

THE CORPORATION OF THE CITY OF NELSON

REQUEST FOR DECISION

DATE: November 22, 2022 – Committee of the Whole
TOPIC: Active Transportation – Rosemont Primary Bike Route
PROPOSAL: Present Public Engagement Strategy
PROPOSED BY: Staff

ANALYSIS SUMMARY:

Development Services Staff have done some preliminary work on the conceptual design and public engagement for the next phase of the Primary Bike Route outlined in the City's Active Transportation Plan (ATP). Phase 1 was completed in Summer of 2021 between Fairview and Downtown. Phase 2 is proposed to connect Rosemont to Uphill – identified as a priority connection through public engagement for the ATP. Staff have completed a ThoughtExchange for the route, have retained Urban Systems to complete conceptual designs, have written a public engagement strategy for the project, and have applied for federal grant funding. Staff are now looking to complete the remainder of the public engagement efforts. AT connections through the downtown core, along View Street, and along Railway Street are also included in the consultants' scope of work but have not been fully vetted by staff at this time. Therefore, this presentation will focus on the Rosemont connection.

BACKGROUND:

The Rosemont Primary Bike Route is a proposed project to explore design options for connecting the neighborhoods of Rosemont and Uphill. The connection is intended to facilitate safer, more efficient transportation along this route via walking and cycling. The City is currently in the conceptual design of this project and is looking to engage the public to consider how it might best optimize the project design for all users.

The presentation to Council will address the various ways that the City will engage the public to ensure all those interested are able to be heard.

BENEFITS OR DISADVANTAGES AND NEGATIVE IMPACTS:

Active transportation is a key component to reducing the community's GHG emissions, reducing parking pressure in our downtown as well as increasing the general health of our residents. This is also an opportunity to review general transportation network improvement for all user. Ensuring that the community is properly engaged results in better outcomes when implementing active transportation projects.

LEGISLATIVE IMPACTS, PRECEDENTS, POLICIES:

Not applicable with regard to presentation.

COSTS AND BUDGET IMPACT - REVENUE GENERATION:

Implementing the Rosemont Primary Bike Route will require funding. There are a number of funding and grant opportunities for infrastructure that will help off-set the costs. These grants will also require a contribution by the municipality.

IMPACT ON SUSTAINABILITY OBJECTIVES AND STAFF RESOURCES:

The City of Nelson's Sustainable Strategy – Path to 2040 – has a “focus area” that relates to transportation and mobility. A central goal of this component of the Strategy is to provide for human powered transportation. Further, the City's Climate Action Plan - Nelson Next, includes as Aspiration One that “Nelson's residents and tourists conveniently navigate the city and region using the highest per capita rates of public, active or electric transportation in the country.” As part of this aspiration, Nelson Next recommends an active and public transportation infrastructure that is accessible, connected and maintained. Additionally, there are a variety of targets and goals within the City's Official Community Plan that direct action towards building infrastructure to accommodate all modes of transportation.

COMMUNICATION:

The presentation will describe the various ways that City staff will engage the public with regard to the Rosemont Primary Bike Route project.

Development Services staff have continuously updated the project page on the City's website to ensure public transparency on progression of work.

Development Services staff have been continuously involving other departments throughout the design process and will continue to do so throughout the detailed design work and construction.

OPTIONS AND ALTERNATIVES:

- That Council receives the presentation from staff

ATTACHMENTS:

1. Powerpoint presentation
2. Public Engagement Strategy

RECOMMENDATION:

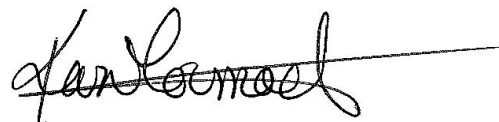
That Council receives the presentation from Development Services.

AUTHOR:



PLANNER

REVIEWED BY:



CITY MANAGER

Active Transportation Update Committee of the Whole

November 22, 2022



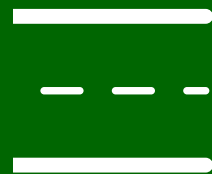
Our Mission for AT



Active modes of transportation occupy greatest mode-share by 2040



Increase air quality from reduced VKT



Distribute impacts on City infrastructure



Reduce vehicle congestion & parking pressures



Encourage a healthy, active community & residents

Provincial & Municipal Policy Support

CleanBC

- 1) Doubling the percentage of trips taken with active transportation by 2030.
- 2) Providing incentives that encourage safe active transportation for all ages and abilities.
- 3) Helping communities build integrated and accessible active transportation systems.
- 4) Working with communities to create policies and plans that enable and support complete active transportation networks.

City of Nelson

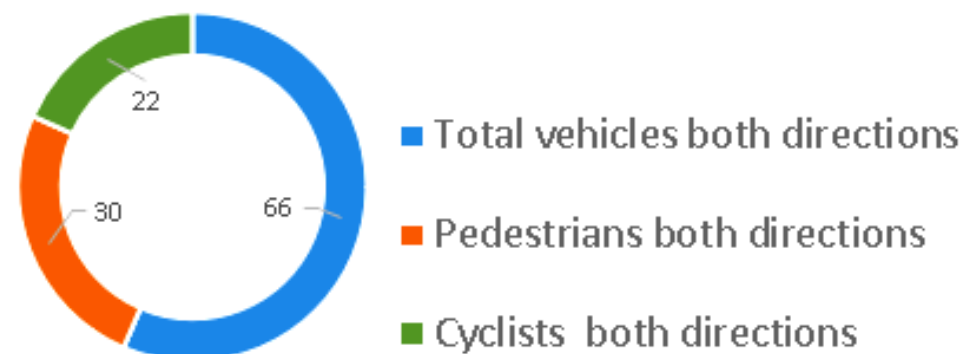
- By 2040 Active Transportation becomes the largest share of local trips (OCP)
- To promote all modes of transportation that support a reduction in greenhouse gas emissions and energy use.
- Nelson's residents and tourists conveniently navigate the city and region using the highest per capita rates of public, active or electric transportation in the country (Nelson Next)
- Invest annually in the design and construction of new walking and cycling infrastructure as set out in the City's Active Transportation Plan (Nelson Next)
- Formalize pedestrian connection on Vancouver Street (OCP)
- To ensure a safe, efficient, effective and connected community transportation network and public transit system for residents of all ages. (OCP)
- Fostering safe, unobstructed, pedestrian and cycle-friendly street environments (OCP)
- The City will consider developing direct and accessible, human-powered transportation, including the provision of all season pedestrian and cycling pathways that are well connected to transit. (OCP)



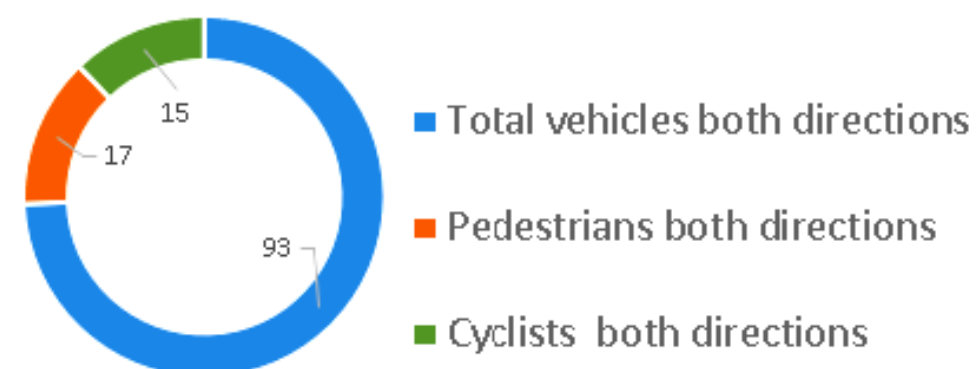
Update on Phase 1: Fairview Bikeway

- Average pedestrian flows have doubled since 2020 from 15/hr to 30/hr
- Average cyclist volumes have increased since 2020 from 15/hr to 22/hr
- Vehicle trips have decreased along the route by up to 50% (120 in 2020, 66 in 2022)
- Active mode-split has increased from 21% in 2020 to 43% in 2022

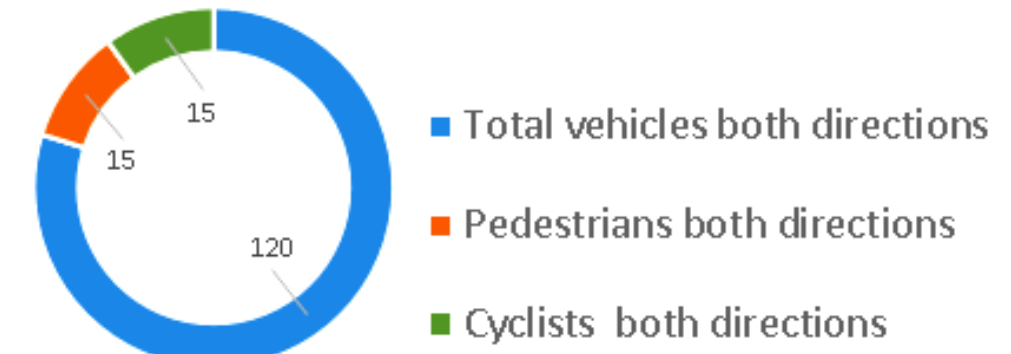
AT Mode-Split: 2022



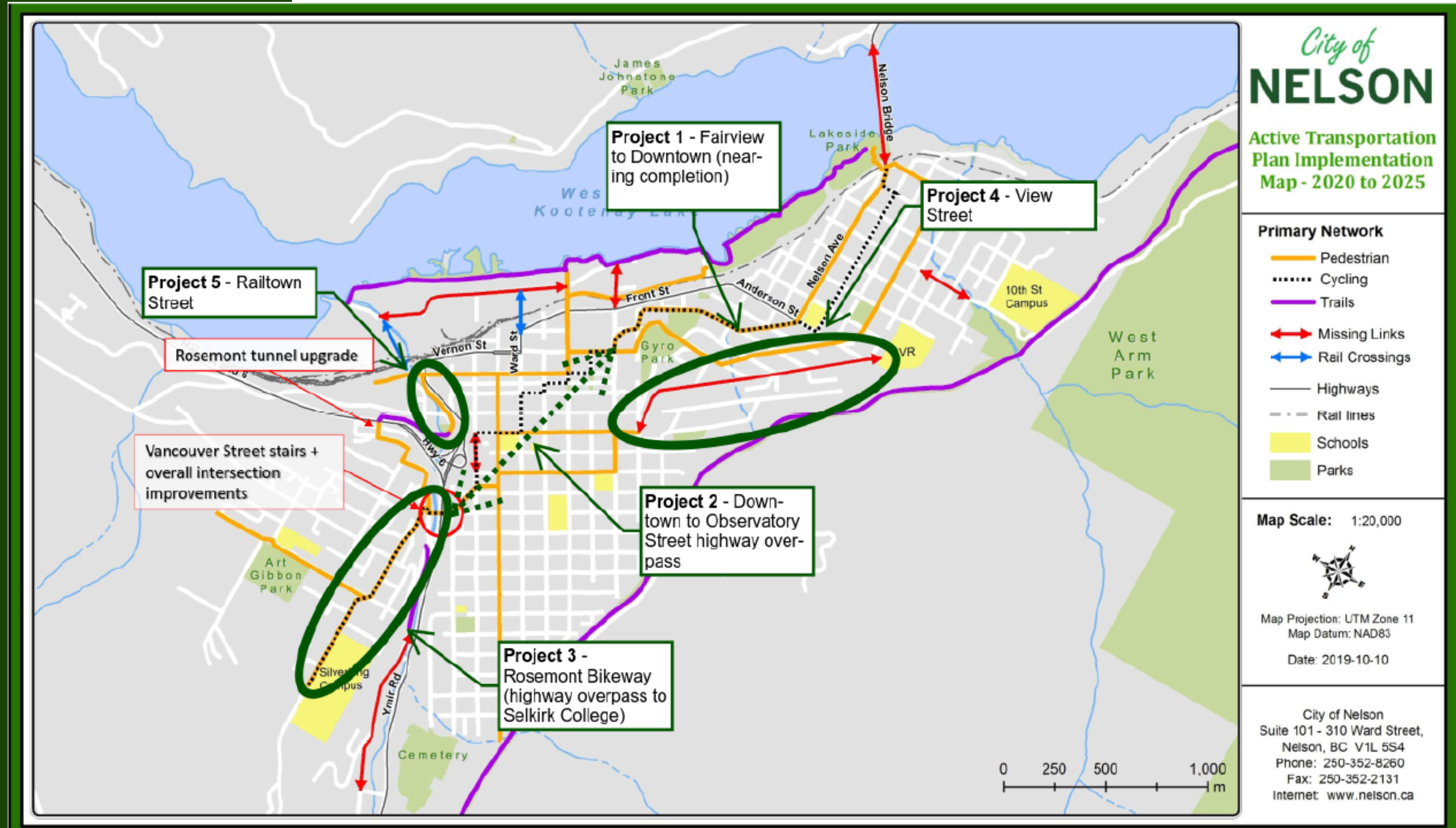
AT Mode-Split: 2021

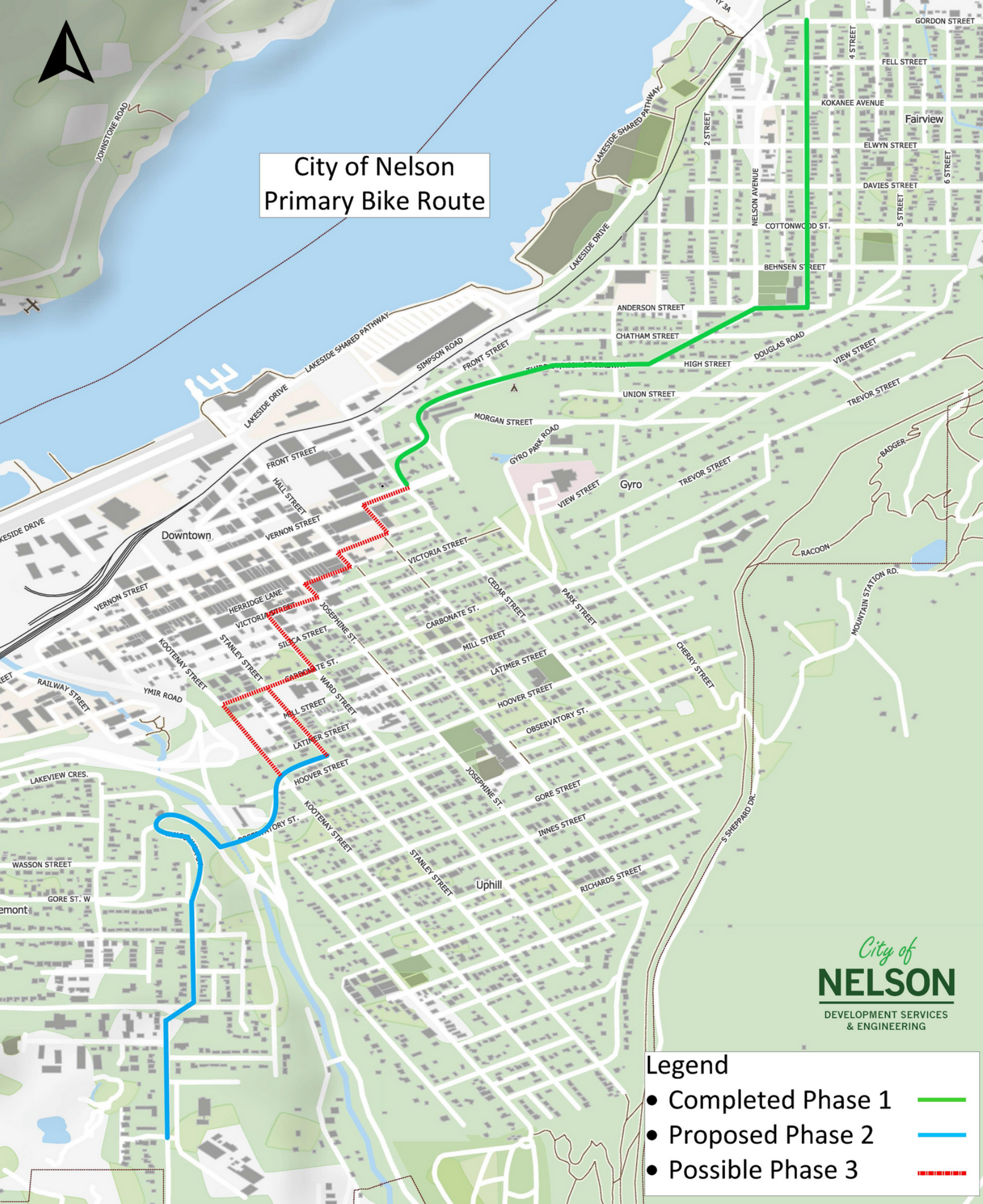


AT Mode-Split: 2020



4 New AT Projects

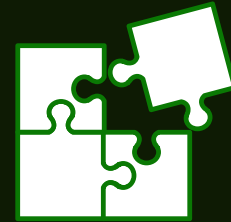




Phase 2: Rosemont Bike Route

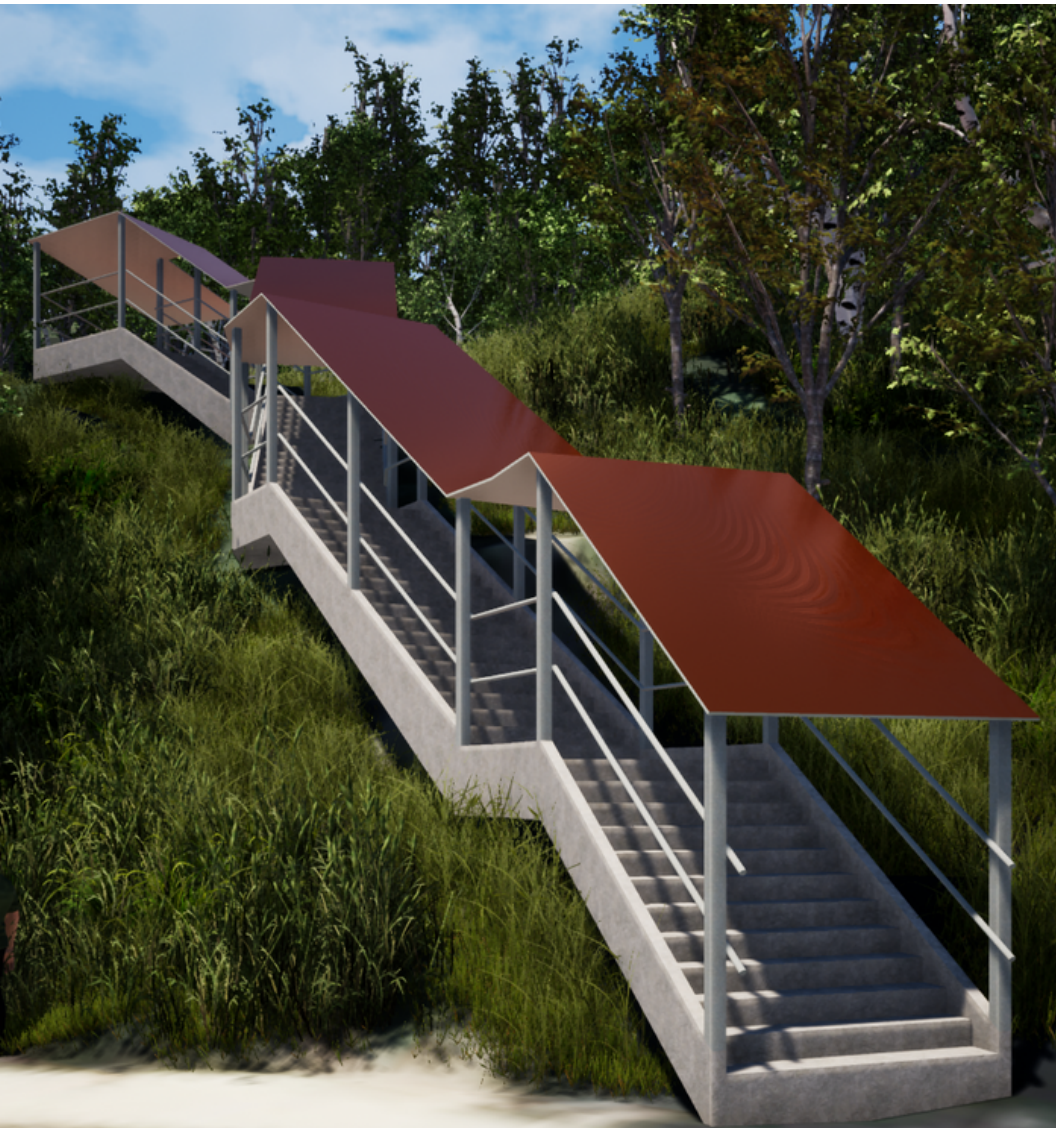
- Creating a safe, reliable transportation connection to Rosemont
- Walking, cycling, and motor vehicle traffic improvements
- Make walking & cycling an easier choice
- Intersection redesign
- Better access to Selkirk College

Conceptual Design

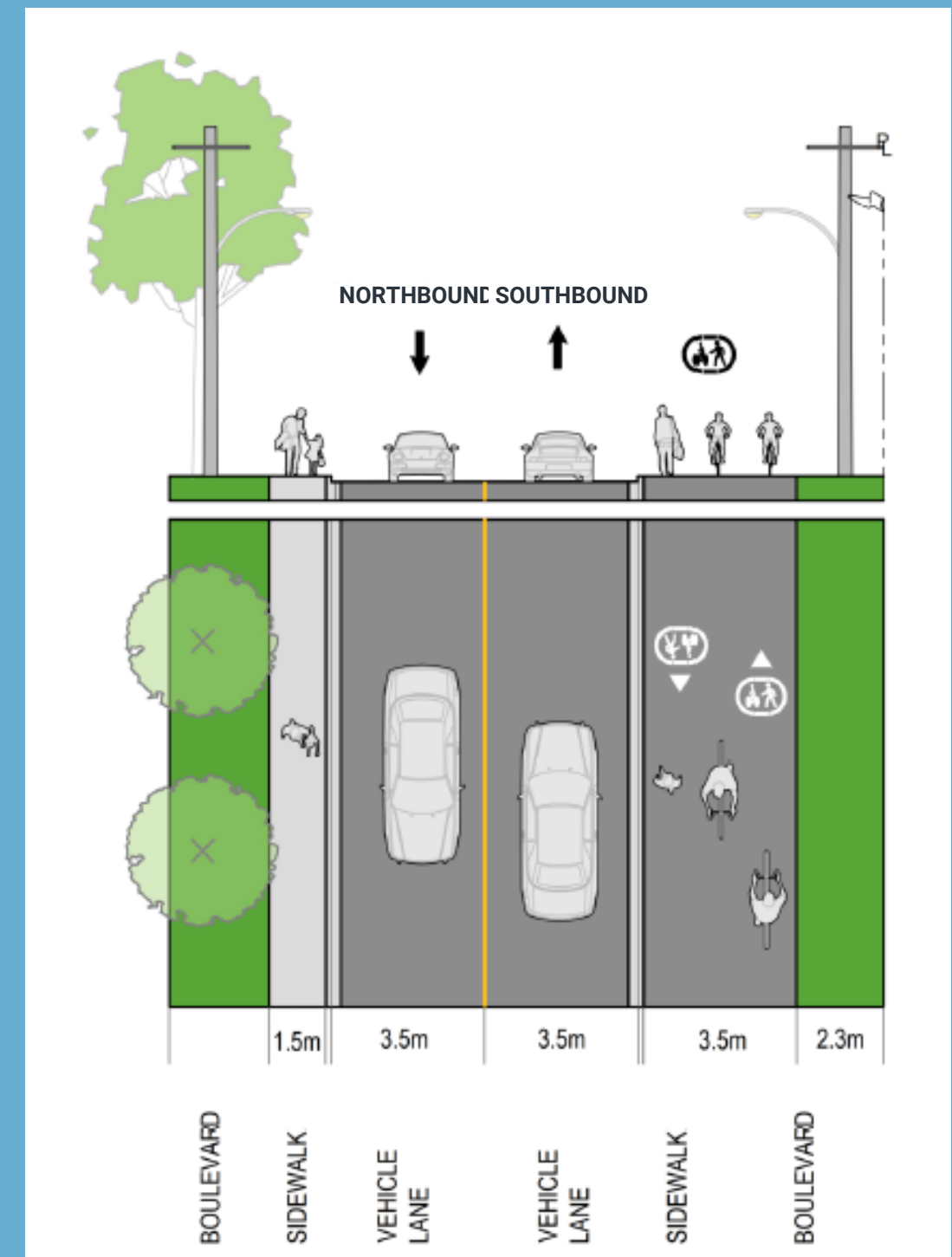
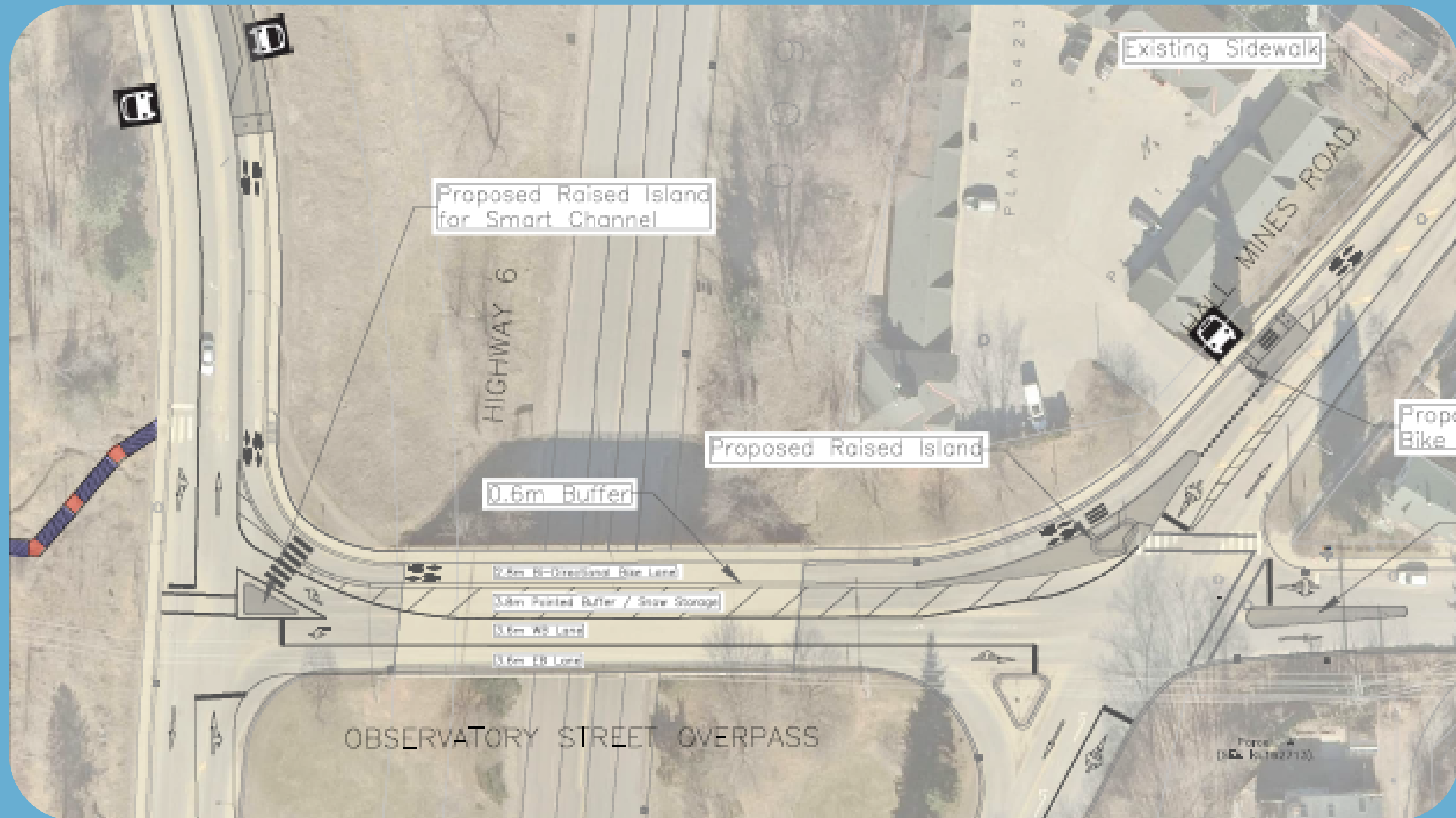


Design Elements

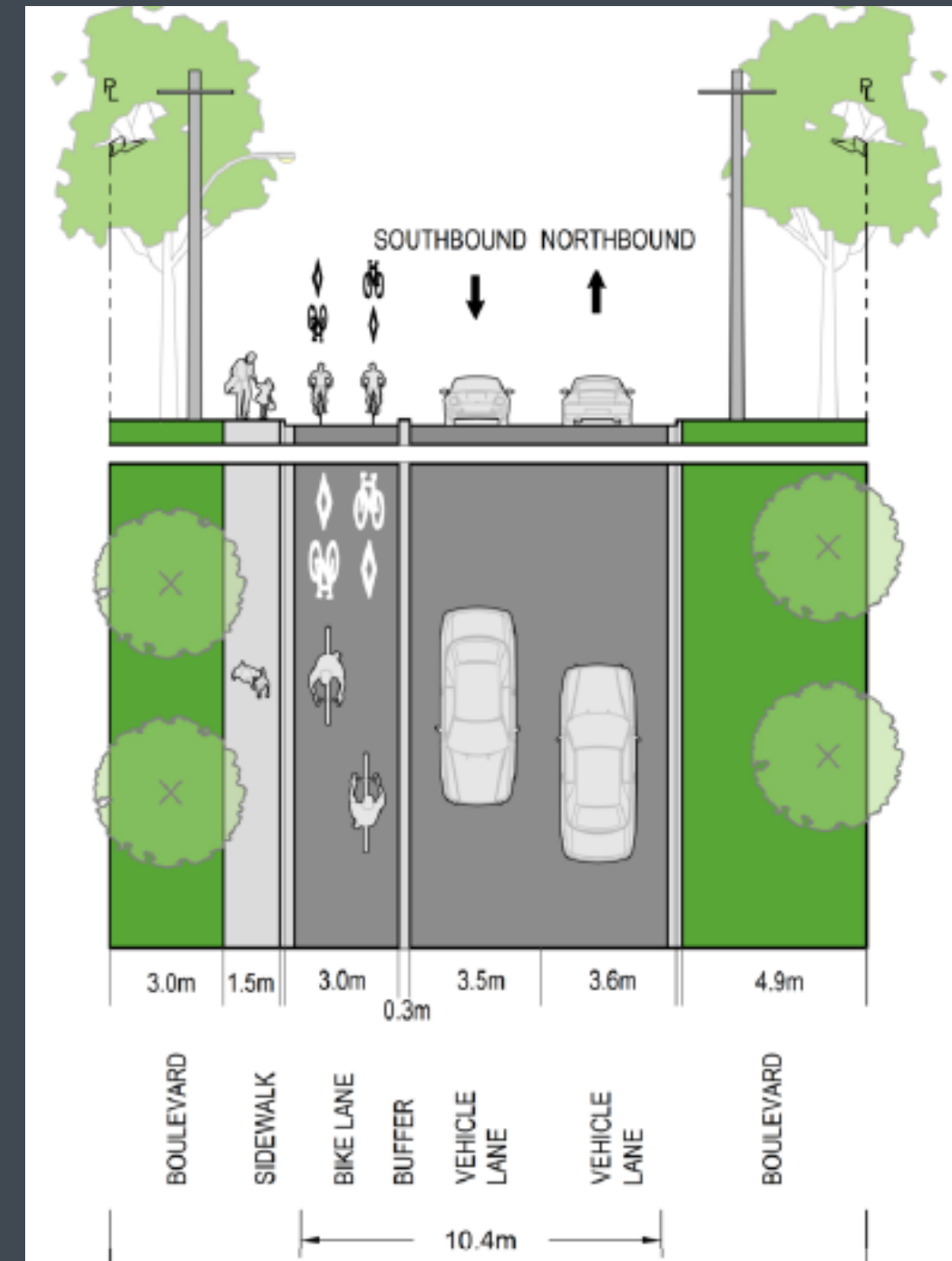
- Kootenay St. & Hall Mines Rd. -- Observatory Overpass
-- Vancouver St. -- Silver King Rd.
- Floating Bus Stop
- Redesign Hall Mines Rd. & Observatory St.
- Redesign Observatory St. & Vancouver St.
- Separated multi-use path/painted bike lane
- AAA Facilities
- Redesign Silver King Rd. & West Richards St.
- Rosemont Stairs



Conceptual Design



Conceptual Design



ROSEMONT BIKE ROUTE PROJECT TIMELINE



- Safe, convenient sidewalk connections to access downtown via walking over driving
- The gradient and steepness of the route is a concern and should be minimized
- Visibility maximized at intersections to reduce intermodal conflict (especially Observatory & Hall Mines, more control)
- Safety and comfort for cyclists through physical separation, high visibility, clear signage, and strict adherence to rules of the road
- High accessibility for all levels of bike riders but also wheelchairs, strollers, mobility devices, etc.
- Snow clearing and winter maintenance are crucial. Residents choose driving when the routes are unsafe
- Walking and cycling to be made easier than driving and parking
- A revitalized connection between Rosemont and Railtown via the tunnel


Continuing Public Engagement

◆ Conceptual Designs are complete - public engagement for detailed design

Rosemont Primary Bike Route

Public Engagement Strategy

January 2022



City of
NELSON

DEVELOPMENT SERVICES
& ENGINEERING

Decision Statement

A statement that outlines the key goal of the project, motive for the engagement process, and includes an invitation for the public to participate.

How can we, as a community, revitalize the transportation corridor between Uphill and Rosemont, a core connection in the Nelson Active Transportation Plan, by creating safe pedestrian and cycling options while increasing the efficiency of all traffic and meeting the goals of Nelson's guiding policy documents.

IAP2 Participation Spectrum Level

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Rationale: Involve was selected as the participation level as it will maximize the potential input and influence of the public while ensuring that final decision-making remains with the correct groups and respects the timeframes of the project. This level of engagement will be exercised through the techniques and tools outlined on the following page.

Why is Public Engagement Done?

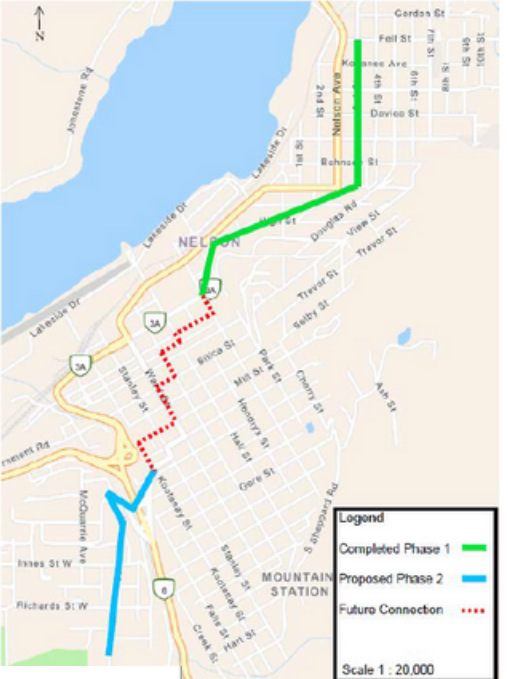
Public engagement, participation, or consultation is a crucial step in the conceptualization, design, and implementation of impactful projects in cities. When done correctly it is beneficial to all parties involved. The community leaves with an understanding of the project and the satisfaction of having their educated opinions incorporated into the project. The City leaves with greater insight into the community's needs and aspirations for the project. The City of Nelson strives to connect with the community to accurately reflect the feedback of residents in project design and decision-making. Gathering and incorporating feedback on previous projects and on the conceptual designs for the new Rosemont Bike Route will produce the safest, most user-friendly result. This gives key stakeholders a chance to provide Staff with potential ideas, concerns, and critiques of project design.

What is Active Transportation?

The City is investing in its transportation network and part of this work includes creating active transportation connections throughout the City. This includes building a network of safe, user-friendly pedestrian and cycling pathways to make it easier for people to walk and cycle to their destinations. This encourages an active lifestyle, reduces the dependency on personal automobiles, eases traffic volumes, and reduces transportation-related CO2 emissions. Additionally, "Focus on electric mobility and active transportation" is a key priority in the City's Climate Plan Nelson Next. This project also aligns with goals in the City's Official Community Plan.

Project Area


The project area consists of the blue Proposed #2 line connecting the neighbourhoods of mont and Uphill via the Observatory Pass and Vancouver Street.



Engagement Techniques

ThoughtExchange	Provides preliminary feedback from the public on previous active transportation work	✓
Interdepartmental Consultation	Gains feedback, alignment, and support from other City departments	✓
Website Updates	Refresh AT section of website to include current project updates	
Mail-outs	To property owners adjacent to route. Will include a map of the proposed route, an invitation to participate in engagement, and workshop details	
Signage	On route along Vancouver, on site at Silver King Campus, and downtown. Include title of project, contact info, and a link to participate in the process	
Newspaper Notification	Take out page in Nelson Star with update on project proposal, route map, engagement details, and contact info	
Social Media	Posts on the City's facebook and Instagram of potential route designs, signage, engagement sessions, contact info, etc	
Small Workshops / Drop-in Sessions	Nightly (~5) workshops with presentation on the route and then have a free-flowing conversation with attendees. Potential to use NIC space (attendees book slots). Survey link distributed.	

ROSEMONT BIKE ROUTE PROJECT TIMELINE



Key Stakeholders

Rationale: These stakeholders have an important connection to the project and incorporating their feedback will be a top priority of the engagement process. Staff will strive to connect with each of these groups during the process and update them as the project progresses.

Staff understand that project context extends beyond the local knowledge of City employees and consulting with these groups provides important insight on the feasibility of the project and the impact it will have on the community.

Residents Adjacent to Route	Rosemont Residents	Salkirk College Employees & Students
City Departments & Council	Sniy, Sylix, and Ktunaxa communities	BC Transit
Local Business Owners	Local Physicians and Doctors	Advocacy Groups

Communication

Key Messages: The most important points to be communicated to the public through this engagement process.

- The goal of revitalizing transportation corridors in the City is to increase the efficiency and safety of all modes of transportation.
- Offering more transportation options to residents encourages a change in mode choice towards a healthier, more active community.

Monitoring

Techniques and effectiveness of the engagement is monitored and assessed.

- A clear definition of the project goals and the role of the public in the process
- The public are satisfied with their understanding of the project and understand how their feedback will influence the outcome
- The process is accessible and caters to a variety of schedules, ages, backgrounds, and social and technological abilities
- Communication is clear, simple, and easy to understand
- Staff acquire productive, relevant feedback to shape the project to better suit the community's needs
- Number of people who attended workshops
- Number of people who provided online feedback
- Number of stakeholder groups reached
- How satisfied were participants with engagement techniques used?
- SurveyMonkey link distributed post-workshop
- Casual discussions on satisfaction level during workshops
- Monitoring results will be summarized and included in grant funding applications
- Monitoring results will be used to educate future public engagement plans

Additional Resources & Social Media

- [City of Nelson Facebook](#)
- [City of Nelson Instagram](#)
- [City of Nelson Website](#)
- [Nelson Active Transportation Plan](#)
- [Climate Work & Nelson Next](#)

Budget Implications

- Applied for Federal cost-sharing grant - submitted August 2022
- Cost shares up to 60%
- Total estimate for infrastructure (45% contingency): \$1,368,986

Improvement Roadway Length (m)	Rosemont Bikeway - Tower Road to Observatory Street 1200			
Description of Work	Unit of Measure	Unit Price	Quantity	Extended Amount
Ex Concrete (Sidewalk/Median Island) Removal	m2	40	280	11200
Ex Asphalt Removal	m2	40	1730	69200
Ex Curb Removal	m	35	680	23800
Subgrade Preparation	m2	5	2275	11375
Excavation and Disposal Allowance	l.s.	5000	1	5000
Raised Concrete Pathway/Median Island	m2	150	590	88500
Raised Asphalt Pathway	m2	100	1685	168500
Curb and Gutter	m	220	765	168300
Pavement Markings Allowance	m	60	1200	72000
Signage Allowance	m	50	1200	60000
Flexible Delineator Posts	ea.	150	250	37500
Utilities Relocation Allowance	l.s.	50000	1	50000
Drainage Allowance	l.s.	45000	1	45000
SUBTOTAL COST ESTIMATE				689800
Contingency and Design Engineering Costs	0.45			310410
TOTAL CONSTRUCTION COST ESTIMATE				1010000

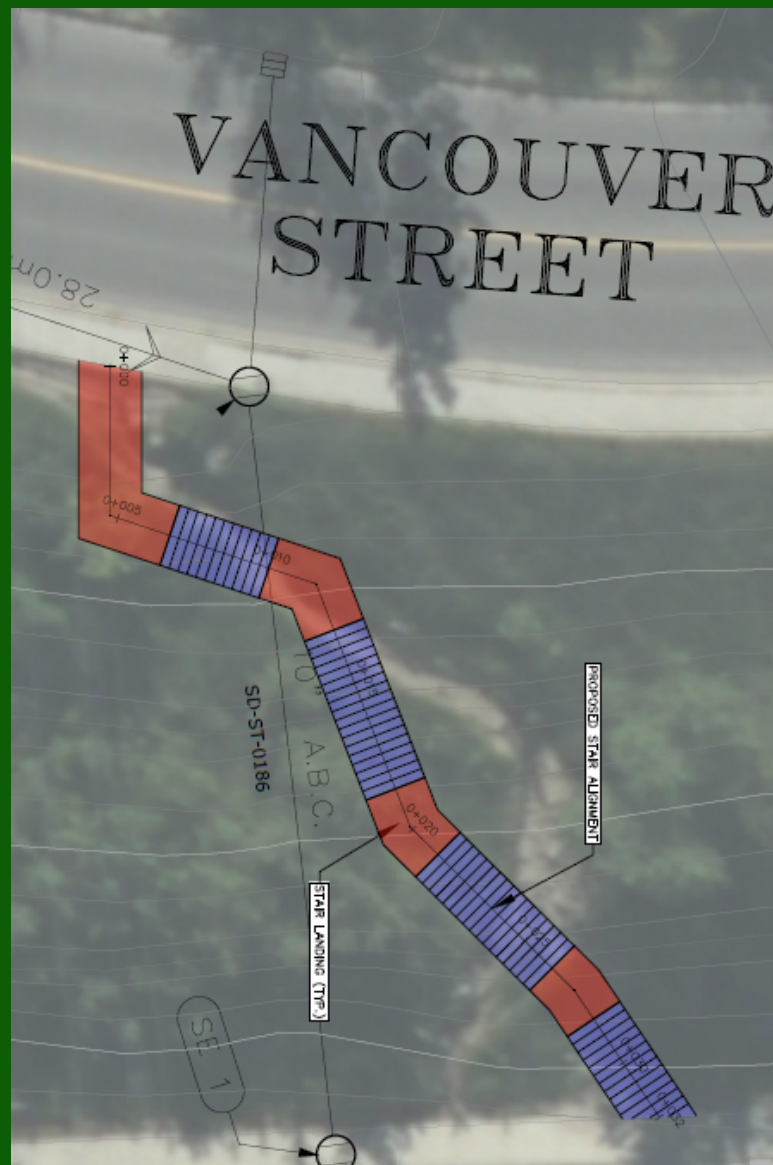
Improvement Roadway Length (m)	Observatory Street - Vancouver Street to Hall Mines Road 100			
Description of Work	Unit of Measure	Unit Price	Quantity	Extended Amount
Pavement Markings Allowance	m	60	100	6000
Signage Allowance	m	50	100	5000
Bullnose Barriers	ea.	400	2	800
Concrete Transition Barriers	ea.	500	2	1000
Concrete Roadside Barriers	m	200	67	13400
SUBTOTAL COST ESTIMATE				26200

Description of Work	Unit of Measure	Unit Price	Quantity	Extended Amount
Contingency and Design Engineering Costs	0.45			11790
TOTAL CONSTRUCTION COST ESTIMATE				40000

Improvement Roadway Length (m)	Hall Mines Road - Observatory Street to Kootenay Street 175			
Description of Work	Unit of Measure	Unit Price	Quantity	Extended Amount
Ex Concrete (Sidewalk/Median Island) Removal	m2	40	16	640
Ex Curb Removal	m	35	150	5250
Ex Asphalt Removal	m2	40	790	31600
Subgrade Preparation	m2	5	785	3925
Excavation and Disposal Allowance	l.s.	5000	1	5000
Raised Concrete Pathway/Median Island	m2	150	295	44250
Full Pavement Structure	m2	125	95	11875
Raised Asphalt Pathway	m2	100	45	4500
Sod	m2	20	445	8900
Curb and Gutter	m	220	315	69300
Pavement Markings Allowance	m	60	175	10500
Signage Allowance	m	50	175	8750
Flexible Delineator Posts	ea.	150	30	4500
Green Paint	m2	80	100	8000
Drainage Allowance	l.s.	3000	1	3000
SUBTOTAL COST ESTIMATE				219990
Contingency and Design Engineering Costs	45%			98995.5
TOTAL CONSTRUCTION COST ESTIMATE				318986

Budget Implications (Including Rosemont Stairs)

- Applied for Federal cost-sharing grant - submitted August 2022
- Cost shares up to 60%
- Total estimate for infrastructure (45% contingency): \$1,824,686



Improvement Vancouver Street Stairs					
Roadway Segment	Roadway Length				
CVRIS Cost Estimate Section	Signage and Pavement Markings	Description of Work	Unit of Measure	Unit Price	Quantity
					Extended Amount
		Signs	lump	\$ 2,000	1 \$ 2,000
	Roadworks	Site Preparation (localized compaction)	lump	\$ 15,000	1 \$ 15,000
		Cast-in-Place Reinforced Concrete Stairs	riser m	\$ 6,000	15 \$ 90,000
		Fabricated Metal Railing and Cover	m	\$ 3,000	40 \$ 120,000
	Utilities	Lighting Allowance	lump	\$ 50,000	1 \$ 50,000
	Removals	Tree Removal	lump	\$ 5,000	1 \$ 5,000
		Import Fill	lump	\$ 10,000	1 \$ 10,000
		Excavation	lump	\$ 2,000	1 \$ 2,000
		SUBTOTAL COST ESTIMATE			\$ 294,000
		Contingency	40%		117,600
		Engineering and Project Management	15%		44,100
		Total Project Cost			\$ 455,700

Next Steps

**Tender out for
detailed design**

**Alter designs to
accommodate
feedback**

**Begin designing
public
engagement
events**

**Collect &
analyze public
feedback**

**Present final
designs for
Council approval**

ACTIVE TRANSPORTATION PLAN City of NELSON

Let's get active!

This document is a review of the original 2010 Active Transportation Plan (ATP) with the goal to offer an active transportation network that provides interconnectivity between neighbourhoods, the downtown and key amenities.

What is Active Transportation?

Active transportation (AT) refers to all human-powered forms of travel, such as walking, cycling, rolling a wheelchair and more. The purpose of the **Active Transportation Plan** (ATP) is to provide a vision to guide the development, promotion and implementation of safe, attractive and convenient active transportation choices in Nelson.

Why Active Transportation?

- AT benefits all ages and improves social connections
- AT improves air quality and reduces green house gas emissions (GHGs)
- AT infrastructure is low cost and can enhance our community's economy
- AT improves the health, vibrancy and livability of our community

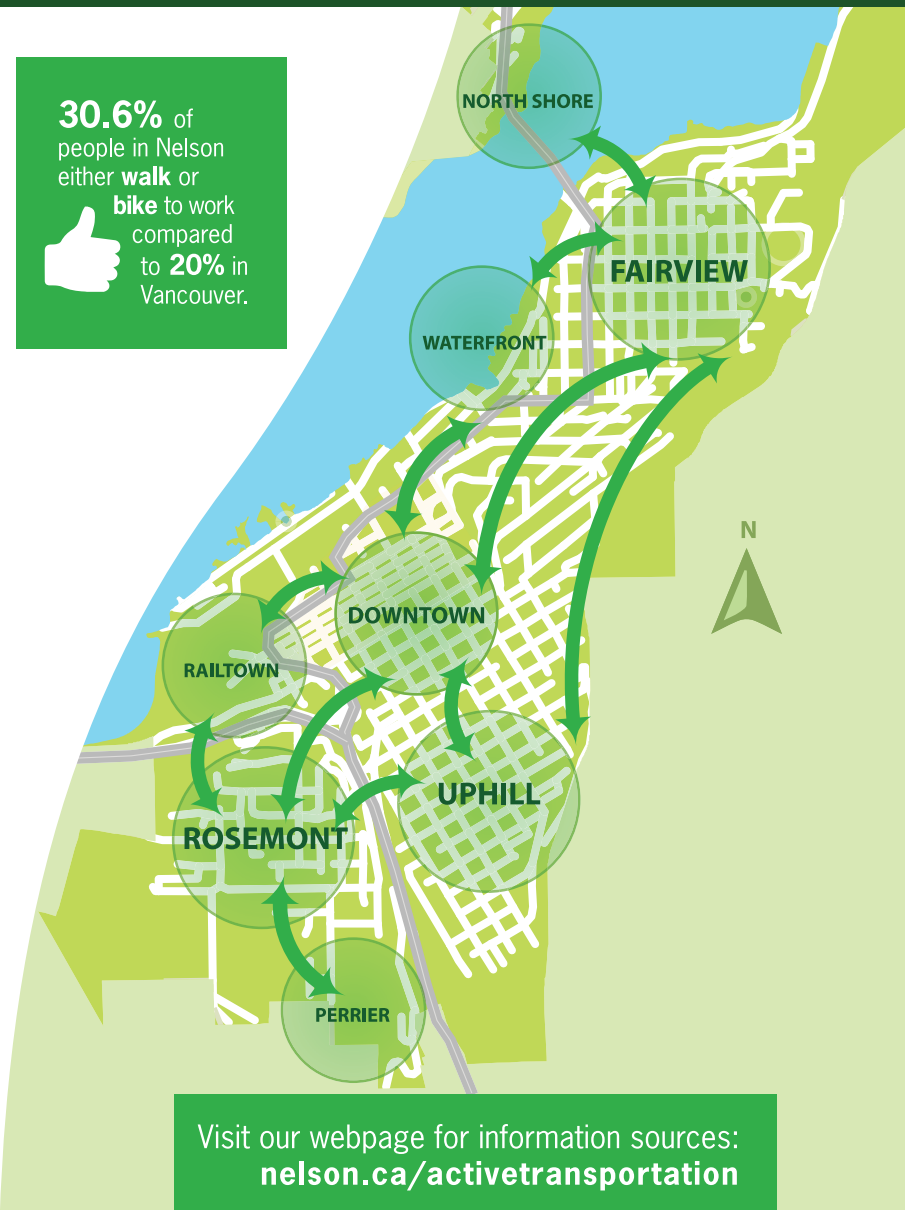
Walking, cycling and rolling reduces your individual GHG emissions.

How will an ATP make a difference?

- By creating a priority strategy focused on short-term realistic actions;
- By leveraging grant funding and partnership opportunities to increase and renew AT infrastructure;
- By ensuring that all infrastructure projects, including maintenance of existing infrastructure, will include an active transportation lens; and
- By measuring and tracking the progress and success of active transportation.

Help contribute to active transportation by keeping your sidewalk clean of debris, landscaping and snow.

30.6% of people in Nelson either **walk** or **bike** to work compared to **20%** in Vancouver.



Active Transportation Plan Review Implementation Plan – 2020 to 2025

How the table works:

ACTIONS - Identified “leads” are responsible for determining the scope of work required to complete specific action items. The table is meant to be general because each action item will require a detailed analysis. Depending on the nature of the project, staff may rely on expert consultants as well as engaging the community prior to completing a project. Other action items that are not listed in the table may arise and will be reviewed based on their merits and how they contribute to the overall effort of increasing Active Transportation in our community. Ultimately, this is a living document. As we evolve through the implementation of the Plan, things will likely change. The [Active Transportation Staff Working Group](#) will be responsible for moving action items to real projects.

TIMEFRAME - The review of the AT Plan is meant to provide Council with a strategy for the next 5 years. After that timeframe, the AT Plan will require another review. For this reason, most actions items are identified as “short” which are meant to be initiated or completed “within 5 years”. Some items have been identified as “immediate” as they are required to officially launch the implementation of the AT Plan. Other actions are identified as “ongoing” which means that they will be implemented on an ongoing basis as part of the day to day business.

Most of all, this plan is to be opportunistic. This means that priorities may be shifted based on opportunities that may arise such as funding, major infrastructure investments and community needs.

METHOD OF IMPLEMENTATION -This column identifies how each action will be implemented: as a capital project, through ongoing operations and maintenance, or as a policy or programming initiative.

GRANT OPPORTUNITIES - The implementation of this plan will be strongly reliant on grant/funding opportunities. Key sources of funding or grants are identified in this category. However, there may be changes to funding programs and therefore this section will likely change.

RESPONSIBILITY - This column suggests the primary and secondary responsibility for each action. Many actions are the primary responsibility of the City of Nelson (including Development Services and Public Works), while other actions may be led by external agencies, such as community groups, or the private sector.

ACTIVE TRANSPORTATION PLAN REVIEW
IMPLEMENTATION PLAN – 2020 TO 2025

ACTIONS	TIMEFRAME	METHOD OF IMPLEMENTATION			GRANT OPPORTUNITIES	RESPONSIBILITY*		STATUS
		CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING	Potential Funding Partners	LEAD	SECONDARY	
EXPAND AND ENHANCE THE ACTIVE TRANSPORTATION NETWORK								
Identify the primary Active Transportation pedestrian routes	Immediate (2019)			✓	n/a	DS	PW	
Identify the primary Active Transportation cycling routes	Immediate (2019)			✓	n/a	DS	PW	
Review + Implement Sidewalk and Street Clearing Policy to ensure it aligns with the AT network	Immediate (2019)		✓	✓	n/a	PW	DS	
Launch infrastructure improvement and maintenance program prioritising the primary AT networks	Short	✓	✓		Active Transportation Infrastructure Funding (BC Gov)	DS	<ul style="list-style-type: none">• PW• Finance	
Complete key missing segments of the overall Active Transportation Network	Ongoing (refer to map)	✓			<ul style="list-style-type: none">• Active Transportation Infrastructure Funding (BC Gov)• Green Municipal Fund (FCM)	DS	<ul style="list-style-type: none">• PW• Finance	
Explore options for new AT facilities with road improvements and other major infrastructure projects	Ongoing	✓		✓	<ul style="list-style-type: none">• Active Transportation Infrastructure Funding (BC Gov)• Green Municipal Fund (FCM)	PW	DS	
Work with the schools to develop an Active and Safe Routes to School program	Short			✓	<ul style="list-style-type: none">• Active Transportation Infrastructure Funding (BC Gov)• Hub for Active School Travel (HASTe) – (online resource)	<ul style="list-style-type: none">• DS• SD8• Serlkirk College	<ul style="list-style-type: none">• PW• NPD	
Consider adding public art within the AT network	Ongoing			✓	Columbia Basin Trust	<ul style="list-style-type: none">• Nelson District Art Council / CDC	DS	
Initiate discussion with CP Rail for additional Crossings	Short			✓	Active Transportation Infrastructure Funding (BC Gov)	DS	PW	
IMPROVE WAYFINDING, SIGNAGE AND TRIP PLANNING								
Develop a signage master plan and technology for active transportation	Short			✓	Active Transportation Infrastructure Funding (BC Gov)	DS	PW	
IMPROVE EDUCATION AND AWARENESS								
Education campaign sidewalk cleaning responsibilities	Ongoing			✓	n/a	Coms	PW	
Partner with local cycling group to develop education and skills training programs for safe cycling in the community	Short			✓	Columbia Basin Trust	West Kootenay Cycling Coalition	<ul style="list-style-type: none">• NPD• Coms	

DS = Development Services / PW = Public Works / NPD = Nelson Police Department / Coms = Communications / CC = Chambers of Commerce

ACTIVE TRANSPORTATION PLAN REVIEW
IMPLEMENTATION PLAN – 2020 TO 2025

ACTIONS	TIMEFRAME	METHOD OF IMPLEMENTATION			GRANT OPPORTUNITIES	RESPONSIBILITY*		STATUS
		CAPITAL	OPERATIONS + MAINTENANCE	POLICY + PROGRAMMING		LEAD	SECONDARY	
Develop an annual AT to work day	Short			✓	n/a	Coms	DS	
IMPROVE SAFETY AND TRAFFIC CALMING								
Review Traffic Bylaw to ensure consistency with Active Transportation	Immediate			✓	n/a	NPD	<ul style="list-style-type: none"> PW DS 	
Consider reducing speed limits along the AT network	Short			✓	n/a	PW	NPD	
Traffic Calming Infrastructure	Ongoing	✓			Active Transportation Infrastructure Funding (BC Gov)	DS	<ul style="list-style-type: none"> PW NPD 	
PROVIDE MORE BICYCLE PARKING AND OTHER END-OF-TRIP FACILITIES								
Increase short and long term bicycle parking in the downtown	Short	✓			Active Transportation Infrastructure Funding (BC Gov)	DS	<ul style="list-style-type: none"> PW CC 	
Add bicycle parking in park and ride lots	Short	✓			Active Transportation Infrastructure Funding (BC Gov)	DS	PW	
Consider adding bicycle parking at key transit stops	Short	✓			Active Transportation Infrastructure Funding (BC Gov)	DS	Transit	
Develop a partnership with the business community to design and provide short-term bicycle parking	Short			✓	Columbia Basin Trust	DS	CC	
MONITORING ACTIVE TRANSPORTATION TRIPS, INVESTMENTS AND INITIATIVES								
Create webpage with interactive map to allow residents to provide feedback on Active Transportation	Immediate (2019)			✓	n/a	Coms	DS	
Formalise an Active Transportation Staff Working Group	Immediate (2019)			✓	n/a	DS	<ul style="list-style-type: none"> PW Finance NPD 	
Explore the opportunity to redirect / increase portion of parking revenue towards Active Transportation	Short	✓	✓	✓	n/a	Finance	DS	
Yearly report to Council on AT plan progress	Ongoing			✓	n/a	AT Working Group	-	
Gather AT User Data and Gaps analysis	Short		✓		Green Municipal Fund (FCM)	DS	PW	
Active Transportation Plan Review	2025			✓	n/a	AT Working Group	Community Members	

DS = Development Services / PW = Public Works / NPD = Nelson Police Department / Coms = Communications / CC = Chambers of Commerce

City of NELSON

Active Transportation Plan Implementation Map - 2020 to 2025

Primary Network

- Pedestrian
- - - Cycling
- Trails
- ↔ Missing Links
- ↔ Rail Crossings
- Highways
- - - Rail lines
- Schools
- Parks

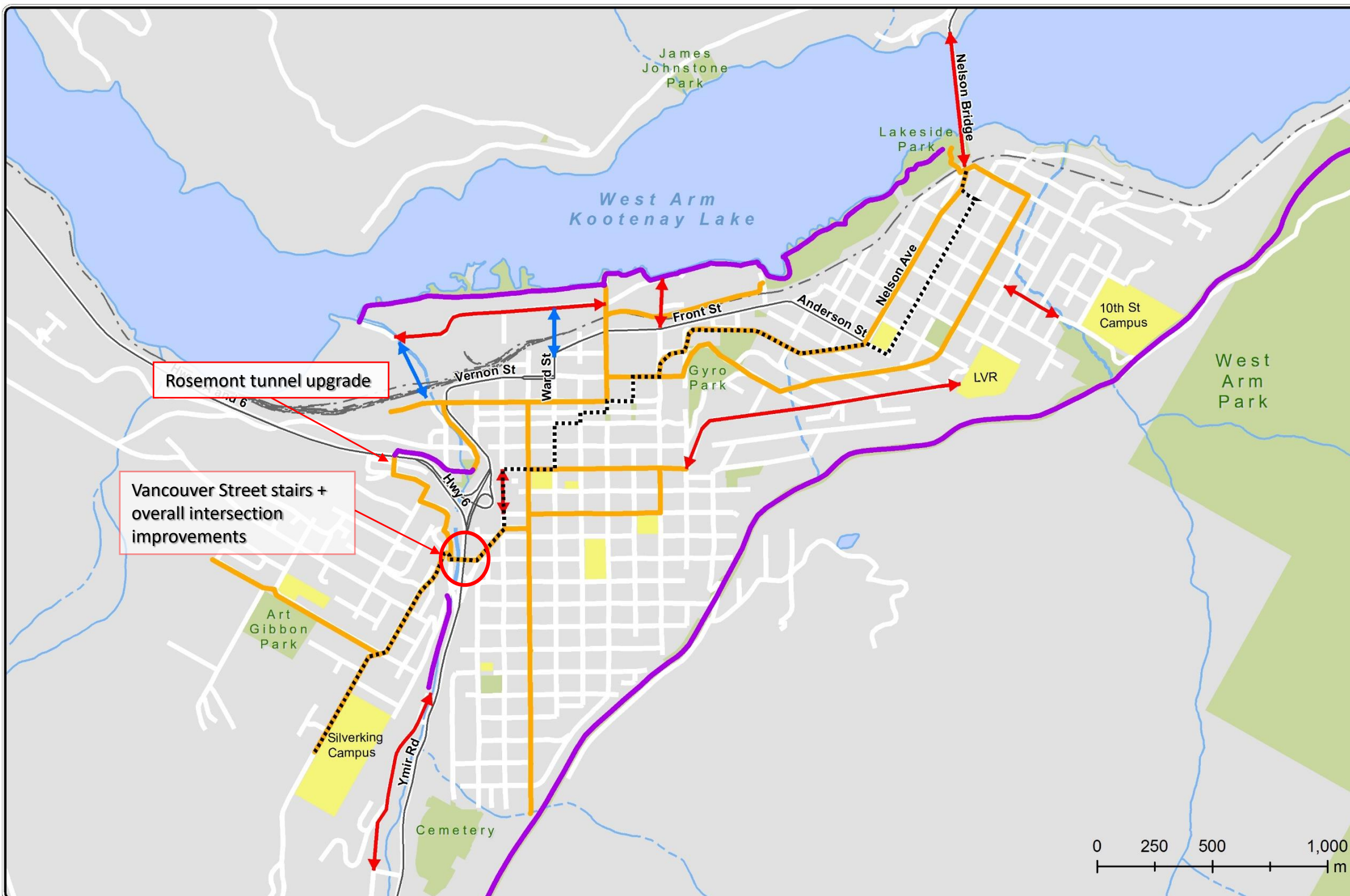
Map Scale: 1:20,000



Map Projection: UTM Zone 11
Map Datum: NAD83

Date: 2019-10-10

City of Nelson
Suite 101 - 310 Ward Street,
Nelson, BC V1L 5S4
Phone: 250-352-8260
Fax: 250-352-2131
Internet: www.nelson.ca



0 250 500 1,000
m