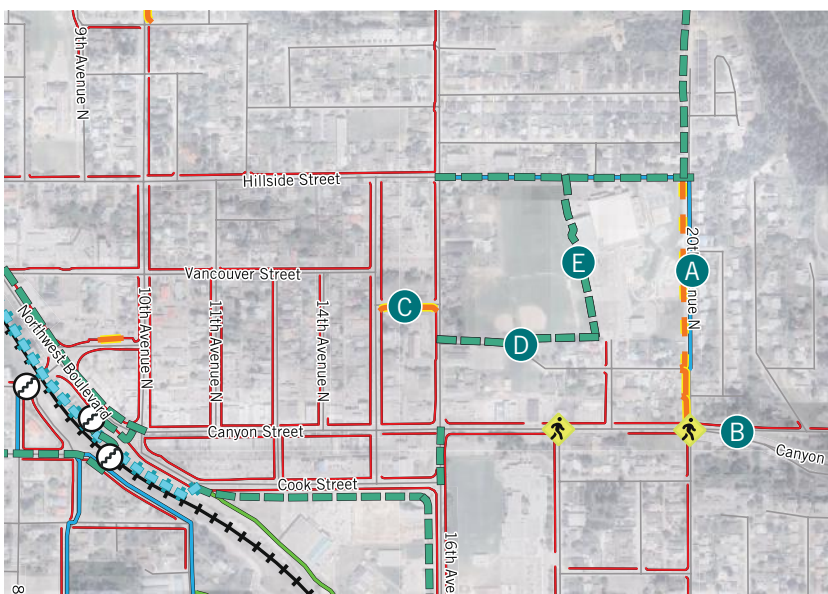
The ultimate pedestrian network build-out (shown on the right/ following page) will be supported by projects that have been strategically identified to support the Town in the longer term. In some cases, new pedestrian infrastructure will be constructed as the road network grows and re-development happens around the Town's core.



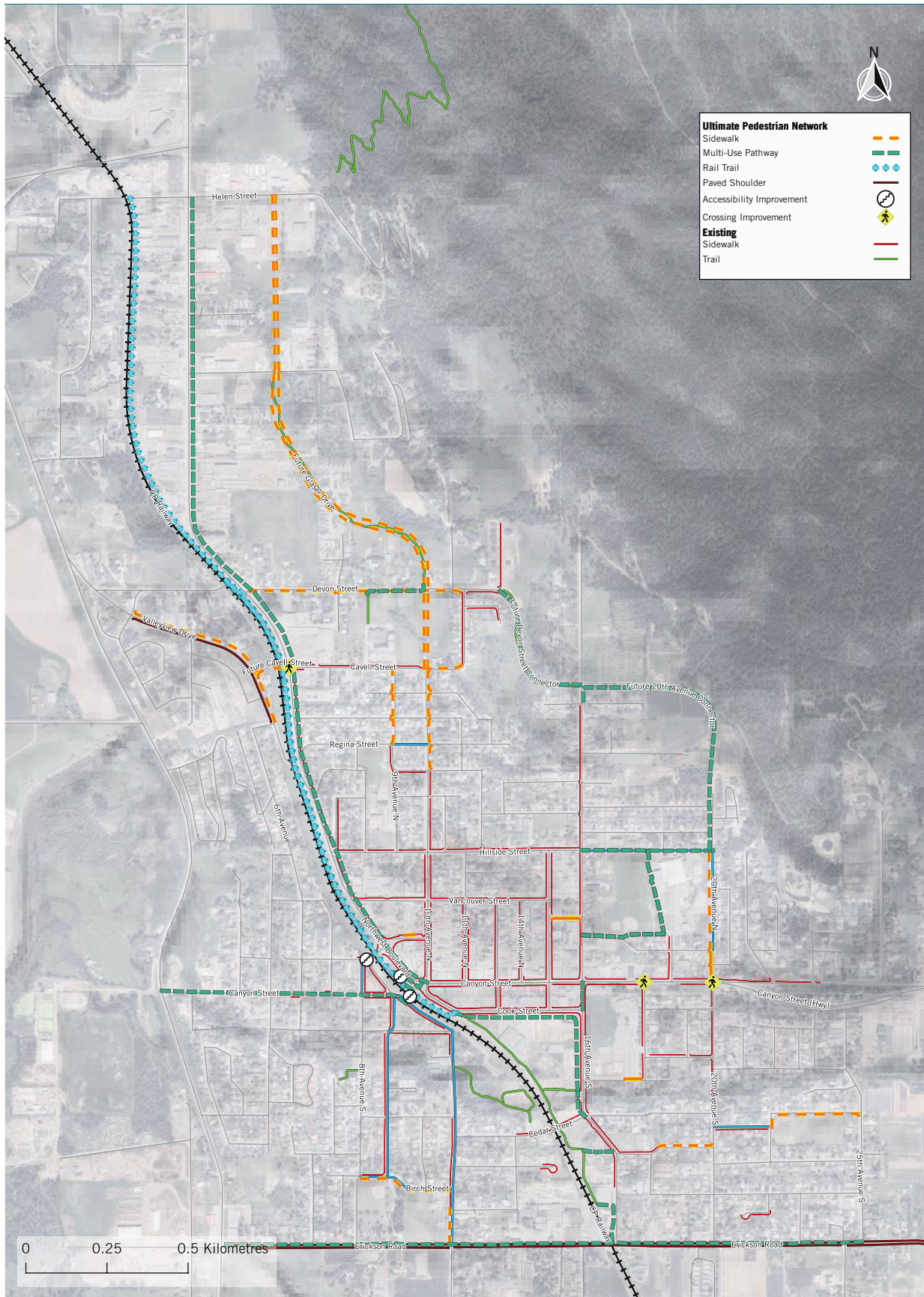
What We Heard

One area we heard a lot about in our engagement was better active transportation accommodation along NW Blvd. A protected facility should be considered should be considered to better connect the northern areas of Creston to the key destinations in and around Downtown. In sections with an existing sidewalk and curb, they could be removed and replaced with a paved 3m wide multi-use pathway to allow for travel in both directions on the east side of the roadway.

Top 5 Priority Pedestrian Improvements



- A. New sidewalk on West side of 20th Avenue N
- B. Crosswalk improvement by adding flashing beacons at the 20th Avenue N / Canyon St intersection
- C. New sidewalk on South side of Vancouver Street
- D. New multi-use pathway on Pine Street to Creston & District Community Complex
- E. New multi-use pathway on West side of Creston & District Community Complex



CYCLING NETWORK

Much of the existing on-street bike infrastructure in Creston would be classified as “shared lanes” and shoulder bike lanes along the highways. It can be said that most of Creston’s existing cycling network does not broadly meet the definitions of all ages and abilities bike facilities. Barriers to cycling included topography, intersections that make users feel unsafe and rail crossings.

The MMTP provides a quick-build cycling network and ultimate cycling network which builds off the quick-build network with the following facility types:

Facility Types

Multi-Use Pathway



Protected Bike Lane



Painted Bike Lane



Bicycle Boulevard



Quick-Build Network

Quick-build materials are flexible, inexpensive, and allow cycling infrastructure to fit within the existing road configuration. This could make it easier for residents and businesses to test infrastructure changes before the Town pursues more permanent infrastructure, which have higher capital costs. Quick-build facilities make use of the existing roadway and add protection from the use of flexible delineators, parking curbs, or small concrete barriers.

Quick-Build Facilities

Multi-Use Pathway



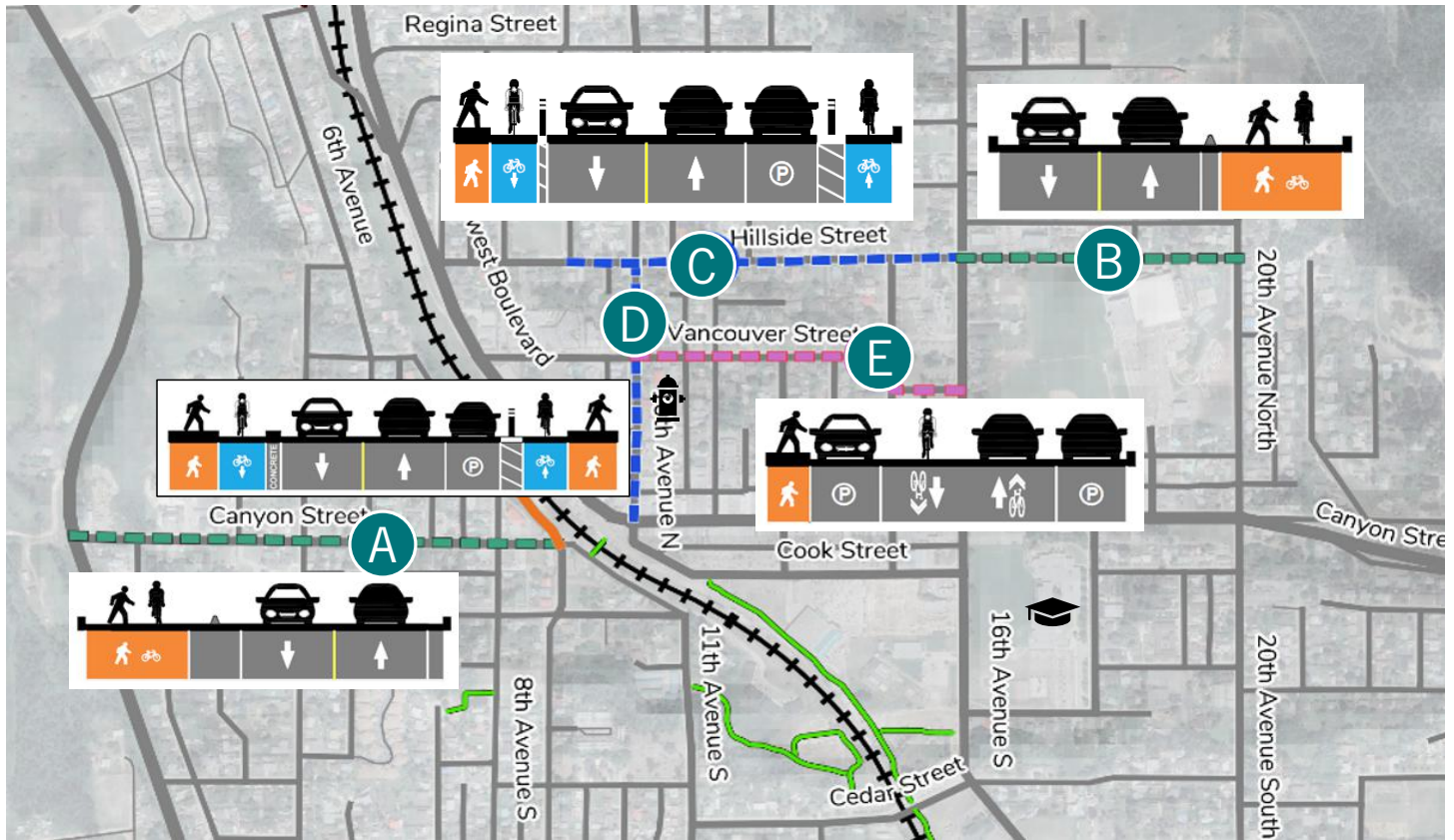
Protected Bike Lane



What We Heard

Throughout the engagement process, we heard there is a desire for more short- and long-term bike parking that is secure and can accommodate all types of bikes and locks. Short-term public bike parking can be retrofitted to align with best practices. Further, the conversion of one to three vehicle parking spaces into bicycle corrals could accommodate anywhere from 12 and 36 bicycle parking spaces.

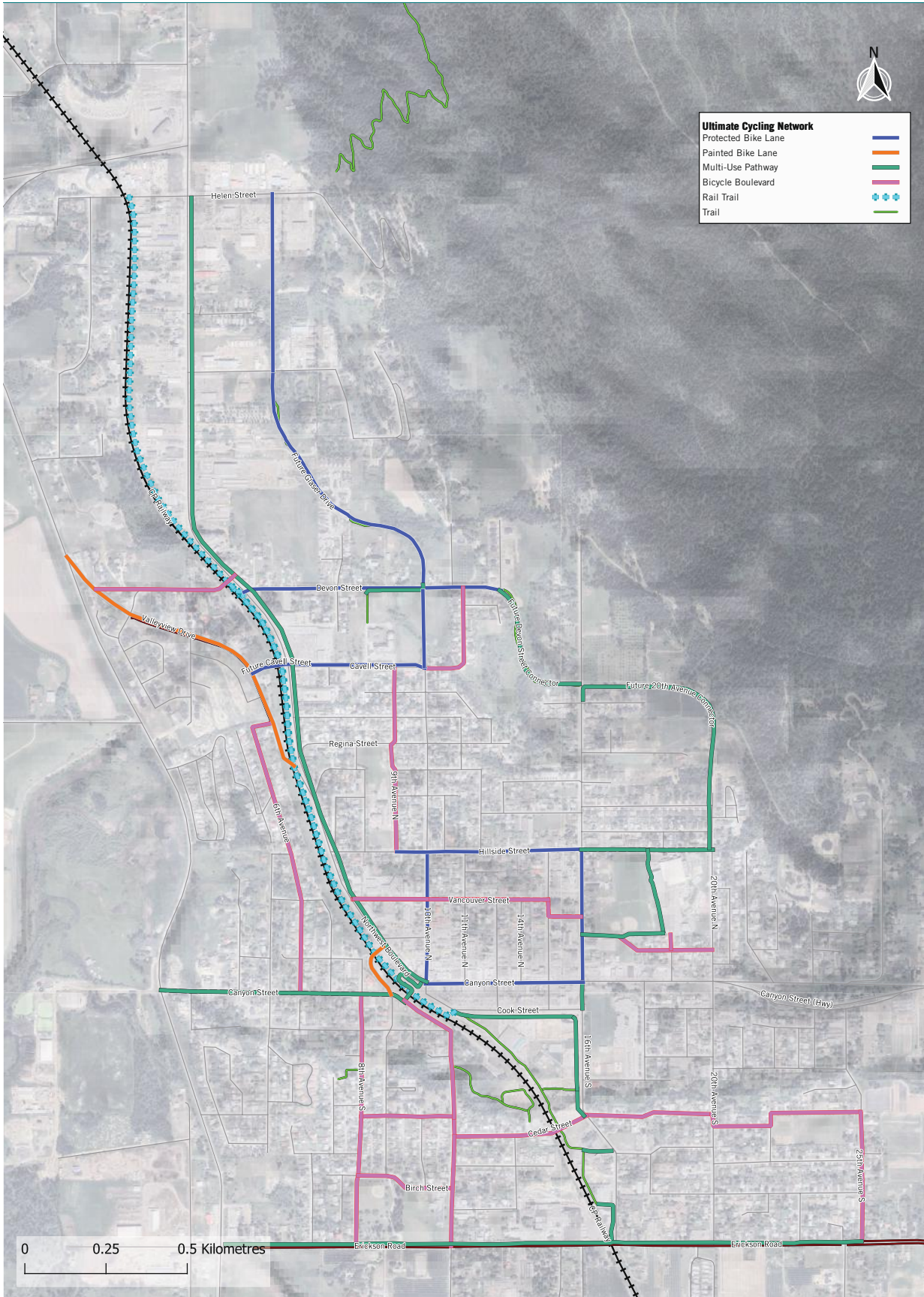




Top 5 Priority Cycling Improvements

- A. Multi-use pathway on Canyon St
- B. Multi-use pathway on Hillside St
- C. Protected bike lanes on both sides of Hillside St
- D. Protected bike lanes on both sides of 10th Ave N
- E. Bicycle boulevard on Vancouver St





TRANSIT NETWORK

The Town of Creston is currently served by the Creston Valley Transit System, which offers HandyDART services and the following fixed routes:

1. Route 1 – Town Shuttle/Erickson
2. Route 4 – Wynndel
3. Route 6 – Creston-Cranbrook Connector

Bus Stop Amenities

Bus stop amenities are important to the transit user experience and can enhance the overall transit experience. These can include a bus stop sign, bench, shelter, garbage can, an accessible curb letdown, and sidewalk connection.

Digital On-Demand Transit

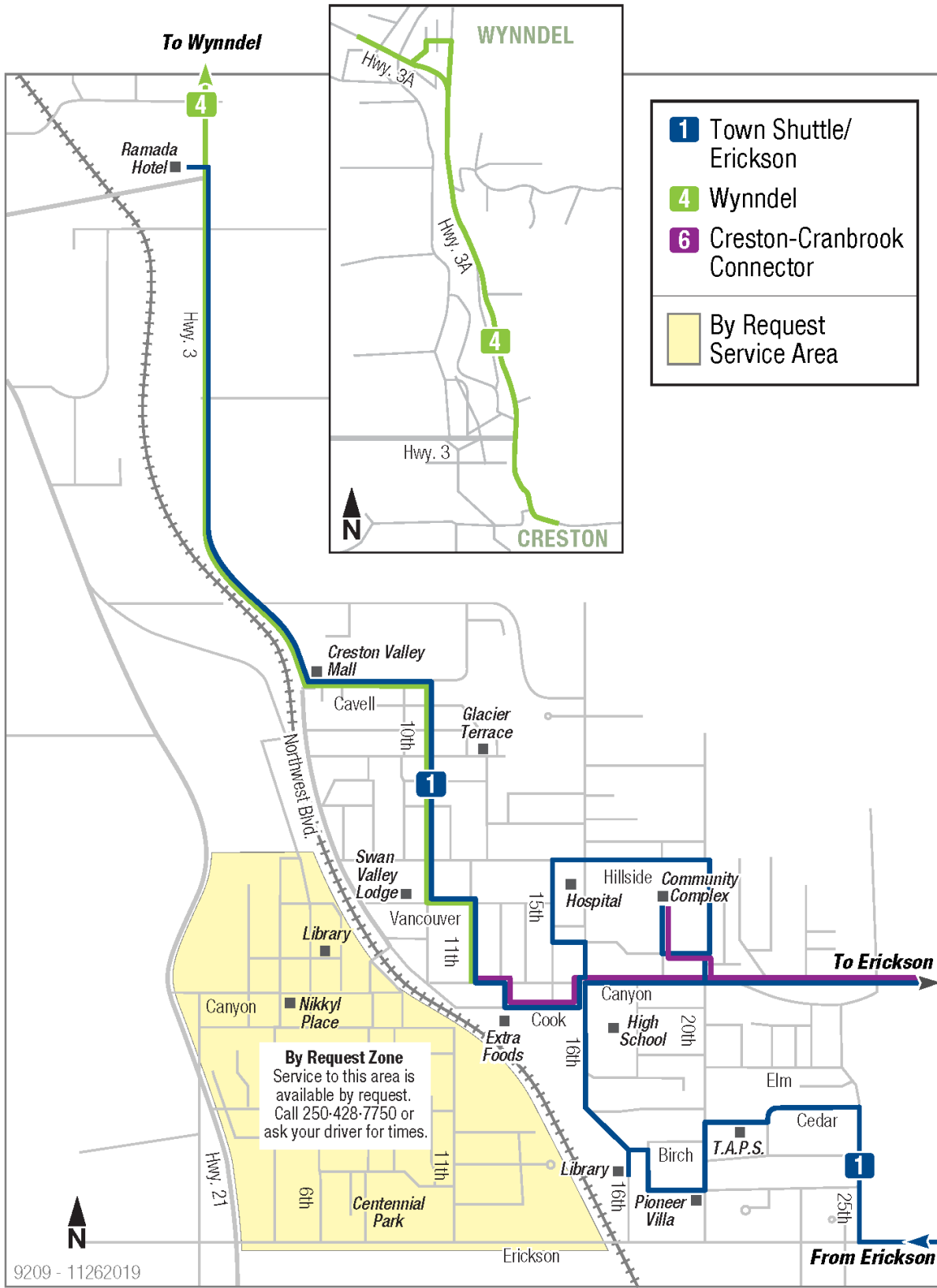
The overlap between times and services of the daytime fixed route and handyDART services indicates the potential to consider combining them through a digital on-demand service. Digital on Demand Transit (DODT) is an IT-enabled private multi-passenger transportation services, using dynamically generated routes, which may expect passengers to make their way to and from common pick-up or drop-off points. Vehicles can range from large SUVs to vans to shuttle buses. DODT has gained popularity in the past few years across the world. Agencies are using this technology in combination with existing fixed route to expand their network and improve customer experience.

About 80% of the respondents to the MMTP either somewhat or strongly support the implementation of digital on-demand transit, which further confirms the importance of exploring this opportunity with RDCK and BC Transit.



Transit Network Actions

- 4A Coordinate on the Creston Valley Transit Future Service Plan Implementation
- 4B New Bus Stop Amenities
- 4C Maintenance of Existing Transit Amenities
- 4D Explore Digital On-Demand Transit
- 4E Improve Transit Education



PARKING MANAGEMENT & REGULATIONS

The Town currently manages 174 on-street parking spaces and 101 off-street spaces. Three parking counts were completed in August 2021 to provide a snapshot of the parking conditions in downtown Creston. Based on the parking survey results, there are three principal conclusions that have implications for parking management, as follows:

1. Accessible parking utilization was average, however, with an aging community it may warrant more of these stalls.

2. The Town has very few short-term parking spaces, including 10-minute and 15-minute only parking. More short-term parking spaces may be required on streets with lower parking turnover.
3. Given the available parking capacity in the Cook Street lot, consideration could be given to converting some of the spaces to longer-term parking, including 3-hour, 4-hour and all-day parking spaces



What We Heard

Throughout the MMTP engagement process the following insights were gathered regarding the future of parking management in Creston:

1. 51% strongly or somewhat support implementing one-hour time restrictions on select blocks downtown
2. 53% strongly or somewhat support increasing the number of commercial and passenger loading spaces.
3. 74% strongly or somewhat support redesigning accessible parking spaces to be van accessible.

Parking Management and Regulation Actions

- 5A Undertake a Formal Off-street Parking Review
- 5B Implement One-hour Time Restrictions on Blocks Downtown with High Demand
- 5C Reintroduce Paid Parking Downtown
- 5D Conduct Parking Count Surveys Bi-Annually
- 5E Implement 15-Minute Passenger and Commercial Loading Zones Downtown
- 5F Provide Van Accessible On-street Parking

EMERGING MOBILITY

New technologies and systems are introduced that disrupt and evolve the status quo and lead to new perspectives when planning our transportation network. The following four emerging trends are particularly relevant to Creston’s context:

Electric Vehicles

Electric Vehicles (EV) can play an important role in reducing community GHG emissions. There are currently 6 charging stations in Creston, with 83% of stations offering Level 2 ports. The Town could accelerate EV adoption by:

1. Increasing the number of publicly accessible stations
2. Electrifying the Town’s corporate fleet

Electric Bicycles

Electric bicycles (e-bikes) make cycling more attractive for a greater diversity of the population, increase the length of bicycle trips, minimize the impact of hills, and allow people to bike with heavier cargo. The Town could accelerate e-bike adoption by:

1. Updating Town’s Zoning Bylaw to include requirements for non-standard and electric bicycle parking
2. Introducing e-bikes within the Town’s corporate fleet
3. Providing an e-bike program for its residents
4. Prioritizing build-out of quick-build cycling network

Micromobility

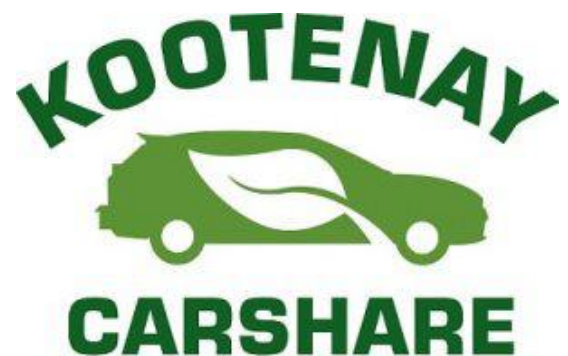
Often used in combination with transit or car trips because of their compactness and often their ability to fold, micromobility provides an affordable and environmentally friendly transportation options. The Town could accelerate micromobility adoption by:

1. Undertaking a micromobility readiness assessment

Carsharing

Carshare is a good option for Creston residents who cannot afford to own a vehicle or primarily get around by transit, walking, or cycling, but may need occasional access to a vehicle. The Town can facilitate carsharing by:

1. Seeking partnerships with Carshare Operators



IMPLEMENTATION STRATEGY

As part of the development of the Creston Multi-Modal Transportation Plan (MMTP), an Action Plan along with a Monitoring and Evaluation Program was established to prioritize active transportation trips. These will guide its policy, planning and capital investment decisions as well as ongoing operations and maintenance activities in support for multi-modal accommodation over the next 30 years.

The overall prioritization of the actions may shift over time depending on how the community's priorities evolve; however, the following recommended timeframe should be used as a guiding framework:

Timeline



Short-Term (1-5 Years)

Actions that look to capitalize on opportunities that allow for 'quick wins' in terms of infrastructure improvements, policy changes, communications, and partnerships that support improved road safety.

Medium-Term (5-10 Years)

Actions that provide road and intersection improvements necessary to ensure the safety of all road users and identify missing link projects required to encourage active transportation throughout the community

Long-Term (10-30 Years)

Actions that focus more on some strategies and high level guidance and approaches for long term road and intersection improvements, land use planning and overall GHG reduction.



Partners

Even though the Town will be responsible for implementation of most actions, other important partners may need to be involved to help support the action, including but not limited to:

- Regional District of Central Kootenay (RDCK)
- Ministry of Transportation Infrastructure (MOTI)
- Canadian Pacific Rail
- BC Transit
- School District 8
- Developers
- BC Transit
- Creston Chamber of Commerce

Budget Implications

The total level of investment required for the 59 recommended capital action items identified in the short, medium, and long-term capital projects is approximately \$6,272,000 and is broken out into the following improvement buckets.



High Priority Pedestrian Improvements

1.6m



Safety Improvements at Focus Intersections

600k



Quick-Build Cycling Network

500k



Transit, Parking Management & Emerging Mobility

100k

Funding Sources

The implementation of the MMTP will take significant capital and operational investments. While the Town will be responsible for allocating funds from its annual budget process to help support the implementation of the recommendations identified over the 30-year planning horizon, there are other funding opportunities available, including:

- Private Development
- Provincial Climate Action Funding
- ICBC
- B.C. Active Transportation Infrastructure Grant Program
- Other Provincial and Federal Grant Opportunities

The Town of Creston Council approved the Multi-Modal Transportation Plan on August 23, 2022.

[Read the full plan here.](#)

