



Trails Master Plan

November 14, 2023

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Part 1: Introduction and Background

Territory Acknowledgment

The Town of Creston recognizes, acknowledges, and respects that the lands in this plan are located on the unceded traditional territory of the yaqan nukiy within the Ktunaxa Nation. Since time immemorial the yaqan nukiy stewarded these lands. It is with gratitude that the Town of Creston plans on them.

1. About This Plan

1.1 Purpose

The Town of Creston's Trails Master Plan provides a long-term strategy for creating a connected and walkable community, which encourages active transportation and outdoor recreation. The Plan addresses the following major components of comprehensive trail development:

1. Urban trail development - focused on safe and accessible travel throughout Town;
2. Rural trail development - focused on providing low-barrier recreational opportunities within Town;
3. Connectivity corridors - focused on developing key streets that serve as important trail system links;
4. Activity hubs - focused on identifying key locations where people regularly frequent to shop, attend school, and recreate; and,
5. Intra-valley trail development - focused on finding opportunities to connect Creston's trail system to a broader network within the Creston Valley.

1.2 Document Organization

Part 1 provides an overview of the Creston community, establishes a vision for trails in Creston, and provides a brief history of trails planning.

Part 2 provides an overview of best practices including design standards, accessibility, safety, and comfort.

Part 3 identifies Creston-specific development standards to achieve best practices in Part 2.

Part 4 illustrates the Town of Creston's existing trail infrastructure.

Part 5 addresses the major components of comprehensive trail development, where each component is broken down into Background (current status), Strategy (plan for the future), and Location.

Part 6 provides an overview of various action items the Town can take to implement the Trails Master Plan, such as funding and partnerships.

Part 7 is the "implementation" component of the Trails Master Plan. It provides recommended actions to address areas for improvements and future trail development.

1.3 Plan Scope

Jurisdiction In addition to trails within Town, this plan identifies trail opportunities beyond Town boundaries. Creation of trails outside of Town boundaries may require further discussion with private land owners, other levels of government, yaqan nukiy, or community groups.

Part 1: Introduction and Background

As a municipality, the Town of Creston has direct control over trails within municipal boundaries. It can play a supporting/advocacy role for trail development outside Town boundaries.

Construction The trail development standards within this Plan are specific to trail development within Town. Trail standards within this plan are not designed for trails outside of Town boundaries. This Plan does not cover standards for specific sports that may use sections of trails, such as equestrian or mountain bike users.

Town Plans Several Town of Creston Plans and bylaws, including the Official Community Plan (2017), Zoning Bylaw (2022), Downtown Revitalization Plan (2023), and Multi-Modal Transportation Plan (2022), all work together to develop a connected community. The Trails Master Plan complements these plans by developing a comprehensive system of active commuting and recreation opportunities within and adjacent to the municipality. Making Creston a trail-forward municipality will create a healthy, active, and vibrant community that supports residents and visitors alike.

3. Motivation

Creston is located amongst several communities, including yaqan nukiy, Wynndel, Erickson, Canyon, Lister, Kitchener, West Creston, and Yahk, forming the Creston Valley.

A connected Valley means easy movement between communities, neighbourhoods, schools, and services through a network of roads, sidewalks, trails, and parks. Comprehensive design results in universally accessible, efficient, and enjoyable spaces that are easy to traverse. Positive spin-offs as a result of complete active transportation and recreation development are:

- improved health for all ages;
- cleaner air, water, and soils;
- reduced community greenhouse gas emissions;
- enhanced public realm culture and vitality; and,
- increased sense of place, inclusivity and community.

2. Vision

Creston is a community that prioritizes active commuting and recreation. People can get around conveniently and safely, especially on foot, bicycles, and scooters. Creston's downtown is a hub that is genuinely pedestrian, scooter, and wheelchair friendly. Key networks connect children to schools, neighbourhoods to services, visitors to amenities and commercial services, and the Town to the larger Creston Valley.

Part 1: Introduction and Background

4. History of Trails Planning

4.1 Greenways and Trails Master Plan, 2003

The Town of Creston's 2003 Greenways and Trails Master Plan was prepared in response to the 2001 Official Community Plan. Many of the proposed trails were completed, including Millennium Trail from Cook Street to the Creston Valley Public Library on 16th Avenue South.



4.2 Official Community Plan Public Engagement, 2016

In 2016, the Town of Creston led extensive community engagement for our current Official Community Plan. A hands-on workshop focused on connectivity was an integral part of the community engagement process. The workshop was attended by approximately 60 people who put pen to paper to share their ideas.

The purpose of the workshop was to draw out local knowledge regarding opportunities to:

- increase connectivity for pedestrians and cyclists;
- increase connections to recreation trails, located both inside and outside the municipal boundaries; and,
- increase access to nature.

The workshop participants were divided into six groups, with each group looking at a specific connectivity issue.



Part 1: Introduction and Background

Group 1 focused on children being able to safely walk to school.

Group 2 focused on accessibility issues in the Downtown Core for people with mobility challenges.

Group 3 focused on the cycling network.

Group 4 focused on the recreation trail network including walking trails, recreation sites, and intra-valley trails.

Group 5 focused on the recreation network outside of Town.

Group 6 focused on connecting parks and green spaces.

With each of the focus areas in mind, the groups identified:

- network gaps;
- ways gaps could be fixed; and,
- potential improvements that could be made to enhance the experience of walking, commuting, accessing services, hiking, biking, and playing in our community.

4.3 Multi-Modal Transportation Plan, 2022

In 2022, the Town of Creston adopted the Multi-Modal Transportation Plan (MMTP). The MMTP identifies and aligns the principles, vision, goals, and objectives for all transportation options within Creston over the next 30 years.

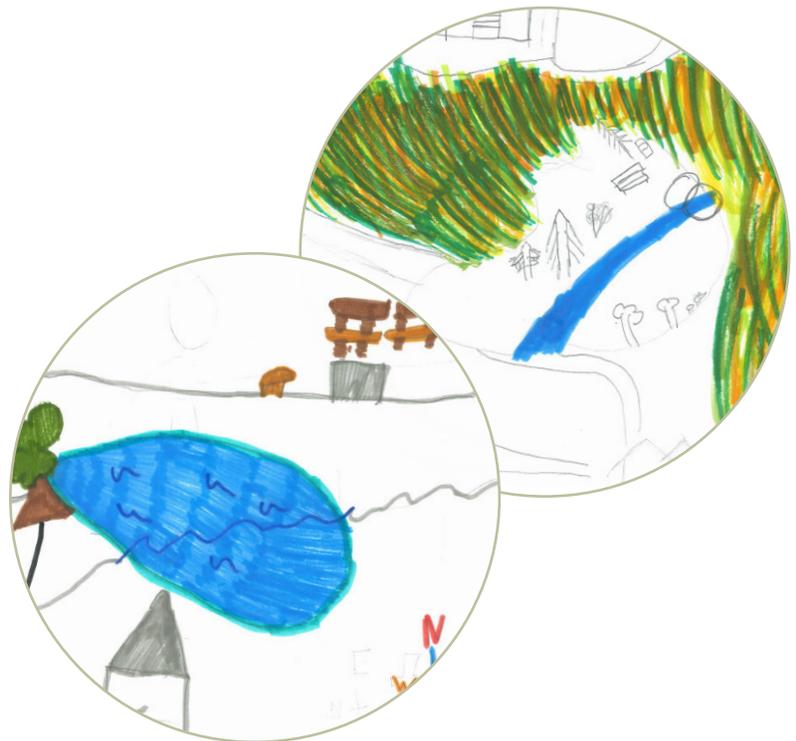
The MMTP primarily focuses on active transportation street design and existing road networks. The MMTP is specific to the Town of Creston and does not extend beyond our municipal borders. The MMTP

provides important connections between multi-modal streets and trails.

4.4 Youth Engagement, 2023

In 2023, the Town of Creston engaged with Creston youth. Staff walked with Adam Robertson Elementary School students from the school to Schikurski Park to 16th Avenue North using trails, sidewalks, and roads. Students said they felt safest on the trails and enjoyed being close to nature - especially water sources. They also wanted more challenging and playful terrain. Following the walk, students drew maps of their routes, showcasing their favourite parts of the walk. The seasonal stream at Schikurski Park was a hit!

The youth engagement showcased the need to include playful features along walking routes to keep children learning and engaged.



Part 1: Introduction and Background

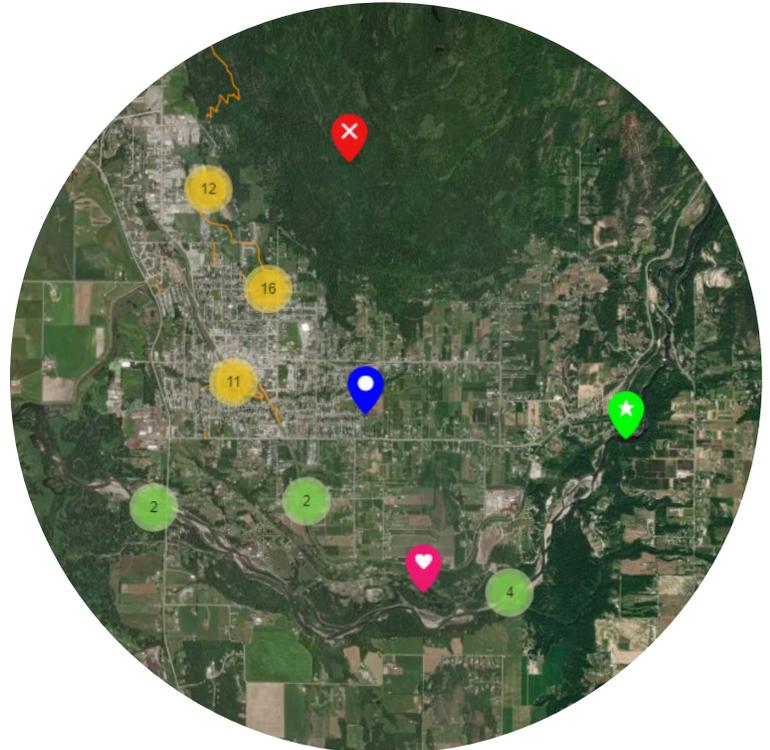
4.5 Trail Group Engagement, 2023

In 2023, key trail groups sat at the table with Town staff. Discussions included strengths and weaknesses of Creston trails, trail construction standards, critical access points and routes, trail maintenance, and signage. Groups were also asked to prioritize trail projects. Priority number one was completing the Glaser Drive Trail. Second was the Arrow Mountain Active Transportation Highway, followed by the Rail Trail. The groups also expressed the necessity of creating better access to Arrow Mountain, which could support endless trail development.



4.6 Senior Engagement, 2023

In 2023, Town staff engaged with seniors from TAPS (Therapeutic Activation Program for Seniors) to understand how seniors interact with Creston trails, what barriers they face, and how they would like to see trails developed. From the engagement session, the most significant concerns were crossings and lack of safe parking at trailheads. Secondly, seniors stated that access to nature was essential. Natural trails with plenty of shade, rest, and drinking water are ideal. During the engagement session, seniors also strongly expressed that seniors should have safe access to water. For example, providing safe access for seniors to Goat River.



4.7 Online Engagement, 2023

Citizens also had the opportunity to provide feedback online. On the Town's 'Let's Talk Creston' page, community members had the chance to complete surveys, post pictures, ask questions, and participate in a community mapping

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Part 1: Introduction and Background

exercise. Approximately 315 people visited the engagement page, over 70 surveys were submitted, and over 60 comments were given in the community mapping exercise. Survey responses indicated that people want more rural trails for recreation that connect to the broader Creston Valley. Responses also indicated that trails must be connected and looped to be usable and enjoyable. The top two community priorities identified were completing the Glaser Drive Trail and developing a Rail Trail. The top location that people want access to is the Goat River.

Great work and a big thank you to all involved! The feedback from engagement sessions informed trail development standards, trail routes, and community priorities.

5. Community Profile

Active Transportation

In 2021, Creston had a population of 5583 people. Approximately 13% of residents regularly walk, less than 1% of people bicycle or take public transit. Around 2% take an alternative mode (e.g. scooter) of transport for “main trips”, such as commuting to work.

Geography - Town

Creston is situated between the base of Arrow (Goat) Mountain and the Kootenay River on the valley bottom, resulting in a hilled environment posing a challenge for accessible active commuting, particularly when travelling east-west.

The municipality is functionally divided north-south between Cavell and Devon Streets. The absence of municipal roads,

sidewalks and trails creates a physical north-south division. Driving north-south is primarily restricted to Highway 3. The lack of sidewalks and trails adjacent to Highway 3 results in unsafe foot and bicycle traffic on the busy road shoulders. This has been improved by developing an urban trail connecting Devon Street to 16th Avenue North, and the Glaser Drive Trail. Still, those living in the north end of Town are most likely to drive to the downtown core.

The Canadian Pacific Railway (CPR) / Highway 3 corridor is a barrier to connecting the Town east-west. Roads across the CPR railway are limited to six locations: Helen / Collis Streets, Devon Street, Valleyview Drive, Pine Street, Cedar Street, and Erickson Road. The only pedestrian crosswalks at these locations are at Pine and Cedar Streets, with one additional pedestrian crossing located roughly at the intersection of Canyon and 10th Avenue.

Infrastructure - Town of Creston

Creston's internal connectivity is further challenged by local gaps. The leading challenges are:

- a discontinuous system of streets;
- challenging intersections;
- limited cycling infrastructure;
- an incomplete network of sidewalks and trails; and,
- inadequate wayfinding infrastructure to guide active transportation / recreation network users.

Part 1: Introduction and Background

Infrastructure - Creston Valley

The Town of Creston is not connected to neighbouring communities via active transportation / recreation infrastructure. Those wanting to walk or roll into Town are limited to highways. There are no Valley trails shared between the Town of Creston and Regional District of Central Kootenay.

6. Guiding Principles

The guiding principles for this plan are:

1. Trails support the sidewalk and road network by ensuring easy access to schools, commercial areas, and public facilities.
2. The trail network is both accessible and safe, particularly for the most vulnerable in the community (i.e., children and those with mobility challenges).
3. Trail development supports community desired recreation opportunities.
4. Trail development is comprehensive and is integrated with other Town of Creston planning principles including:
 - inclusiveness;
 - safety;
 - accessibility;
 - convenience;
 - greenhouse gas reduction; and,
 - play.

5. Trails and streets are planted with trees to:
 - reduce urban island heat effect;
 - create energy savings within the built environment;
 - improve comfort and enjoyment of the pedestrian experience; and,
 - enhance community aesthetic.
6. Where appropriate, identify where trail development and wildfire mitigation efforts can be synergistic.



Part 2: Accessibility



Part 2: Accessibility

1. Introduction

Making accessibility a priority in community planning has numerous benefits and, most importantly, ensures genuine inclusion in the community. Accessible design focuses on designing for people with diverse abilities. It also considers permanent, temporary, and situational challenges people may face throughout their lifetime. Accessible communities serve seniors, families with young children, persons carrying heavy loads, persons with injuries, and persons living with disabilities better.

Applying the National Disability Authority Universal Accessibility Design Standards leads to built environments that are more usable by everyone. The inclusion of safety measures in community design also enhances accessibility for all. Key safety and accessibility improvements can include:

- safe trail grades;
- proper signage and wayfinding;
- adequate lighting where appropriate;
- rest stops;
- accessible trail surfacing materials;
- addressing points of limited visibility; and,
- reducing vehicular speeds.

1.1 Universal Design Standards

Principle 1: Equitable Use

The design is useful and marketable to people with diverse abilities.

Guidelines:

- Provide the same means of use for all users: identical whenever

possible, equivalent when not.

- Avoid segregating or stigmatizing any users.
- Provisions for privacy, security, and safety should be equally available to all users.
- Make the design appealing to all users.

Principle 2: Flexibility in Use

The design accommodates a wide range of individual preferences and abilities.

Guidelines:

- Provide choice in methods of use.
- Accommodate right or left-handed access and use.
- Facilitate the user's accuracy and precision.
- Provide adaptability to the user's pace.

Principle 3: Simple and Intuitive Use

Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

Guidelines:

- Eliminate unnecessary complexity.
- Be consistent with user expectations and intuition.
- Accommodate a wide range of literacy and language skills.
- Arrange information consistent with its importance.
- Provide effective prompting and feedback during and after task completion.

Part 2: Accessibility

Principle 4: Perceptible Information

The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

Guidelines:

- Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information.
- Provide adequate contrast between essential information and its surroundings.
- Maximize “legibility” of essential information.
- Differentiate elements in ways that can be described (i.e., make it easy to give instructions or directions).
- Provide compatibility with a variety of techniques or devices used by people with sensory limitations.

Principle 5: Tolerance for Error

The design minimizes hazards and the adverse consequences of accidental or unintended actions.

Guidelines:

- Arrange elements to minimize hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded.
- Provide warnings of hazards and errors.
- Provide fail safe features.
- Discourage unconscious action in tasks that require vigilance.

Principle 6: Low Physical Effort

The design can be used efficiently and comfortably and with minimum fatigue.

Guidelines:

- Allow user to maintain a neutral body position.
- Use reasonable operating forces.
- Minimize repetitive actions.
- Minimize sustained physical effort.

Principle 7: Size and Space for Approach and Use

Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

Guidelines:

- Provide a clear line of sight to important elements for any seated or standing user.
- Make reach to all components comfortable for any seated or standing user.
- Accommodate variations in hand grip and size.
- Provide adequate space for the use of assistive devices or personal assistance.

1.2 Community Determined Accessibility Priorities

Accessibility is also a community priority. Community members expressed the need to enhance Creston as a municipality that is accessible and inclusive for all people. The following are community-identified accessibility priorities:

Part 2: Accessibility

- Encourage, and where possible, require accessibility signage (e.g. accessible washrooms, priority seating, barrier free entrance / exits, etc.) to be included in venues and public facilities.
- Maintain sidewalks to be barrier free, provide easy passage, be wide enough for wheelchairs, and to have dropped curbs, where achievable.
- Assess road crossings in the existing and proposed trail network for sufficiency in the number of crossings and possible enhancement with additional safety features, where appropriate.
- Provide features in new public realm infrastructure and public buildings to accommodate people living with various types and levels of disabilities.
- Encourage scooter and wheelchair parking adjacent to public institutions and commercial establishments, where feasible.
- Require accessible sidewalks from the municipal sidewalk to the front door of all new institutional buildings, new commercial businesses in the downtown core, and multi-family facilities, where achievable.
- Reduce vehicular speeds with traffic calming techniques, where appropriate.
- Enhance the safety and mobility of children, youth, seniors, visitors, and those with mobility challenges through design features (e.g. curb cuts, bump outs, lighting, site lines, etc.).
- Where a curb and accessible parking space are adjacent, require curb letdowns to ensure parking spaces are accessible to the sidewalk.
- Complete and connect the sidewalk and trail network to encourage walking.
- Remove existing barriers in sidewalks, crosswalks, trails, and streets.
- Enable youth living in North Creston to safely walk or bike to school via sidewalks, shared streets, and / or trails north of Devon Street.
- Establish improved signage for education, wayfinding, and safety.
- Conduct an Accessibility Assessment in consultation with community stakeholders to:
 - discover what already works;
 - what needs improvement;
 - what projects are required to make improvements; and,
 - incorporate the findings into the Town of Creston's community and budget planning.

1.3 Community Determined Accessible Design Standards

The following Community Determined Accessible Design Standards help achieve the Accessibility Priorities and Universal Design Standards:

- Plant street trees at intervals of 6-9m along trails.

Part 2: Accessibility



- Maintain natural buffers where they do not compromise safety.
- Maintain visibility from nearby roads / highways where achievable.
- Maintain 20m sight-lines along and to the sides of trails, wherever possible.
- Provide illumination for night use.
- Provide curb cuts at road crossings and at trailheads.
- Install locked bollards or offset barricades at trailheads to prevent unauthorized vehicles, and allow maintenance / emergency vehicle access as approved by the Town.
- Post signage at trailhead indicating if trail is wheelchair accessible.
- Provide interpretive and directional signs, benches, rest / viewing areas where appropriate.
- Ensure all benches and rest / viewing areas have additional 1.5m clearance to allow for wheelchairs if trail is otherwise wheelchair accessible.
- Provide rest areas at least every 500m, where possible. Rest areas should be provided more frequently on steep trails.

Part 3: Development Standards



Part 3: Development Standards

1. Introduction

The following sections provide an overview of development standards for Creston's trails and connectivity corridors. The development standards aim to achieve the accessibility standards outlined in the previous section and provide concrete criteria for future development.

2. Trail Development Principles

The following principles provide the foundation for trail construction standards:

- Link corridors to networks identified in the Multi-Modal Transportation Plan.
- Include bike travel when developing off-street trail systems.
- Design unpaved trails with a surface material that compacts and provides a hard surface to accommodate bikes, scooters and strollers.
- Include adequate signage (e.g. "share the path") to alert trail users to the types of transportation used on certain trails.
- Install lighting (preferably solar) on primary trails to promote public safety, where practical and feasible.
- Create functional trail access points. Trailheads may require vehicle or bike parking, maps, and waste facilities.
- Encourage the Ministry of Transportation and Infrastructure to provide public access to the lands dedicated for the Arrow Mountain Highway Bypass.

- Encourage and support the establishment of linkages for active transportation between the Town of Creston, yaqan nuki, Erickson, Wynndel, Canyon, Lister, West Creston, and other regional communities.

3. Trail Standards

3.1 General

When enhancing trails or building new trails, the following Standards apply to all trail types:

Construction Standards

- Trails should be curvilinear (no long straight stretches) to keep trail users engaged in their surroundings, and create a more natural aesthetic.
- Ensure switchbacks are wide to avoid shortcutting. (Fig. 1)



Fig. 1

- Use natural topographic features. (Fig. 2)



Fig. 2

Part 3: Development Standards

- A minimum buffer of 1m from trail edge to private property should be maintained, where feasible.
- Trails built on side-slopes must be cut into the slope, and filled on the downslope if necessary, to create a bench. The type of bench depends on the grade of the side slope. (Fig. 3, 4)

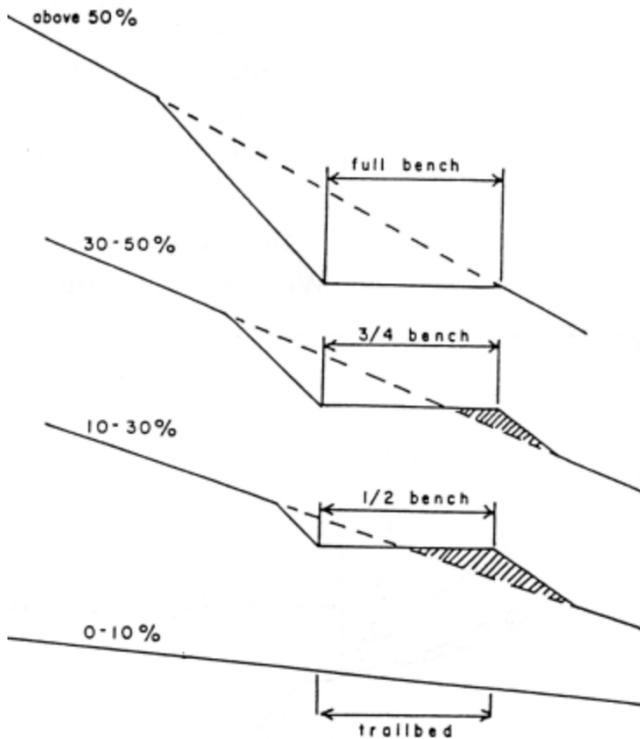


Fig. 3

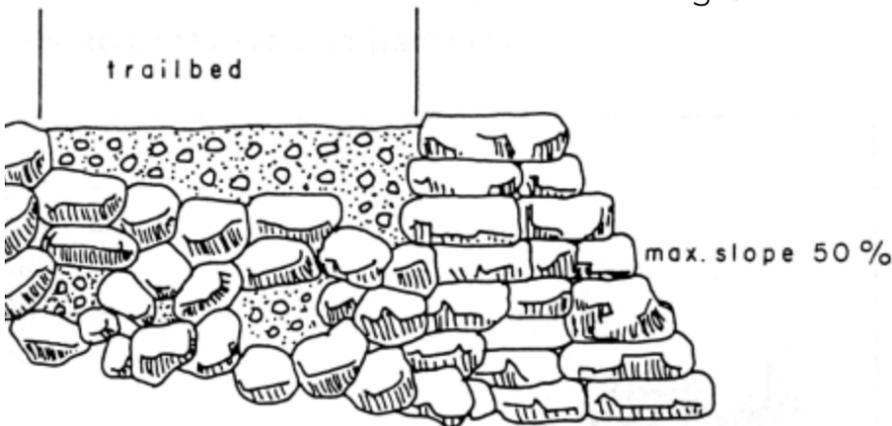
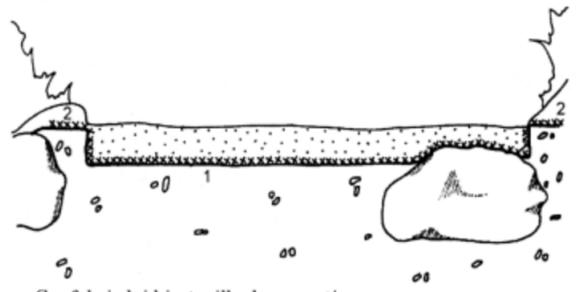


Fig. 4

- Bridge platforms require environmentally sensitive treated wood. Designs must be site specific and approved by the Town prior to construction.
- All work within Development Permit Area 2 – Environmentally Sensitive Development (DPA 2) should meet applicable DPA 2 guidelines as outlined in the OCP.
- Compact unpaved urban trails sufficiently to enable strollers, wheelchairs, and scooters to navigate them easily.
- Compact trail area to provide a firm base for surface materials, where possible.
- Add additional material once natural settling has occurred, where compaction of soil is not possible.
- Place heavy-weight geotextile fabric over compacted tread area. Geotextile fabric is only suitable on grades under 17%. (Fig. 5)



1. Geofabric laid in trailbed excavation
2. Fabric sides buried for stability
3. Tread fill laid on top of fabric

Fig. 5

Place a minimum 15cm deep mineral soil layer of one of the following types over the geotextile fabric:

- Pit-run gravel (for best result mix with clay and sand);

Part 3: Development Standards

- 20mm or 12.5mm crushed angular stone or gravel (for best result mix with clay and sand);
- Crushed limestone rolled to provide a smooth surface (must be graded regularly);
- Fine, compacted shale (superior to compacted gravel); or,
- Decomposing compacted granite (test materials on smaller area first to ensure drainage).
- Avoid or remove rocks and roots as appropriate to type of use. Large roots may provide key support to a nearby tree and should not be removed.

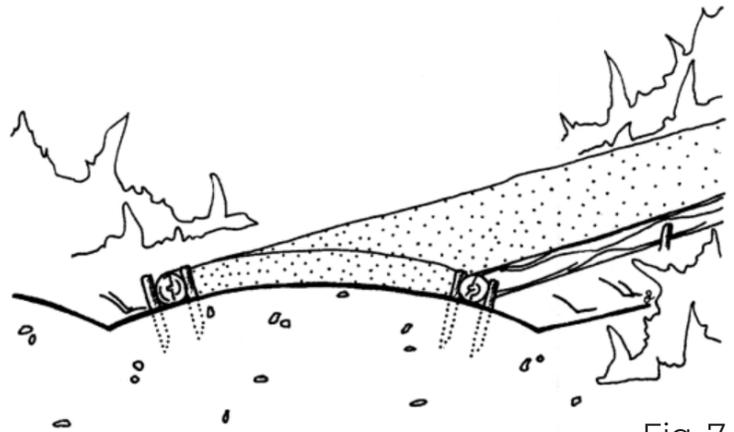


Fig. 7

- Include vegetated drainage swales or ditches on one or both sides of trail to a minimum depth of 20cm below the trail structure, draining to an appropriate outlet/ stormwater infiltration area, unless building trail on a naturally crowned surface (i.e., a hilltop or ridge). (Fig. 8)

Drainage

- Trail bed should be sloped 5% to one (cross slope) or both (crown) sides to allow for drainage. (Fig. 6)

Slope Gradients

- 1 1:1 - 100% - 45°
- 2 1:2 - 50% - 27°
- 3 1:3 - 33% - 18°
- 4 1:4 - 25% - 14°
- 5 1:5 - 20% - 11°
- 6 1:10 - 10% - 6°

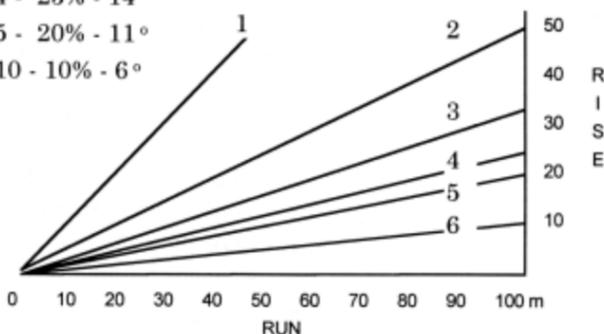


Fig. 6

- Tread area on gravel and asphalt trails should be sloped 2% to one (cross slope) or both (crown) sides to allow for drainage. (Fig. 7)

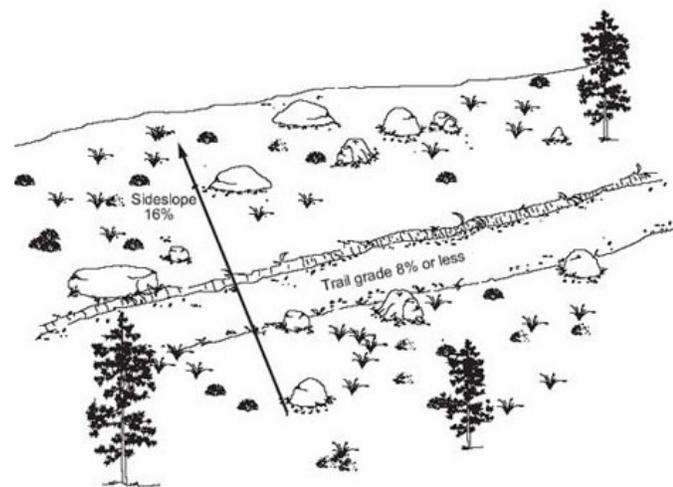


Fig. 8

- Grade of trail alignment should be less than half of the grade of the side slope. This encourages water to flow across the trail and down the side slope rather than down the trail. (Fig. 9)

Part 3: Development Standards

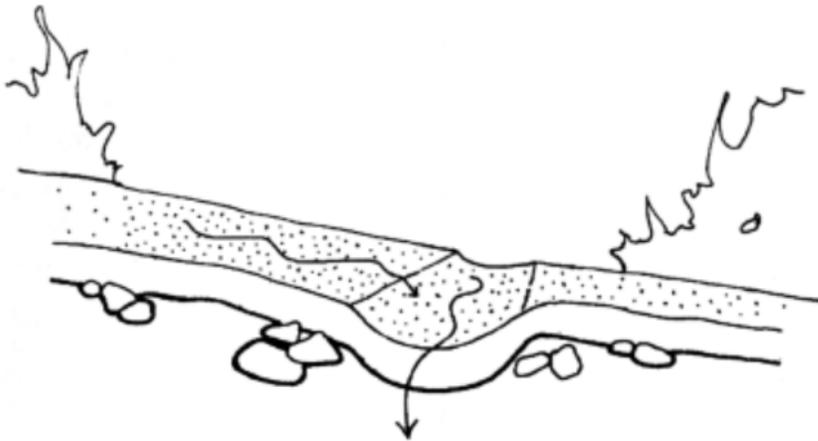


Fig. 9

- Trail grade reversals are encouraged to improve trail drainage.
- Trails built on hillsides must include appropriate back-slope and out-slope to encourage water flow across trail rather than down trail. (Fig 10)

- 1 existing slope
- 2 topsoil spread on embankments
- 3 cut section
- 4 filled section
- 5 surface cross-sloped at 2%

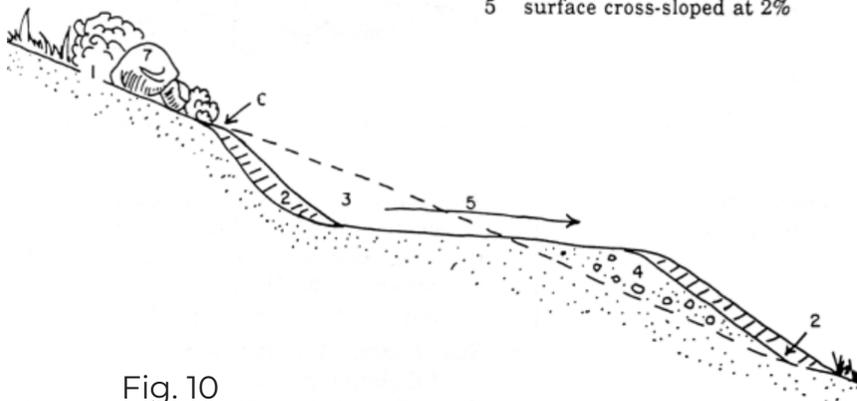


Fig. 10

- Where water collects naturally, drainage depressions / dips may be required to divert run-off from the trail to a drainage swale or natural low area. (Fig. 11)

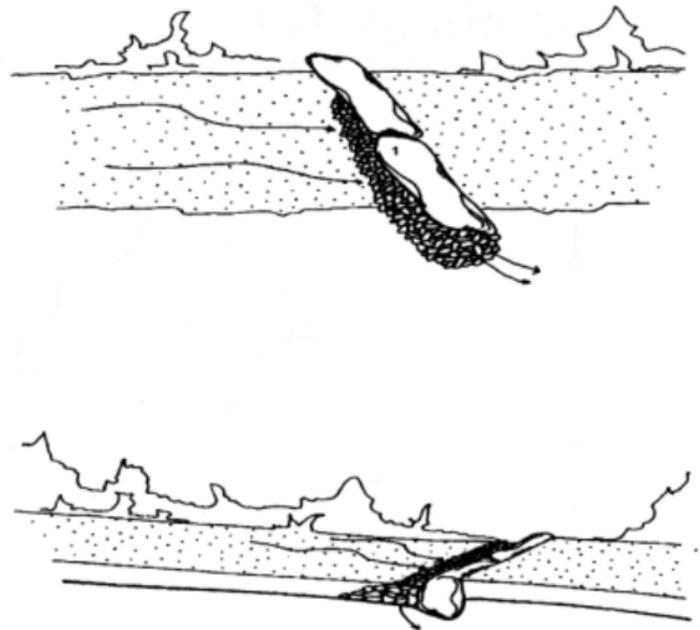


Fig. 11

- Install PVC or metal culverts where drainage dips/depressions are not adequate.
- Place large rocks around the ends of culverts, stabilize the fill material, and hide ends of pipes. (Fig. 12, 13)

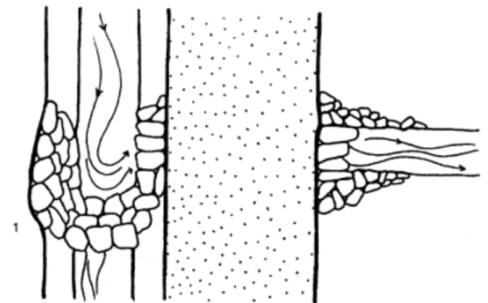


Fig. 12

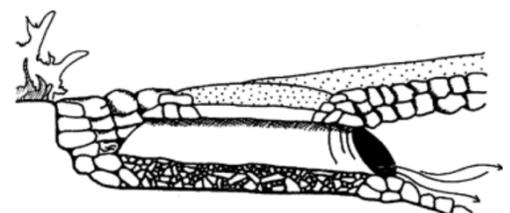
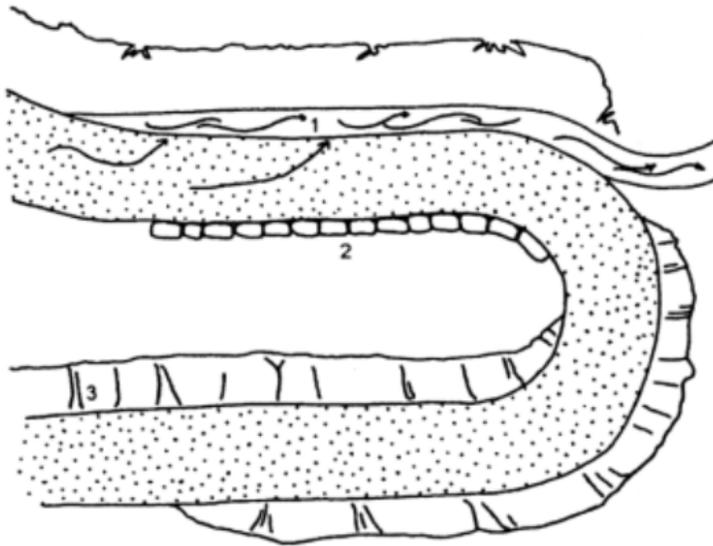


Fig. 13

Part 3: Development Standards

- Cut pipe ends at a 45 degree angle to reduce the visual impact of the culvert.
- Ensure culverts extend 30cm beyond trail edge.
- Backfill and compact the area around the culvert.
- Place granular surfacing over the pipe to provide a surface for tread.
- Ensure switchbacks are properly drained, particularly at the top, to prevent erosion of corners and lower sections. (Fig. 14)



1. Drainage ditch on uphill side of upper section of switchback protects turn area
2. Retaining wall used to support upper section
3. Lower section also ditched on uphill side, then drained under the trail

Fig. 14

Trees & Vegetation

- Retain as many trees and as much natural vegetation as possible when planning trail alignment.
- Avoid drip line of trees, wherever possible.
- Clear overhanging foliage to 2.5m - 3.5m clearance from the ground, where practical. (Fig. 15)

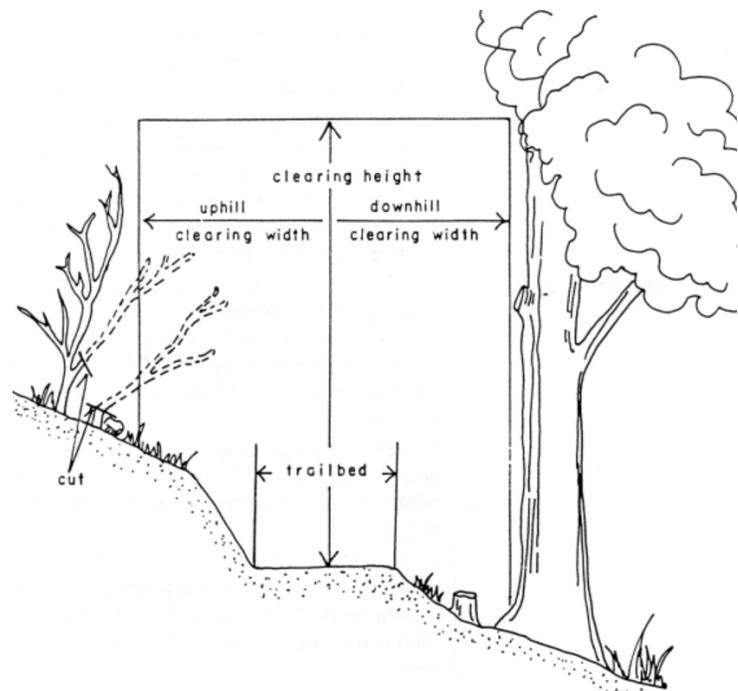


Fig. 15

Part 3: Development Standards

- Cut branches and trees flush with the tree trunk or ground where trimming is required. (Fig. 16)

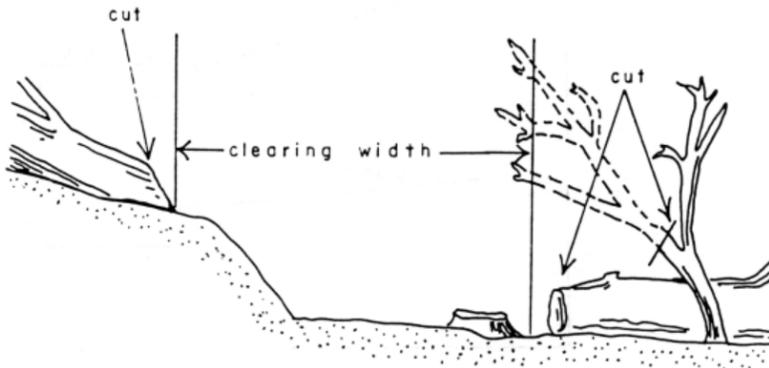


Fig. 16

- Ensure tops of trees are not cut off. Instead, problem trees should be avoided, removed entirely, or have their branches trimmed on the trail side of the trunk.
- Cut small roots back to trail edge.

Planting Standards

Planting Standards should apply to all trails and corridors, where possible. The following Standards should be applied:

- Plant trees along the sidewalk or road at intervals of approximately 6-9m with setbacks from the sidewalk of 0.5m.
- Consideration will be given to existing underground utilities and lighting Standards to avoid conflicts with infrastructure.
- Species selection should take into consideration tree size at maturity, especially canopy size, as well as suitability for projected local climate and regional bio-geographical conditions.

- Canopies of adjacent street trees should be broad enough to create a continuous shadow corridor and tall enough to cast summer shadows on buildings.
- Reduce the risk of catastrophic tree loss by considering tree species resistance to disease, drought, root damage, and soil loss.

Inspiration, Play, Rest

Streets and trails should not just be for transitioning between places; rather, they should be a destination in themselves. Inspiring active transportation and recreation networks create safe spaces for learning, skill development, enjoyment, rest, and foster imagination development. Unique infrastructure, colours, and textures create better spaces for all users. Where possible, the following standards should be applied:

- Include 'pause and play' features such as sidewalk murals, unique landscaping, rubber plazas, or interactive art.
- Include seating opportunities for the promotion of rest, social interaction, and enjoyment of viewsapes.
- Create spaces for multi-generational interaction such as including a muraled hop-sotch next to a rest area.
- Particular attention should be paid to locating rest and play features near schools, care facilities, transit stops, and during long sections of trail with minimum stops.

Part 3: Development Standards

Wayfinding

Trails should be marked with the following information:

- Trail difficulty;
- Trail length and estimated walking time;
- Trail navigation (i.e. directional signage at decision points);
- Permitted trail uses;
- Trail priority (e.g. bike users yield to pedestrians);
- Where appropriate, delineate users and traffic flow using pavement markings (e.g. painted yellow lines, pedestrian and cyclist markings etc.);
- Ktunaxa (yaqan nukiy) language and information;
- Educational materials where appropriate; and,
- Amenities and key destinations nearby.

Amenities

- Provide bear-proof garbage receptacles at major intersections and trailheads where appropriate.
- Ensure trails include adequate parking at trailheads proportionate to the anticipated usage.
- Where possible, install drinking fountains.

Greenway Standards

Greenways are areas that require special protection. The objective for Greenways is to provide long-term water quality protection, prevent flooding, reduce erosion and sedimentation, recharge groundwater systems, and retain important habitat. The

following Standards apply to trails adjacent to water sources or areas of discharge:

- Ensure trails are set back from creeks by a minimum of 2m with riparian planting between the trail and the creek. This planting will help protect water quality through natural filtration and by keeping people and their pets out of the creek.
- Ensure any applicable Federal and Provincial requirements for environmentally sensitive areas are met.
- Ensure trails are planned in conjunction with the Town's Stormwater Management Plan.

Multi-Modal Transportation Plan

The Multi-Modal Transportation Plan (2022) includes construction standards and design guidelines for pedestrian, cycling, transit, road networks, and overall street design. It is important to consider the MMTP and applicable design guidelines during trail development to ensure seamless transitions between various classifications of active transportation infrastructure.

3.2 Rural Trails

Rural trails provide recreational opportunities. Difficulty levels may range from easy to challenging. Trails may be unpaved, uneven, and seasonally unavailable.

Construction Standards

- Clear foliage to minimum width of 1.2m, where possible.
- Provide tread width of 0.3 - 1m.

Part 3: Development Standards

- Avoid or remove rocks and roots as appropriate to type of use.
- Cover large roots with soil to protect from damage.
- Compact soil if intended for moderate / heavy use.
- Construct boardwalks in sensitive areas or seasonal flood areas.
- Ensure trails are less than 10% grade, wherever possible, to prevent excessive soil erosion. Where 10% grade is not feasible a 20-30% grade is permitted where soil type allows for it, but these steep grades should not be sustained for more than 15m.
- Use asphalt or chip-seal coating on 15cm granular sub-base for tread surface on highest usage trails, or leave unpaved for moderate usage trails.
- Ensure trails are less than 8% grade, wherever possible, to prevent excessive soil erosion and maintain universal accessibility. Less than 5% grade is ideal. Where an 8% grade is sustained over long distances, flat rest areas are to be provided at appropriate intervals.
- Remove leaf litter and surface soil from tread area and use on the edge of trail to encourage vegetation regeneration when building a trail on a side-slope.
- For Rail Trails, ensure separation from the tracks (fencing may be required).

3.3 Urban Trails

Urban trails provide accessible, active transportation options. Trails may be paved, but at a minimum, trails must be compact and accessible to strollers, wheelchairs, scooters etc.. Urban trails range from easy to moderate difficulty, with an easy-going grade.

Construction Standards

- Provide 2-3m tread width depending on usage.
- Include 0.3m gravel shoulder on both sides of hard surfaced trails.
- Ensure that base layers are below grade in flat areas to keep trail surface near ground level.
- Excavate trail and infill with drain rock prior to surfacing where trail route is over swampy, clay, sand, or organic soils, and diverting water is not an option. Boardwalks may also be an option in these circumstances.

3.4 Connectivity Corridors

Connectivity corridors are an active transportation promenade. Corridors should be treed, well signed, and safe for all users. Corridors should also include benches, rest areas, water fountains, and other features that support active transportation uses. The following Standards should be applied:

- Apply the applicable Urban Standards identified earlier in this section.
- Apply applicable street designs included within the Multi-Modal Transportation Plan.

Part 3: Development Standards



TRAILS MASTER PLAN

Part 4:
Existing
Infrastructure



Part 4: Existing Infrastructure

1. Overview

Creston's compact nature provides an ideal setting for connecting the community using active transportation infrastructure, including trails. However, most residential neighbourhoods were designed without sidewalks or trails, and connectivity between neighbourhoods and services is poor.

Approximately 20% of our 55 km of roadways are serviced by sidewalks. The Town maintains about 20km of sidewalks and trails and 13 parks that act as activity hubs and trail thoroughfares. Creston also has several informal trails throughout the community on private and public lands. The Town provides access to trails on provincial and municipal land at the Creston Valley Airport. The municipal land for trail use is approximately 30 hectares, with two trails giving access to a network of trails on provincial land west of the Airport. Additionally, two parcels of Town land in Wynndel are used for Mountain Bike trails.

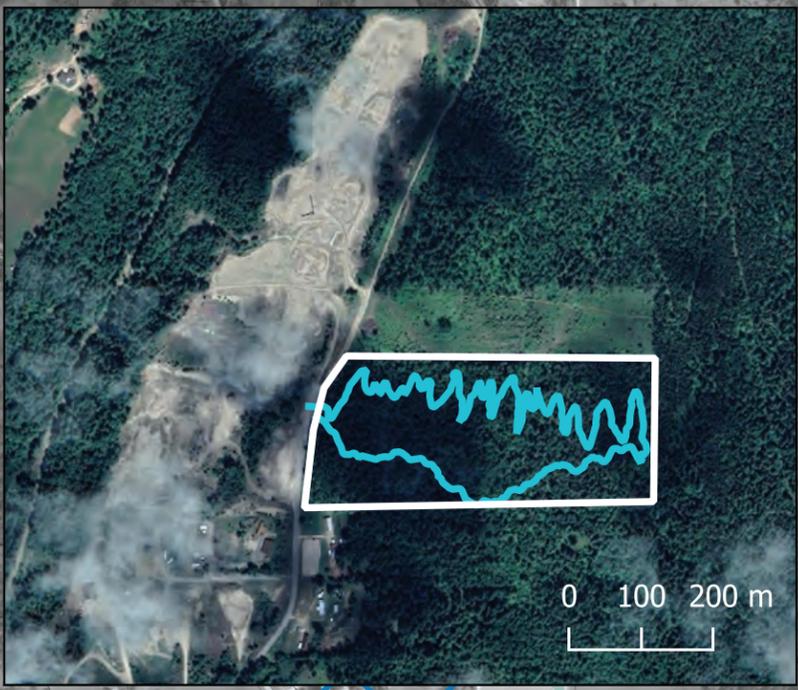
Rural Trails

Trail	Use	Difficulty	Length
Billy Goat Bluff	Recreation - Hiking	Challenging	2.6km
16th to Devon Street	Recreation/Commuter	Moderate	457m
Hawkview Trail	Recreation/Commuter	Moderate-Challenging	150m
Murdoch to Regina Street	Recreation	Moderate-Challenging	68m
Airport Trail Network	Equestrian	Moderate	10.3km

Urban Trails

Trail	Use	Difficulty	Length
Steve's Ride	Recreation/Commuter	Easy-Moderate	323m
Millennium Trail	Recreation/Commuter	Easy	556m
Glaser Trail	Recreation/Commuter	Easy	885m
Crestview Trail	Recreation/Commuter	Easy	155m
Library Loop	Recreation/Commuter	Easy	475m
Klaus Korner	Recreation/Commuter	Easy	175m
Schikurski Park Trails	Recreation	Easy	330m
Crawford Hill Trails	Recreation	Easy-Moderate	805m

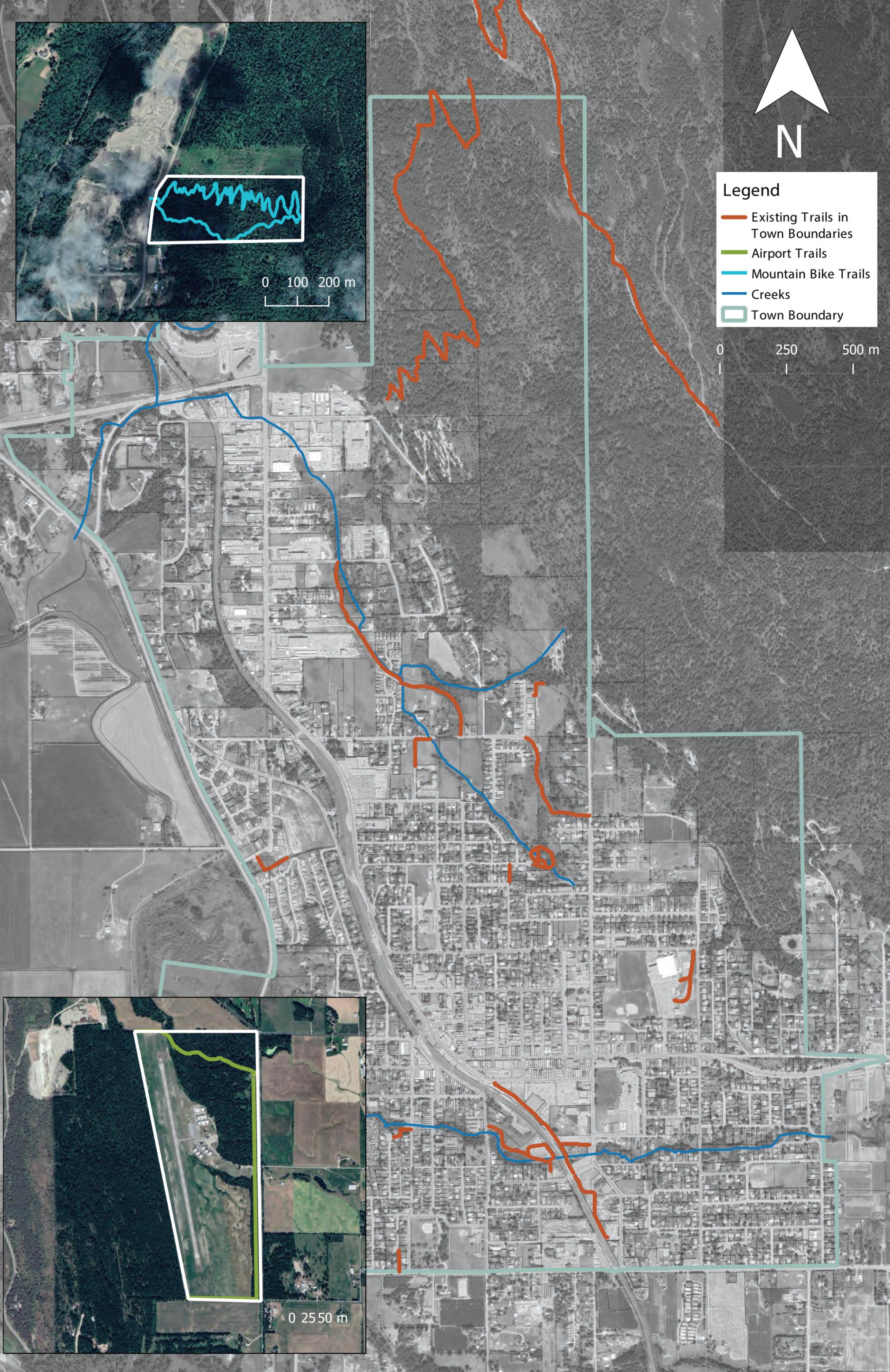
TRAILS MASTER PLAN



Legend

- Existing Trails in Town Boundaries
- Airport Trails
- Mountain Bike Trails
- Creeks
- Town Boundary

0 250 500 m



Part 5: Future Networks



Part 5: Future Networks

1. Introduction

The following section provides an overview of the desired trails, greenways, and corridors essential to Creston's connectivity. This section highlights key routes that align with Creston's current and planned cycling, public transportation and private vehicle networks, and provides important connections to activity hubs throughout the community.

The Trails Master Plan networks work with the Multi-modal Transportation Plan to develop a complete active transportation/recreation system.

2. Acquiring Land for Trail Development

Developing trail-forward neighbourhoods is a long-term priority for the Town of Creston. Generally, trails are located on Town-owned property such as unopened road rights-of-way, recreational land, and parks. However, trails can also be located on private property with an appropriate legal agreement.

Municipalities can acquire land for park / trail development in various ways. Some avenues include:

- purchase or lease land;
- partnerships;
- establishing Statutory Rights-of-way on private land; and,
- through subdivision.

Acquiring land at the time of subdivision is one of the most advantageous ways to develop trails. Facilitating connectivity options should always be considered for new developments and subdivision plans.

The Town of Creston is committed to working with developers to encourage active transportation and recreation throughout neighbourhoods, and to connect neighbourhoods to the broader community.

3. Trails

3.1 Background

Trails provide a welcome separation from automobile traffic. They should be developed wherever possible to separate motorized and non-motorized traffic. They also connect facilities via a green setting, creating important human-nature interactions.

3.2 Strategy

The intent is to provide a variety of trail types throughout the community to create an environment that is accessible, meets community needs, and provides recreational opportunities.



Millennium Trail Loop

Part 5: Future Networks

There are four main 'trail' classifications:

- urban trails - compact gravel or paved surface, universally accessible;
- rural trails - uneven terrain, not universally accessible;
- connectivity corridors - streets developed safely for motorized and non-motorized traffic; and,
- greenways - environmental protection.

In addition to trails, this plan also identifies key intra-valley trail connections and activity hubs.

Complete active transportation networks will combine trail types to connect neighbourhoods to key activity hubs and intra-valley trailheads, and provide looped networks within Town boundaries. The trails listed below are intended to identify priority routes.

3.3 Location

3.3.1 Urban Trails

Urban trails are created to encourage active transportation for people travelling between various activity hubs within Town, including residential areas, commercial areas, schools, and recreation facilities. Urban trails make active transportation a safer, more pleasant experience for users of all ages and abilities. The Town of Creston

envisions an interconnected network of urban trails strategically situated to reduce the need for commuting by vehicle and to enable an active population.

Inspiration



Glaser-King Creek Trail - The Glaser-King Creek Trail will eventually connect Schikurski Park, Northwest Boulevard Local Area Plan neighbourhood, and the Arrow Mountain Bypass and act as a key north/south passage. Once complete, the trail will encompass the existing 16th Avenue to Devon Street and Glaser trails. Completing the Glaser-King Creek Trail requires two phases:

- connect Payne Street to Helen Street; and,
- pave the trail to increase accessibility for all users and provide an off-street trail option year-round.

Creston's Multi-Modal Transportation Plan includes trail connections /improvements and roadway improvements to develop the Glaser-King Creek Trail as a route suitable for all modes.

The Glaser-King Creek Trail is also a Greenway Trail. The adjacent creeks are environmentally sensitive. The Glaser-King Creek Trail provides environmental protection opportunities via low-impact

Part 5: Future Networks

development, maintaining a natural stormwater management system, and providing habitat for neighbouring critters that rely on the creek system. Greenway Standards apply.

Rail Trail - Creston has a railway that moves goods north-south through Town. The Rail Trail provides an opportunity for a north-south pathway. It will also offer intra-valley connections to Wynndel, Erickson, West Creston, and Canyon. The ultimate goal is to have a Valley-wide rail trail system. This trail extends from Erickson Road to Collis Street along the the active railway. Construction of this trail will require negotiation with the Canadian Pacific Railway, and coordination with the RDCK.

Arrow Mountain Active Transportation Highway - The Arrow Mountain Active Transportation Highway will be a major commuter and recreational trail along the current Arrow Mountain Highway Bypass. The trail will provide an alternate route from Helen Street to 20th Avenue North and connections to intra-valley trails, including Arrow Creek, West Creston, and Erickson. The trail will also pass north of the Dwight and Rosamond Moore Community Wetland on Crawford Hill. The end of 16th Avenue North could provide an additional access point. This trail may start as a Rural Trail; however, the intent is to eventually pave the trail to realize the path as an 'Active Transportation Highway'. This trail requires further consultation with Minsitry of Transportation and Infrastructure and the Regional District of Central Kootenay. Statutory rights-of-way have been negotiated with private landowners to facilitate trail development.

Access Trails - Access trails are additional, small sections of trail required to access the main trail. See the Future Trails map for Urban Access Trails.

3.3.2 Rural Trails

Rural trails provide recreation opportunities. They may also be lightly used as commuter trails, especially for long distances. Rural trails are often constructed on steep slopes, over uneven ground, and can be narrow.

Inspiration



Hawkview Trail – The Hawkview Trail is partially complete. Portions of the trail were acquired at the time of subdivision and will continue to be acquired this way until the trail is complete. When completed, the Hawkview Trail will provide rural trail access between Valleyview Drive and Highway 21, the surrounding neighbourhoods, and create an intra-valley connection to the Kootenay River Ferry Landing Recreation Site. The trail will intersect Highway 21, an active highway with high speeds. Clear signage should be present to ensure the safe crossing of the highway.

2nd Avenue Northwest - The northern portion of 2nd Avenue Northwest is currently an unopened right-of-way providing an opportunity for a rural trail. The creation of this trail will connect Collis

Part 5: Future Networks

Street to the developed portion of 2nd Avenue Northwest. The development of this trail will provide an intra-valley connection to Highway 21. Ultimately, the route will loop back into Town from Highway 21 to the Hawkview Trail. Negotiation will be required with Ministry of Transportation and Infrastructure to widen the shoulder of the Highway, lower the speed limit for the stretch of Highway 21 adjacent to Town boundaries, and provide signage to increase the visibility of active transportation users.

Dodd's Creek - The Dodd's Creek Trail is near Dodd's Creek, following a series of unopened rights-of-way and undeveloped Town properties. The Dodd's Creek Trail will connect to Steve's Ride Trail and other downtown trails. The route will include sections of rural trails and low-traffic streets in residential areas.

The Dodd's Creek Trail is also a Greenway Trail. The adjacent Creek is environmentally sensitive. The OCP encourages maintaining a riparian area around the Creek and controlling the quantity and quality of stormwater runoff into the Creek. Greenway Standards apply.

Access Trails - Access trails are additional, small sections of trail required to access the main trail. See the Future Trails map for Rural Access Trails.

3.3.3 Connectivity Corridors

Connectivity corridors are key streets that connect trails to one another, creating a looped trail system and comprehensive trail network. Connectivity corridors can take various forms, including shared streets and separated multi-use paths. Corridors should be a safe and efficient connections to trail systems while providing an active transportation experience that mimics the feeling of being on a trail. Corridors should be treed, well-signed, and accessible for all users. Corridors should also include benches, rest and play areas, water fountains, and other features supporting active transportation.

Inspiration



Devon Street - Devon Street moves people east-west. Devon Street is central to the Creston Valley Mall, Creston Museum, Creston Valley Tour Company and Rentals, and multiple subdivisions. Ultimately, the Devon Street Corridor will connect to the Glaser-King Creek Trail and the Rail Trail.

Part 5: Future Networks

Hillside Street - Hillside Street is a wide, car-orientated street with a pedestrian sidewalk on the north side of the street. Hillside moves traffic east-west from 20th Avenue North to Northwest Boulevard. Key destinations along Hillside include the Creston and District Community Complex, Creston Valley Hospital, and Adam Robertson Elementary School. Hillside Street provides primary connections to 20th and 16th Avenues (north-south connectivity corridors - see below) and the Rail Trail. Ultimately, Hillside Street will be developed with separated bike and pedestrian pathways to facilitate better active transportation along the corridor. The Multi-Modal Transportation Plan (2022) includes Hillside improvements within the short-term street upgrades. The Multi-Modal Transportation Plan also includes intersection improvements at Northwest Boulevard, and 7th Avenue North to improve safety for all users.

16th Avenue - 16th Avenue is a wide thoroughfare street that moves people north-south. 16th Avenue is a key route for individuals accessing the Creston and District Community Complex, Downtown, Kootenay River Secondary School, Erickson Road, and the Glaser-King Creek Urban Trail. 16th Avenue is also near Schikurski Park. The Multi-Modal Transportation Plan recommends creating a cycling lane with a painted buffer and delineator posts, which provides cyclists with separation from vehicles. To enhance the proposed cycling network and support the principles of a connectivity corridor, a separated pathway with street trees and seating areas should be developed on the east side of 16th Avenue for the entire length of the street.

20th Avenue - Currently, 20th Avenue extends from Erickson Road to Alder Street. The long-term plan for 20th Avenue is to push the road north to the longterm proposed location of Glaser Drive, currently located on private land, and then west to link to 16th Avenue. The 20th Avenue Corridor will connect neighbourhoods in the central-east area of Town to nearby services such as the Creston and District Community Complex and the Dwight and Rosamond Moore Community Wetland. The Corridor will connect the Glaser King-Creek Trail, Arrow Mountain Active Transportation Highway, and intersect with the Hillside Street Corridor and Erickson Road Intra-valley Trail. 20th Avenue is a wide street with limited active transportation infrastructure. There is a sidewalk on the east side of 20th Avenue South from Canyon Street to Erickson Road. 20th Avenue has enough space to facilitate the development of a multi-use path, complete with street trees and seating nooks on one side. Crossings will need to be made clear because active transportation infrastructure will only be provided on one side of the street. The MMTP includes guidelines for improving the street crossing at Canyon Street and 20th Avenue.



Glaser Drive Trail

Part 5: Future Networks

Helen/Collis Street - Helen/Collis Street is located at the north end of Town and is orientated east-west. This street connects to the Community Forest and associated trails, the Arrow Mountain Active Transportation Highway, Glaser-King Creek Trail, the Rail Trail, and the 2nd Avenue Trail. Currently, there is no active transportation infrastructure along Helen/Collis Street.



Millennium Trail

3.2.4 Greenways

A trail network surrounded by trees and vegetation is an integral component of a healthy community. Greenways provide opportunities for active and passive recreation, and improve connectivity and community aesthetic. They are also key for stormwater management and riparian area protection.

Inspiration



Glaser-King Creek Greenway – See 3.3.1 Urban Trails.

Dodd's Creek Greenway - See 3.3.2 Rural Trails.

4. Activity Hubs

4.1 Background

Activity hubs are nodes where people live, work, or play. Activity hubs include neighbourhoods, schools, commercial areas, community amenities, and recreation spaces like parks and waterways. Access to activity hubs fosters important human interactions that create community. While activity hubs are near one another in Creston, often they are not easily or safely connected, creating activity hub islands.

Part 5: Future Networks

4.2 Strategy

When developing trails, it is important to consider how trails connect people to activity hubs valued by the community. The Activity Hub strategy intends to ensure that people are easily connected to activity hubs.

Inspiration



Centennial Park



Pump Track

4.3 Location

Schikurski Park - Schikurski Park is located in the centre of Town; however, access to the park is limited. The park is accessible from the west via Town streets and a steep walking trail between Murdoch and Regina Streets. The 16th Avenue and Devon Street Trail is located north of the park, but there are no formal connections to the park because the connecting land is privately held. Ideally, the park will connect to the 16th Avenue-Devon Street Trail via rural and urban trail connections to the north, west, and east. Ultimately, Schikurski Park will become an activity hub and node for other networks.

Northwest Boulevard Local Area Plan Bylaw No. 1845, 2016 (NWBLAP) - The NWBLAP is a guiding document for the development of the area north of Devon Street and east of Northwest Boulevard. The long-term vision for the NWBLAP is to create a mixed-use neighbourhood, with human-scale commercial development, park and open space, and residential development. The goal is to have trails throughout the plan area, which will be acquired during subdivision. The Multi-Modal Transportation Plan includes a pedestrian network and intersection upgrades to facilitate connection to the larger active transportation street network.

Creston & District Community Complex (CDCC) - The CDCC is a critical activity hub; however, it is an island within the community. The CDCC is central to Kootenay River Secondary School in the south and Adam Robertson Elementary School to the west via Hillside Street and Canyon Street. Children commonly walk these routes to and from school and for extra-curricular activities. Primarily accessible by car, the CDCC lacks trails and sidewalks to connect those using active transportation. To improve overall access, an Urban Trail is desired via Pine Street and Connectivity Corridors are wanted on Hillside Street and 20th Avenue. Creston's Multi-Modal Transportation Plan includes the development of a new pathway along Pine Street to the CDCC as a short-term improvement. Improvements should also be made to 19th Avenue North to better connect the community to the CDCC, and through the parking lot to provide safer access.

Part 5: Future Networks

Centennial Park - Centennial Park is one of Creston's most active parks and is a hot spot for young families. The park is located in the south area of Town amongst residential neighbourhoods; however, the lack of active transportation infrastructure results in many people choosing to drive. An Urban Trail connecting the south of the Park (Erickson Road) to the north end (Birch Street) is desired to separate vehicle traffic from active transportation and to provide a connection to the existing sidewalk on 11th Avenue. The Multi-Modal Transportation Plan supports this connection by including the development of a sidewalk on the south side of Birch Street - adjacent to the Park as a pedestrian improvement project.

Downtown - Creston's downtown will serve as the central node of the active transportation network, with most other corridors branching from it. Downtown is the economic hub of the Creston Valley. During business hours, the bustle of downtown can detract from the active transportation experience. The priority for downtown is to enhance the active transportation experience and create a true active transportation hub with ample bike parking, repair stations, water stations, trail maps, street trees, rest and play areas.

Millennium Park - Millennium Park is in downtown Creston, near Market Park (project name), Creston Valley Public Library, the dog and bike parks, and Steve's Ride trail. Millennium Park is a hot spot for community events and tourists. The Park is well connected to the community via short sections of sidewalk and asphalt trails separated from traffic. Given the centrality of the Park, these trails must continue to be well maintained. Wayfinding signage

indicating connecting trails should be placed at the park to highlight Creston's trails and amenities.

Kootenay River Secondary School - The Kootenay River Secondary School is an important community hub, providing education, sports fields, tennis courts, and an auditorium - all well-used by the community. Sports tournaments and performing arts venues result in people of all ages needing to get to and from the school. Particular attention should be paid to pedestrian crossings and providing space for students that walk or roll to school. The development of the 16th Avenue Corridor will improve active transportation access to the school.

Burns Park - Burns Park is located in the east area of Town and provides an important recreation area for the surrounding neighbourhood. Access to the park is limited to residential streets. The development of the 20th Avenue Corridor will create safer access to the park.

Adam Robertson Elementary School (ARES) - Adam Robertson Elementary School is located in the centre of Town. ARES doubles as a community playground during non-school hours and is regularly frequented by families on weekends. ARES will become better connected to the community from the development of the Hillside Corridor. The Multi-Modal Transportation Plan further connects ARES to the north end of Town via sidewalk improvements.

Dwight and Rosamond Moore Community Wetland (DRMCW) - The DRMCW is located in the east of Town, in close proximity to the Arrow Mountain

Part 5: Future Networks

Bypass. The recreation site provides trails throughout the park. It is a preferred location for establishing trailhead access to the Arrow Mountain Active Transportation Highway. With parking and waste facilities on site, the DRMCW is a fantastic community hub with lots of potential for future trail development. Negotiation will be required with adjacent landowners to connect DRMCW to the Arrow Mountain Active Transportation Highway and Arrow Mountain.

5.3 Location

Yaqaṇ Nukiy - Access to yaqaṇ nukiy (Lower Kootenay Band) is limited to Highway 21. This route is unsafe for pedestrians and cyclists due to narrow shoulders, an 80km/hr speed limit, and the absence of designated pedestrian passage over the Goat River. Ultimately, movement between yaqaṇ nukiy and the Town will be safe and accessible to non-vehicle traffic.

5. Intra-valley Connections

5.1 Background

Creston is centrally positioned among neighbouring communities. Routes within Creston should serve those spending their time within Town boundaries and should act as a convenient flow through to other trails in the Valley. Public engagement with Creston and the Regional District of Central Kootenay residents showcased a desire for a comprehensive trail network where travel is seamless between jurisdictions. The following are Valley identified trails, natural attractions, amenities, and communities that require better active transportation access. Intra-Valley connections have been included to achieve this broader community goal.

5.2 Strategy

The Intra-Valley Trails Strategy intends to highlight connections from the Town to trails, recreation sites, and communities in the Valley. The Town will seek partnerships, advocate, and support the development of trails outside the Creston Town boundaries.



16th Avenue + Devon Street Trail

Part 5: Future Networks

Goat River - Goat River is an important recreation site for the Creston Community. Goat River is located just south of Town - only a hop, skip, and a jump away. However, accessing the Goat River is risky, as people generally access the site via busy, high-speed roadways. The goal is to provide trail access, removed from Highway 21 to Goat River. Several access routes exist: the Endicott Trail, Goat River South Road, and Highway 21. Improving access to Goat River will require partnerships with yaqan nukiy, Regional District of Central Kootenay, and possibly the Ministry of Transportation and Infrastructure if stretches of the highway are needed.

West Creston, Wildlife Centre, Balancing Rock - Historically, West Creston was accessible via a ferry that crossed the Kootenay River between Kootenay River Road and Reclamation Road. When the ferry was shut down, West Creston became isolated from the Valley. Access to West Creston is now limited to Highway 3. This route is challenging for pedestrians and cyclists due to narrow road shoulders, a 100km/hr speed limit, and the absence of a designated pedestrian/cyclist passage over the Kootenay River Bridge. This Plan envisions a barrier-separated multi-use trail connecting Creston to West Creston, and re-establish a crossing at the Kootenay River Ferry Landing.

Dike Systems - The Creston Valley is surrounded by dike systems, providing an excellent opportunity for rural trail development. Trails on the dikes could be a major attraction for residents and tourists alike. Unlike many other areas in the Kootenays, the dikes are flat and lend themselves to easy walking and biking, which should attract a more

diverse group of people and appeal to various ability levels. Dikes in Creston are managed by Diking Districts and yaqan nukiy, and are primarily located within the Regional District of Central Kootenay and on Lower Kootenay Band Reservation lands. Consultation and partnerships with yaqan nukiy, RDCK, and Diking Districts are needed. Ultimately, the Town of Creston will connect to the Valley bottom via a recreational trail on the existing dike system.

Kootenay River Ferry Landing - Access to the Creston Valley Flats is via Kootenay River Road. The Hawkview Trail will provide a pedestrian access route from Town when it is complete. A highly visible crossing between the Hawkview Trail and Kootenay River Road is desired to complete the trail. The dike system bordering the Kootenay River is a fantastic opportunity for extensive trail development. Extensive consultation and collaboration to allow for access to the dikes must be undertaken with Diking Districts, yaqan nukiy, the Regional District of Central Kootenay, and other landowners.

Wynndel + Duck Lake - Access to Wynndel and Duck Lake is safest via Highway 3A, Crusher Road, McMurtrie Road, and Lower Wynndel Road. The ultimate objective is to connect Creston to Wynndel via a Rail Trail to avoid highway travel entirely. Alternatively, there is an informal trail that follows the gas line from Creston to Wynndel. In the mid-term, the Town of Creston will continue to advocate to the Regional District of Central Kootenay and Ministry of Transportation and Infrastructure to provide clear 'share the road' and crossing signage to increase the visibility of multi-modal use on these roads.

Part 5: Future Networks

Canyon-Lister - A pedestrian bridge used to connect Goat Canyon Road and Osborne Road over the Goat River. When that bridge was decommissioned, access to Canyon-Lister became limited to Highway 3 (Canyon) or Highway 21 (Lister). These routes are unsafe for pedestrians and cyclists, with highway speeds of 80km and narrow shoulders. The goal is to connect Canyon via trails along the railway and re-establish the Goat Canyon/Osborne Road bridge. The unopened right-of-way at the end of Osborne Road should be opened for trail access. This trail would connect to 38th Street in Lister.

Erickson Road - Erickson Road is controlled by the Ministry of Infrastructure and Transportation (MOTI) – which limits the Town of Creston’s ability to implement any road changes. However, the Town of Creston can advocate to MOTI for improvements. Erickson Road is envisioned to loop trails back into Town and provide an intra-valley connection to Erickson and yaqan nukiy via the Endicott Trail. The Multi-Modal Transportation Plan suggests a multi-use path on the north side of the road. The first phase is completing the pathway from 11th Avenue to 20th Avenue. This pathway can be improved by adding trees to provide separation from the road. An obvious crossing is needed at the Endicott trailhead.

Airport Lands - The Creston Valley Airport is located on Town of Creston land, in the Regional District of Central Kootenay. The Airport is surrounded by provincial lands. Currently, there are equestrian trails on the provincial lands, accessed

through Town property. Creston’s Official Community Plan directs the Town to find ways to provide diverse, non-motorized public access to the trails. Several groups have expressed interest in using the trail network. Negotiations with Regional District of Central Kootenay the Provincial Government, and interested user groups are required to support multi-use trail development on Town and provincial lands.

Mountain Trail Systems

The Creston Valley is surrounded by mountains. Current mountain trails are primarily used for hiking, with limited options for mountain bikers, skiers, equestrians, etc.. Trail development on Arrow Mountain and neighbouring ranges would open opportunities for hiking, equestrian, mountain biking, snowshoeing, backcountry skiing, and other non-motorized backcountry sports. This will provide outdoor recreation and economic opportunities. The Town of Creston supports backcountry trail development on Arrow Mountain and throughout the Valley.



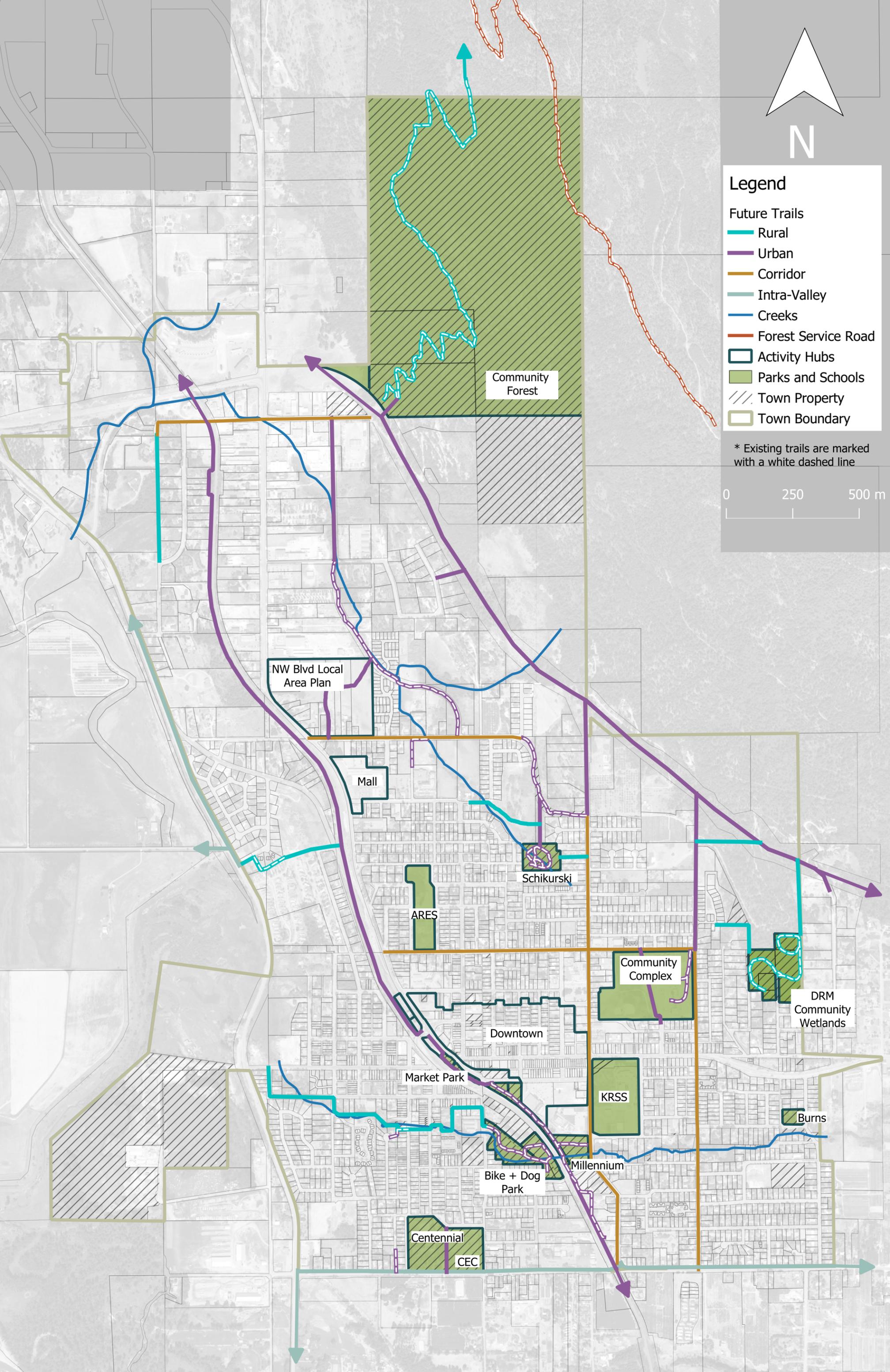
Legend

Future Trails

- Rural (Cyan line)
- Urban (Purple line)
- Corridor (Orange line)
- Intra-Valley (Teal line)
- Creeks (Blue line)
- Forest Service Road (Red line)
- Activity Hubs (Black outline)
- Parks and Schools (Green hatched area)
- Town Property (Grey hatched area)
- Town Boundary (Yellow outline)

* Existing trails are marked with a white dashed line

0 250 500 m



Part 6: Looking Ahead

1. Looking Ahead

Trails projects are just one component of capital projects in the Town. Every year, the Town will look at the priorities of this Plan, the Multi-Modal Transportation Plan, Downtown Revitalization Plan, future Parks Master Plan, and Environmental Stewardship Plan to determine the highest value projects to undertake. There are various action items the Town will take to implement the Trails Master Plan, including:

1.1 Funding

- Review capital funding allocation to the trails network for improvements and construction.
- Explore private and public funding opportunities.
- Identify shared projects that support other Master Plan objectives.

1.2 Wayfinding

- Continue to implement wayfinding signage for existing trail networks.

1.3 Promotion

- Work to bring visibility to existing trail and active transportation networks for residents and visitors.
- Produce up-to-date network maps and expand available information for residents and visitors online.

1.4 Partnerships

- Work with and advocate to neighbouring government and trail groups to create an active transportation and recreation system beyond Town limits.
- Encourage trail building groups to

present trail ideas for consideration and look for opportunities for partnership.

- Look for ways to build trails through partnership with other agencies and sectors.



Part 7: Implementation



Part 7: Implementation

1. Urban Trails

Street	Recommended Actions	Priority
<p>Glaser-King Creek Trail</p> <p>Outcome: Connect Schikurski Park, Northwest Boulevard Local Area Plan neighbourhood, and the Arrow Mountain Bypass and act as a key passage to Northwest Boulevard.</p>	<ul style="list-style-type: none"> • Acquire rights-of-way to complete trail. • Complete undeveloped section of trail from Payne Street to Helen Street. • Pave trail. • Work to expand trail by: <ul style="list-style-type: none"> • Developing a trail connection to Schikurski Park from 16th Avenue. • Acquiring trail corridor at time of subdivision along King Creek. • Acquiring trail corridor at time of subdivision along Dale Street. • Installing trail along 10th Avenue and Glaser Drive during construction of these future roads. 	<p>High</p>
<p>Rail Trail</p> <p>Outcome: Establish a north-south pathway connecting Erickson Road to Collis Street, and intra-valley connections to Wynndel, Erickson, West Creston, and Canyon.</p>	<ul style="list-style-type: none"> • Work with the Canadian Pacific Railway to negotiate trail development adjacent to the railway from Erickson Road to Collis Street within the rail right-of-way. • Acquire rights-of-way at the time of subdivision to develop trail adjacent to the rail right-of-way. • Conduct a survey to establish trail route. • Erect required trail fencing. • Develop trail in phases, connecting the trail to key crossings. 	<p>Medium</p>

Part 7: Implementation

<p>Arrow Mountain Active Transportation Highway</p> <p>Outcome: Establish an alternate route from Helen Street to 20th Avenue North and connections to intra-valley trails, including Arrow Creek, West Creston, and Erickson.</p>	<ul style="list-style-type: none"> • Work with the Ministry of Transportation and Infrastructure and Regional District of Central Kootenay to develop the Arrow Mountain Highway Bypass corridor into an active transportation trail with loops of various distances, access to Arrow Mountain, and access to Erickson. • Install access trails to the Arrow Mountain Highway Bypass at: <ul style="list-style-type: none"> • 20th Avenue (to be acquired or negotiated). • 16th Avenue (with signage and possibly parking). • Dale Street (to be acquired at time of subdivision). • Helen Street (add signage and possibly parking). • Rural trails through the Dwight and Rosamond Moore Community Wetland. 	<p>Priority High</p>
		<p>Effort High</p>

Part 7: Implementation

2. Rural Trails

Location	Recommended Actions	Priority Medium
<p>Hawkview Trail</p> <p>Outcome: Establish rural trail access between Valleyview Drive and Highway 21 and create an intra-valley connection to the Kootenay River Ferry Landing Recreation Site.</p>	<ul style="list-style-type: none"> Continue to acquire trail access at the time of subdivision to complete the trail from Highway 21 to Valleyview Drive. Hard surface trail with gravel, in accordance with Rural Trail Standards. Minimize steep trail grade where possible. 	<p>Effort Low</p>
<p>2nd Avenue</p> <p>Outcome: Connect Collis Street to the developed portion of 2nd Avenue Northwest and Highway 21.</p>	<ul style="list-style-type: none"> Develop a gravel trail on the unopened 2nd Avenue Northwest right-of-way. Install wayfinding signage at the intersection of Collis Street and the 2nd Avenue Northwest Trailhead. Work with the Ministry of Transportation and Infrastructure to widen the East shoulder in Highway 21 from Hilton Street to the Hawkview Trailhead. Work with the Ministry of Transportation and Infrastructure to lower speed limit. 	<p>Priority Low</p> <p>Effort Low</p>

Part 7: Implementation

<p>Dodd's Creek</p> <p>Outcome: Connect Steve's Ride Trail and other downtown trails. Creek protection and stormwater management.</p>	<ul style="list-style-type: none"> • Encourage creekside improvements such as native plantings in riparian areas and removing invasive species. • Negotiate rights-of-way, with property owners adjacent to the Creek to allow for trail access. • Complete sections of trail on Town owned properties located at: <ul style="list-style-type: none"> • 9th Avenue South. • Elm Street. • Complete sections of trail on unopened rights-of-way located at: <ul style="list-style-type: none"> • Cook Street. • East of 9th Avenue South, to connect north to the lane between Elm Street and Cook Street. • Implement "share the road" and wayfinding signage where trail intersects with residential streets: <ul style="list-style-type: none"> • 2nd Avenue South. • Elm Street. • 11th Avenue South. 	<p>Priority Medium</p> <hr/> <p>Effort High</p>
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Part 7: Implementation

3. Connectivity Corridors

Location	Recommended Actions	Priority Medium
<p>Devon Street</p> <p>Outcome: Connect to the Glaser-King Creek Trail and the Rail Trail.</p>	<ul style="list-style-type: none"> • Install shared path on south side of the street between Northwest Boulevard and 12th Avenue (see Multi-Modal Transportation Plan (2022) for design guidelines). • Install shared street between Northwest Boulevard and Selkirk Drive (see Multi-Modal Transportation Plan (2022) for design guidelines). • Install share the road signage. • Paint walking and bicycle pavement markers at intersections. • Plant street trees on either side of the street. • Install rest and play features in accordance with the Connectivity Corridor Standards, at the Devon Street and Glaser-King Creek Trail intersection. • Install sidewalk on North side of Devon Street. • Consider street lighting where appropriate. • Complete intersection improvements in accordance with the Multi-Modal Transportation Plan (2022) at Devon Street and Northwest Boulevard. 	<p>Effort Medium</p>

Part 7: Implementation

<p>Hillside Street</p> <p>Outcome: Develop separated bike and pedestrian pathways to facilitate better active transportation along the corridor.</p>	<ul style="list-style-type: none"> • Complete improvements in accordance with the Multi-Modal Transportation Plan (2022): <ul style="list-style-type: none"> • Separated bike lanes. • Multi-use path. • Intersection improvements. • Traffic calming measures. • Pursue opportunities to install public art features on retaining walls. • Install a street art feature at the intersection of Hillside Street and 16th Avenue. • Plant street trees where feasible. • Install a rest feature at the crest of Hillside Street. 	<p>Priority High</p>
<p>16th Avenue</p> <p>Outcome: Connect the Creston and District Community Complex, Downtown, Kootenay River Secondary School, Erickson Road, and the Glaser-King Creek Urban Trail with a separated path.</p>	<ul style="list-style-type: none"> • Complete improvements in accordance with the Multi-Modal Transportation Plan (2022): <ul style="list-style-type: none"> • Separated bike lanes - 16th Avenue North. • Shared road - 16th Avenue South. • Sidewalk improvements. • Extend multi-use path for the entire street. • Install a street art feature at the intersection of Hillside Street and 16th Avenue North. • Plant street trees where feasible. • Install a rest feature at the intersection of Scott Street and 16th Avenue. • Install sidewalk on west side of 16th Avenue from Erickson Road to join existing sidewalk. 	<p>Priority High</p>
		<p>Effort High</p>

Part 7: Implementation

<p>20th Avenue</p> <p>Outcome: Complete the road north to Scott Street and then west to link to 16th Avenue.</p>	<ul style="list-style-type: none"> • Complete improvements in accordance with the Multi-Modal Transportation Plan (2022): <ul style="list-style-type: none"> • Sidewalk improvements. • Pedestrian crossing improvements at 20th Avenue and Canyon Street in consultation with Ministry of Transportation and Infrastructure. • Shared road - north of Hillside Street to Arrow Mountain Bypass. • Plant street trees where feasible. • Install “share the road” signage and pavement markers. • Install a multi-use path on the west side of 20th Avenue from Canyon Street to Erickson Road. • Install rest and play features on the right-of-way south of 20th Avenue and Cedar Street intersection on the east side of 20th Avenue. 	<p>Priority High</p>
<p>Helen/Collis Street</p> <p>Outcome: Establish an east-west connection that will ‘close the loop’ for many of the proposed and existing trails.</p>	<ul style="list-style-type: none"> • Plant street trees where feasible. • Install “share the road” signage and pavement markers. • Install a sidewalk on the north side of Helen Street. 	<p>Priority Medium</p>
		<p>Effort Medium</p>

Part 7: Implementation

4. Activity Hub Improvements

Location	Recommended Actions
<p>Schikurski Park</p> <p>Outcome: Connect to the 16th Avenue-Devon Street Trail via rural and urban trail connections to the North and East.</p>	<ul style="list-style-type: none"> • Develop access points to the park via the 16th Avenue-Devon Street Trail. • Complete improvements to 10th Avenue and Cavell Street in accordance with the Multi-Modal Transportation Plan (2022) to increase access to the park.
<p>Northwest Boulevard Local Area Plan</p> <p>Outcome: Establish trails throughout the Plan area, which will be acquired during subdivision.</p>	<ul style="list-style-type: none"> • Complete intersection improvements to the Devon Street and Northwest Boulevard intersection in accordance with the Multi-Modal Transportation Plan (2022) to increase access to the neighbourhood. • Develop Devon Street as a Connectivity Corridor, as outlined in this Plan. • Ensure development is in accordance with the Northwest Boulevard Local Area Plan to maintain greenspace within the neighbourhood. • Acquire right-of-way to develop a section of trail that will directly connect the neighbourhood to the Glaser-King Creek Trail.
<p>Creston and District Community Complex</p> <p>Outcome: Connect the CDCC to the broader community via non-motorized transportation.</p>	<ul style="list-style-type: none"> • Develop Hillside Street, 16th and 20th Avenues as Connectivity Corridors. • Encourage development of a trail through the CDCC, connecting the parking lot to Hillside Street. • Complete Pine Street and 19th Avenue improvements in accordance with the Multi-Modal Transportation Plan (2022). • Encourage development of an accessible pedestrian sidewalk that includes safe passage from the parking lots to the front door. • Encourage shade trees in parking and along sidewalk. Green the site with street trees around perimeter.

Part 7: Implementation

<p>Centennial Park</p> <p>Outcome: Connect the Park to the broader trail network and develop intra-valley connections via Erickson Street.</p>	<ul style="list-style-type: none"> • Install sidewalks around the perimeter of the park. • Improve intersection safety at 9th Avenue and Birch Street. • Develop an urban trail through the Park in accordance with this Plan.
<p>Downtown Corridor</p> <p>Outcome: Establish Downtown as a hub for active transportation users and recreation.</p>	<ul style="list-style-type: none"> • Look for opportunities to add resting spaces of various sizes along the route for individuals and groups. For example, add seats, picnic tables, mini plazas. • Create greater variety by replacing grass with forests/orchards, shade trees, and/or edible landscaping. • Complete improvements in accordance with the Multi-Modal Transportation Plan (2022) and Downtown Revitalization Plan (2022). • Install active transportation amenities such as bike parking and “fix-it” stations.
<p>Millennium Park Loop</p> <p>Outcome: Establish Millennium Park as a tourist and community hub, by ensuring this park is well-maintained.</p>	<ul style="list-style-type: none"> • Consider consolidating the ‘dog park’, ‘bike park’, and ‘Steve’s Ride’ into “Dodd’s Creek Park”. Complete a Master Plan that includes plans for re-grading, planting, noxious plant management, and trail completion. • Consider negotiating a trail agreement from Steve’s Ride Trail to Cook Street adjacent to the railway as a means of providing handicap access on a relatively level path. • Consider removing the fence. Expand park on either side by formalizing the parking areas with shade trees, street trees, and other plantings.

Part 7: Implementation

<p>Kootenay River Secondary School</p> <p>Outcome: Create a safer environment for youth to access the school.</p>	<ul style="list-style-type: none"> • Complete improvements to 16th Avenue North and South in accordance with the Multi-Modal Transportation Plan (2022) to increase safety and access to the school. • Complete sidewalk improvements on Dogwood Street in accordance with the Multi-Modal Transportation Plan (2022) to increase safety and access to the school. • Complete the 16th Avenue Connectivity Corridor in accordance with this Plan.
<p>Burns Park</p> <p>Outcome: Safely connect to the adjacent 20th Avenue Connectivity Corridor.</p>	<ul style="list-style-type: none"> • Complete the 20th Avenue Corridor in accordance with this plan. • Implement improvements on Cedar Street and 22nd Avenue South in accordance with the Multi-Modal Transportation Plan (2022). • Consider the development of a multi-use path on 25th Avenue South from Cedar Street to Elm Street to connect Burns Parks.
<p>Adam Robertson Elementary School</p> <p>Outcome: Safely move children between home and school using active transportation.</p>	<ul style="list-style-type: none"> • Complete improvements to 9th Avenue North in accordance with the Multi-Modal Transportation Plan (2022) to increase safety and access to the school. • Complete the Hillside Connectivity Corridor in accordance with this Plan.

Part 7: Implementation

5. Intra-Valley Trails

Location	Recommended Actions
<p>Goat River</p> <p>Outcome: Provide safe access to the popular water site.</p>	<p>Endicott Trail</p> <ul style="list-style-type: none"> • Install signage at Erickson Road to identify the trailhead. <p>Goat River South Road</p> <ul style="list-style-type: none"> • Install signage to signal Goat River South Road as a key river access point. <p>Highway 21</p> <ul style="list-style-type: none"> • Encourage the Ministry of Transportation and Infrastructure and the Regional District of Central Kootenay to address the parking problem at the Goat River Bridge, and to lower the speed limit from 80km/hr to 60km/hr. <p>Goat River Regional District Park</p> <ul style="list-style-type: none"> • Support the development of a Regional District Park on Goat River, in consultation with yaqan nukiy.
<p>yaqan nukiy Connection on Highway 21</p> <p>Outcome: Facilitate safe commuting between yaqan nukiy and the Town of Creston.</p>	<ul style="list-style-type: none"> • Encourage the Ministry of Transportation and Infrastructure to enlarge shoulder, provide separation between traffic and bikers/walkers, and reduce speed limit. • Install road reflectors, non-automobile bridge on Goat River, and streetlights.
<p>Arrow Mountain Highway Bypass and Arrow Mountain</p> <p>Outcome: Connect the Arrow Mountain Active Transportation Highway to Highways 3 and 3A.</p>	<ul style="list-style-type: none"> • Pursue partnering with the Ministry of Transportation and Infrastructure and the Regional District of Central Kootenay for the development of the Arrow Mountain Highway Bypass for recreation trails and fire mitigation. • Provide parking at top of Helen Street and 16th Avenue North. • Support continued development of trails on Community Forest lands managed in consultation with yaqan nukiy.

Part 7: Implementation

<p>West Creston</p> <p>Outcome: Reconnect West Creston to the rest of the Valley.</p>	<ul style="list-style-type: none"> • Encourage Ministry of Transportation and Infrastructure to: widen the shoulder or construct a designated bike lane; install road reflectors; construct a non-automobile bridge over Kootenay River; install “share the road” or “bikes on road” signage. • Encourage re-establishment of the river crossing between Kootenay River and Reclamation Roads.
<p>Kootenay River Ferry Landing</p> <p>Outcome: Enhance the Kootenay River Ferry Landing as a recreational area.</p>	<ul style="list-style-type: none"> • Provide parking at junction of Hwy 21 and Kootenay River Road. • Complete connector trail through Hawkview subdivision. • Encourage Ministry of Transportation and Infrastructure to spread calcium to keep dust down in summer. • Work with yaqan nukiy, Diking Districts, and RDCK to establish trail access on the existing dike system.
<p>Wynndel and Duck Lake</p> <p>Outcome: Facilitate safe active transportation options to Wynndel and Duck Lake.</p>	<ul style="list-style-type: none"> • Encourage Ministry of Transportation and Infrastructure to provide wider shoulder along Highway 3 and Lower Wynndel Road for cyclists and walkers. • Explore off-road trail development opportunities to connect Wynndel and Creston.
<p>Erickson Road</p> <p>Outcome: Loop trails back into Town and provide an intra-valley connection to Erickson and yaqan nukiy via the Endicott Trail.</p>	<ul style="list-style-type: none"> • Complete improvements in accordance with the Multi-Modal Transportation Plan (2022). • Plant street trees where feasible. • Install wayfinding signage at the intersection of Erickson Road and the Endicott Trail.