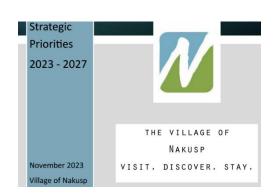
APPENDIX C: Distillation of Previous Nakusp and Area Community Plans

Aug.15/24

Purpose of this document is to collate relevant sections of existing community plans that will guide the development of the Active Transportation Network Plan. The following plans were reviewed:

- 1. Strategic Priorities, 2023-2027, Village of Nakusp, November 2023
- 2. Nakusp Official Community Plan, February 2021
- 3. Nakusp Signage and Wayfinding Plan, NADB, September 29, 2023
- 4. Nakusp Active Transportation Plan, July 2024
- 5. Nakusp & Arrow Lakes Trails Master Plan, July 2017
- 6. Regional District Central Kootenay Strategic Community Energy and Emissions Plan, 2016

Nakusp Strategic Priorities, 2023-2027, Village of Nakusp





To enhance Nakusp as an attractive place to live and a visitor destination.

Offer recreation services in a cost-effective manner that meets our community's needs.

Encourage sustainable growth and development that is financially and ecologically prudent.

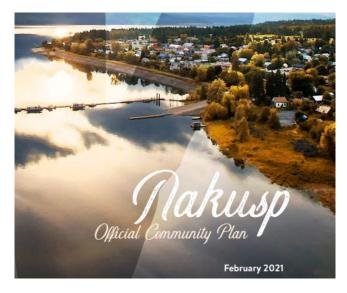
Continue to plan and develop the Village's trail network to improve the active mobility of residents and visitors alike by connecting our community through nonmotorized means.

Develop ways to help increase housing options with a focus on the missing middle.

Encourage diversification of local employment options.

Develop conditions for residents to live in a safe, clean and equitable community.





Nakusp Official Community Plan, February 2021



Nakusp Official Community Plan (cont.)

Policies

- 4.7.1 The priority for lands dedicated as parks and public open space at the time of subdivision shall be for the creation of trailheads, trails, and multi-use paths.
- 4.7.2 The payment of cash in lieu of the dedication of up to 5% of lands being subdivided shall be at the discretion of the Village.
- 4.7.3 The implementation of a complete formalized network of local and regional trails connecting the Village Core and the Nakusp Recreation Park to Mt. Abriel, to the Nakusp Hot Springs, to the Rail Trail and to rural communities south of Nakusp along Highway 6, that respects the environmental sensitivity of the area, shall be pursued as generally shown on Map 2.0: Trails and Mobility.
- 4.7.4 The implementation of a complete formalized network of pedestrian and cycle paths connecting the Village Core and the Nakusp Recreation Park to Broadway Street, schools, and to the 13 Avenue NW waterfront area, that respects the environmental sensitivity of the area, shall be pursued as generally shown on Map 2.0: Trails and Mobility.

- 4.7.5 Prioritize the safety, repair, and upgrading of established multi-modal trails and pathways to promote connectivity and the ongoing use of the active transportation network.
- 4.7.6 Naturalized parks and play structures in all outdoor development are encouraged to symbolize the Village's important relationship and integration with its beautiful natural setting.
- 4.7.7 All new parks and play structures shall be universally accessible and renovations to established parks and play structures shall incorporate universal access design.
- 4.7.8 Investigate the implementation of multi-use trails that may be used by motorized vehicles such as ATVs, golf carts, electric scooters and bikes, and snowmobiles.
- 4.7.9 Any pathways or trails crossing ALR lands will require approval by the ALC.



Nakusp Official Community Plan (cont.)



Policies

organizations.

- 6.5 The Village shall prioritize and support new developments that promote walkability and connectivity between areas of the Village that contain open space, recreational facilities and land designated as institutional, commercial or residential.
- 6.6 Invest in growing and improving pedestrian and cycling infrastructure, including sidewalks, bike lanes and trails, to support multi-modal connectivity and safety across the community and reduce reliance on automobiles.

Nakusp Official Community Plan (cont.)

7.1 2030 Implementation Targets

- 7.1.1 The Village has streamlined and updated the Zoning Bylaw to align with the OCP.
- 7.1.2 The Village has developed and adopted a Servicing Master Plan that has clearly identified all aspects of management, expansion, and funding costs of the Village water, sewer, and stormwater systems
- 7.1.3 The Village has developed and adopted a Transportation Master Plan that assesses the current state of the Village's transportation network and informs future growth strategies.
- 7.1.10 The Village has implemented at least 50% of the new aspects of the Trails & Mobility plan.

7.3 Strategic Implementation

The following matrix lists planning and capital infrastructure projects that will help the Village of Nakusp meet the measures and objectives of this OCP:

Planning Projects

7.3.4 Develop a Transportation
Master Plan

A Transportation Master Plan should assess the current state of the transportation network and help inform future growth strategies, including the expansion of the Village boundaries. The Transportation Master Plan shall emphasize the importance of non-motorized and active transportation options within the Village core and trail connections to key locations outside the Village core.

Capital Infrastructure Projects

7.3.23 Construct proposed active transportation connections as per the Trails and Mobility Plan within this OCP The goal of this project is to implement the OCP Trails & Mobility plan and the Nakusp & Arrow Lakes Trails Master Plan (including project surveying, construction, engineering, public realm enhancements, etc)

LONG

Nakusp Signage and Wayfinding Plan

Prepared for The Village of Nakusp and Nakusp and Area Development Board

September 29, 2023



SIGN DESIGN

We aimed to create signage that complements the character of Nakusp and area.

Each sign type was designed considering factors like viewing distance, speed, and the amount of information needed. Consideration was also given to the diverse modes of transportation used in Nakusp - from pedestrians and cyclists, to vehicles.

Recognizing that wayfinding decisions are often made on the move, especially while driving, we focused on conveying essential information concisely.

We adhered to the Official Community Plan's recommendations by incorporating natural materials like wood and stone into the signage. The design also maintains consistency with the aesthetics of recent downtown revitalization efforts, utilizing material such as black metal and wood.

We embraced Nakusp's local architectural style, particularly its timberframe construction, which is reflected in the signage's design. The wood based structures with an arch are consistent with the style of garden structures along the waterfront walkway. To stay true to Nakusp's existing branding, we selected signage colors based on the blue and green brand colours, with the addition of a very dark (almost black) forest green.

We prioritized readability by choosing the Franklin font, a well-known wayfinding typeface that blends traditional with modern. We also favoured upper and lowercase letters over all caps for enhanced legibility.

Architectural touches were added, including a stone masonry base on larger 'gateway' signs, echoing existing stone elements, and decorative metal post caps, which both add style and protect the ends of wooden posts.

Public engagement played a crucial role in the design process. We presented three design concepts to the community and incorporated their valuable feedback in the final designs.

In the following pages you will find a detailed breakdown of the design elements for this plan.

NAKUSP DESTINATIONS

Identifying primary destinations is a crucial component of any effective wayfinding sign program. These primary locations encompass major attractions, landmarks, and public facilities that visitors must easily locate. By prioritizing these key destinations, the wayfinding strategy ensures a seamless visitor experience. Other destinations, while important, rely on the successful guidance provided by a well-structured primary destination identification system.

Community survey results showed these to be the primary destinations in order of importance:

PRIMARY DESTINATIONS

- Town Centre
- Waterfront Walkway
- Beach/Park Area
- Mot Springs
- Visitor Centre
- 6 Public Washrooms
- Parking/RV Parking

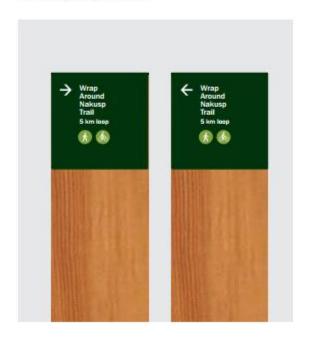
OTHER DESTINATIONS

- Campground
- Marina
- Museum and Archives
- Library
- Sports Complex
- Playground
- Hospital
- Golf course
- EV charging station
- Skatepark
- Train Exhibit
- Farmers market
- Skatepark
- EV charging stations





T8 Pedestrian Trial Sign New Sign Installation



M Pedestrian Map Sign New Sign Installation



Notes: Addition map signs may be placed where needed.



Add vehicle wayfinding signs to highway intersections and entrances

PRIORITIES AND IMPLEMENTATION STEPS

This document provides guidelines and recommendations for the effective development of a comprehensive signage system that can be introduced over time.

As signage is implemented we may find that some signs are no longer required, or we may need to add new ones not covered in this document.

The signage could be introduced in phases, with each sign designed to be flexible, allowing for adjustments, adaptations, and replacements as needed.

Priorities

- Replace existing Gateway signs and other old white metal wayfinding sign structures with new signs.
- Add vehicle wayfinding signs to highway intersections and entrances
- Waterfront: Add pedestrian fingerboard signs directing pedestrians to waterfront trail access points and install archways at waterfront access points to increase visibility. Install trail signs and pedestrian maps along waterfront walkway.
- Improve directional signage to Nakusp Hot Springs
- Install trail signs around Wrap around Nakusp trail
- Redesign and replace Welcome to Nakusp Signs.

Brouse Loop Road / Billings Road

Active Transportation users note these as "back roads" and an alternate way to connect the "arms" of Highway 6 and are a popular for rural area walking.

Nakusp Golf Club

Situated just outside of Nakusp at 649 Hwy 6. The Nakusp & Slocan Rail Trail crosses the access road to the golf course.

Other Regional Amenities

Significant regional amenities to the south and east of Nakusp include the Bayview Estates Subdivision (47 residences) McDonald Creek Provincial Park (112 campsites) and Summit Lake Provincial Park (35 campsites).

RECOMMENDATIONS AND NOTES

- Less is more. To preserve Nakusp's natural charm and avoid cluttered signage, it's important to carefully consider the placement of new signs. The goal is to maintain the area's beauty and prevent signs from competing with the scenery.
- Collaborate with other community organizations and initiatives to complete signage on trails.
- Landscaping and improvements could be made around sign bases.
- Trim vegetation obstructing current signs
- Replace faded banners
- Prioritize public and municipal information over business information in wayfinding signs.
- Business A-frame signs (sandwich boards), can enhance the charm of Nakusp's main street. These signs typically do not serve as part of the wayfinding system and are not within its scope. It is advisable to establish specific guidelines to ensure that A-frame signs contribute positively to the downtown's charm rather than detract from it. Businesses should be encouraged to regularly maintain and refresh their A-frame signs to uphold the overall appeal of the area.
- Ensure businesses on side avenues to Broadway are visible with business signs mounted perpendicular to the street.

- Implement an annual sign maintenance plan. This
 plan should include regular inspections to check for
 damage, fading, or obstructions, as well as routine
 cleaning to keep the signs clear.
- No need to duplicate signs that already exist.
 For example, there are plenty of signs for the visitor centre.
- Redesign large billboard sign at intersection of Highway 6 and Hot Springs Road, to match new wayfinding guidelines.
- Hot Springs Road signs every 2 km.
- Redesign Welcome to Nakusp Signs according to new signage design standards. Additional lighting on these signs.
- Look for ways to incorporate Indigenous perspectives and content. Interpretive signage is one way to work towards this.
- Replace highway sign at Broadway and Nelson ave showing the exit to Nelson, Slocan Valley.
- Painted crosswalks where Wrap around Nakusp trail crosses streets



Nakusp Active Transportation Plan, July 2024

Existing Village Transportation Network

The Village of Nakusp OCP outlines the Village Trails and Mobility opportunities in Section 4.7 Parks, Open Space and Recreation. Refer to OCP Map 2.0 that shows the Highway, Major and Minor roads (22 km) and lanes (5.5 km), the map also describes locations of sidewalks, trials and potential trails.

Highways 6 and 23 are designated Highways by the province and under MOTI maintenance contract, currently with YRB.

Nakusp has about 5.6 km of maintained paths (sidewalks and trails) not including the rail trail or pathways through the park.



Village of Nakusp OCP Map 2.0.



https://nakusptrails.ca/trails/wrap-around-nakusp/

The Wrap Around Nakusp Trail circles the villlage of of Nakusp, providing a 5 kilometre circuit for strolling, dog walking, jogging, or biking, with portions also accessible to wheelchairs, roller blades, and strollers. It is maintained by NACTS (Nakusp and Area Community Trails Society.) Winter maintenance along the section parallel to the highway requires improvements to support winter access by pedestrians and cyclists. The waterfront portion of the trail is accessible year round.





Nakusp Active Transporatation Plan (cont.)

Village Destinations and Amenities

Nakusp residents and rural neighbours note many local destinations for regular recreational and commuting purposes:

- Village Core: Broadway Street is Nakusp's main street. The Village core contains many of the shops and services, including, grocery store, pharmacy, post office, restaurants, museum, archives, Visitor Centre and library.
- Nakusp Schools: Nakusp Secondary School and Nakusp Elementary School are both located on 4th Street NW.
- Arrow Lakes Hospital: 1st Avenue NE (at intersection with 1st Street NE)
- · Village Office: 1st Street NW
- · Nakusp and District Community Complex / Campground / Seniors Centre 8th Ave NW
- · Nakusp Municipal Beach, Waterfront Trail and Nakusp Marina
- · Nakusp Hot Springs

The Village includes many existing amenities that support active transportation:

- Waterfront Pathway with some accessible site furnishings and possible accessible beach-mat to be installed
- · Wrap around Nakusp Route
- · Nakusp Municipal Rail Trail
- · Downtown Revitalization sidewalk bulbs / curb cuts provide refuge for pedestrians
- Bike racks
- Benches
- · Public Washrooms
- Community Support services
- · Indoor walking at the Arena
- Trails at the Nakusp and Area Community Complex and campground
- Airport lands
- Village Communication tools include its website and Facebook page: https://www.facebook.com/VillageNakusp/

Regional Connections

The Village of Nakusp is part of a larger regional network. The Nakusp & Arrow Lakes Trails Master Plan explains these regional connections in more detail. Some highlighted are as follows:

Mt. Abriel Recreation Area

Through the efforts of dedicated trail builders and volunteer members, NABS has built an impressive network of trails. The primary focus area of development is the Mount Abriel Recreation Site. This area is adjacent to Arrow Lake and has amazing terrain and vistas. At final build out, there will be 50 km of mountain bike trails. https://www.nakuspbikesociety.ca/

Nakusp & Slocan Rail Trail

Formerly the railway for the Nakusp Rail Line, the rail trail climbs gently from Nakusp to Summit Lake, then descends to Rosebery, where it connects with the Galena Trail. https://www.bcrailtrails.com/rail-trail/nakusp-to-rosebery-nakusp-slocan-rail-trail/

Brouse Loop Road / Billings Road

Active Transportation users note these as "back roads" and an alternate way to connect the "arms" of Highway 6 and are a popular for rural area walking.

Nakusp Golf Club

Situated just outside of Nakusp at 649 Hwy 6. The Nakusp & Slocan Rail Trail crosses the access road to the golf course.

SUPPORTING ACTIVE TRANSPORTATION NETWORK

Vision

Nakusp's future active transportation network plan builds on the community feedback and existing infrastructure and conditions.

While the Village faces challenges connecting active transportation to rural areas, there are key Village strengths including a compact and revitalized downtown core, a beautiful and well used waterfront pathway, the community connecting rail trail, and several connecting sidewalk routes. Moving forward, key elements to include in the overall Active Transportation Network Plan include:

- Safety: Enables residents to securely walk or ride around Nakusp, i.e., lighting, pathway and curb surface treatment and road crossings.
- Inclusivity: Considers all ages and abilities and year-round access, when investing in infrastructure.
- Connectivity: Fills gaps in the network to support active transportation opportunities to Nakusp and regional destinations.

Nakusp Active Transporatation Plan (cont.)

IMPLEMENTATION PLAN

The Nakusp Active Transportation Plan describes current and future Village and Area Network, Connections, Infrastructure and Facilities. Suggestions are indicated for possible partner / funding streams and implementation time frame.

Focus Areas

Key Recommendations from Public Consultation Process:

- Improve access and connection to the Waterfront for all ages and abilities.
- 2. Reconfigure road access / parking area of Nakusp Municipal Beach.
- 3. Add more Active Transportation amenities in Downtown Core.
- Improve access connections to rail trail.
- 5. Develop Active Transportation link in Government Hill Road/ 2 Street NE area.
- 6. Create regular public transport to Hot Springs.
 - Support improved safety and possible separated active transportation connections to rural areas such as Glenbank, Mt. Abriel and Crescent Bay.

Future Network improvements:

- I. Add sidewalks or Active Transportation components (road sharing / traffic calming infrastructure) to the internal grid of the network:
 - · to link the schools along 4th Street NW,
 - · to link the hospital to arena along 2nd Street NW
 - · to link the schools to the waterfront along 8th Ave NW
 - to link the Highway 6 bypass to the waterfront along 3rd Ave NW (undeveloped ROW) and 4th Ave NW (south of 4th St NW)
- Work with Ministry of Highways and Infrastructure to develop safe pedestrian crossings and improved active transportation infrastructure at:
 - · Government Hill,
 - 3rd Ave NW and
 - Highway 23/10A Ave
 - · Brouse loop / Billings Road area
 - · Access to Golf course over Rail to Trail
- 3. Work with Ministry of Highways and Infrastructure to ultimately design and develop separated active transportation routes along Highways; and in the meantime, when paving projects in region underway, ensure shoulders widened to maximum opportunity in the areas of:
 - · Highway 23 to Mount Abriel and beyond
 - Highway 6 south to Crescent Bay and beyond
 - · Along rural roads in the Glenbank area.



Funding for projects and improvements may come in the form of grants. A list of potential funders / partners is found below. Education, signage, future development and regular maintenance are key components to building a healthy active and connected community.

- Education: To educate and encourage active transportation to support a walking and cycling
 population, BCCC provides a Kids on Bikes Program and the local schools are developing bike
 mechanics program. Teaching and learning about walking and biking safety is as important as
 learning driving safety.
- · Signage: Include active transportation signage in the wayfinding plan
- Maintenance: through Community groups and Village programs the active infrastructure network will be valued and maintained. Winter snow and autumn leaf clearing of the sidewalks and pathways are important for the safety and health of all.
- Future Private Development: As land in the Village develops, leverage active transportation investment during the planning of new development projects. Through bylaws, policies, development permit requirements, request for financial contributions, easements for pathways

and land donation through subdivision. At times of development approvals, the Village review opportunities to achieve active transportation infrastructure. This could include sidewalks, cycling infrastructure, accessible active transportation and community furniture (i.e., picnic tables, ramps, curb cuts).

Possible Bylaws and Policy Updates Ideas: Support to local advocacy groups to develop
programs to educate and encourage Active Transportation in the community; Consider
amenity updates – accessible street furniture, bike racks, wayfinding signs with street or park
improvement projects; Update snow clearing priorities; Develop policy to accommodate active
transportation in priority; Update to traffic bylaw – prohibit parking within 3.0 m of public or
private driveway; Reduce municipal traffic speeds: Subdivision bylaw update to include
complete streets approach which incorporates Active Transportation.

Nakusp Active Transporatation Plan (cont.)

Accessibility

The BC Active Transportation Design Guide provides information on Universal Design principles for barrier-free design so that all people are able to use the facility or amenity. It applies to most forms of accessibility challenges including mobility, hearing, vision, strength / dexterity and comprehension and describes design elements to consider for universally accessible facilities. Paramount to design is to plan for year round monitoring and maintenance of the facility. Universal accessibility considers tactile facilities such



as detectable walking surfaces, visual and audible signals.

The Regional Accessibility Advisory Committee of the RDCK, could be consulted to support the design and implementation of any new Active Transportation facilities.

Pedestrian facilities and amenities

In the Village of Nakusp, future sidewalks constructed in the network could be either separated sidewalks, where a landscape zone provides a buffer for the pedestrian from the roadway or non-separated sidewalk, which is a sidewalk adjacent to the roadway with a curb. Gutters are installed for drainage. Desirable width of a sidewalk on a local road is a minimum of 1.8 m

Rural pedestrian facilities are described in the guide: cost-effective materials, types of buffered pedestrian lanes for sharing on rural roads and walkable shoulders. A pedestrian zone on a shared rural road, should be a minimum of 1.5 m wide.

Pedestrian amenities include benches and washrooms, with design and placement condiderations. In Nakusp, the Waterfront and Broadway are excellent examples of regular bench placement for pedestrian enjoyment. In time, more benches could be placed within the street network or the Wrap Around Nakusp route to support universal accessibility throughout the network.

Neighbourhood bikeways

The local streets of Nakusp are conducive to local street bikeways as they have low motor vehicle volumes and slow traffic speed. The Nakusp Traffic Street and Sidewalk Control Bylaw could be ammended to further reduce traffic speed on the local roads. Neighbourhood bikeways should be comfortable facilities for people of all ages and abilities, marked with signage and pavement markings, and may include traffic calming measures such as curb extensions or speed humps. Section D of the guide provides design particulars for implementation.

The BC Active Transportation Design Guide (Section D.6) describes Rural Cycling Design Considerations for roads in the Regional District and along the rural highways. Along highway corridors, in the long term, the Province should work to develop separated bike lanes.

Active Transportation Facilities and Amenities Guidelines

To implement any of the suggested facilities and to improve active transportation opportunities in Nakusp, the British Columbia Active Transportation Design Guide provides the main source for guidance. This guide provides design guidelines and specs to plan and build safe, effective active transportation infrastructure within the Village street network. Active Transportation network improvements in the Village are suggested as both pedestrian sidewalks and shared road/cycling routes.

Neighbourhood bikeways

The local streets of Nakusp are conducive to local street bikeways as they have low motor vehicle volumes and slow traffic speed. The Nakusp Traffic Street and Sidewalk Control Bylaw could be ammended to further reduce traffic speed on the local roads. Neighbourhood bikeways should be comfortable facilities for people of all ages and abilities, marked with signage and pavement markings, and may include traffic calming measures such as curb extensions or speed humps. Section D of the guide provides design particulars for implementation.

The BC Active Transportation Design Guide (Section D.6) describes Rural Cycling Design Considerations for roads in the Regional District and along the rural highways. Along highway corridors, in the long term, the Province should work to develop separated bike lanes.

Bicycle Parking Design Guidelines

The Village of Nakusp could adopt a version of the Bicycle Parking Design Guidelines as prepared by the City of Nelson, to help guide the installation of new bicycle parking. The

guidelines include recommendations for bicycle rack types and siting that are most appropriate and would apply well to the Village of Nakusp concerning bike racks on both Village streets and private property, for both short term and long term bicycle parking. Proper design and siting of bicycle parking can reduce the life-cycle cost of this infrastructure, reduce public concerns over inappropriate installation, and ensure that user needs and preferences are met. Also refer to



the Government of British Columbia's Active Transportation Design Guide

There are two basic requirements for bicycle parking - choosing a good location, and then the right rack to put in that location. Desirable locations and rack types differ depending on the ontext and whether the bicycle parking is intended for short term or long term use.

Short term bicycle parking is needed at places that people visit for shorter duration, for example at shops and restaurants, service centres, beach, arena, parks and attractions.

All short term bicycle parking should be:

- Located in a convenient, well lit, and highly visible location that is accessible by visitors;
- 2. Separated from car parking by a physical barrier or sufficient space;
- 3. Located so as not to interfere with pedestrian movement; and
- Located along a principal line of approach to a building, not more than 15 metres from a building entrance.

9 E

NAKUSP & ARROW LAKES TRAILS MASTER PLAN JULY 2017



1.4 BENEFITS OF TRAIL SYSTEMS

The benefits of a strong regional trail network are many. These include health benefits, creating a strong sense of place and a link to community heritage, working toward environmental sustainability, and boosting economic development. Both locals and tourists alike will benefit from a well maintained and developed network of trails.

According to the Trails Strategy for BC (November 2012), the following are key benefits of recreation trails:

- Community and social developing more cohesive communities, enhancing the overall quality of life, and providing opportunities for families and friends to enjoy time together outdoors;
- Economic increasing tourism revenues, providing opportunities for greater business investment, and working to enhance property values;
- Educational providing an outdoor classroom and learning environment for nature, culture, and history;
- Environmental enhancing environmental awareness, improving understanding of our natural heritage, and encouraging stewardship of the environment;
- Health and fitness improving health and physical well-being for both individuals and communities, reducing health care costs, and enhancing productivity;
- Heritage and cultural recognizing and respecting First Nations culture and historical values;
- Transportation creating greener transportation alternatives, with the commuting use of trails leading to reduced greenhouse gas emissions and improved health and wellness of individuals.

During the community consultation process, survey respondents were asked to rank these benefits in terms of importance to the local community. The following benefits were identified as the top three:

Health and Fitness, Environmental, and Community and Social.

In addition to these benefits, a number of important trends impacting trail usage were identified in the Trails Strategy. These emerging trends and demographic shifts are worth summarizing here as they will help to inform the Nakusp and Arrow Lakes Trails Master Plan.



Emerging Trends and Demographic Shifts

According to the Trail Strategy for BC, a larger number of people are using trails as a form of physical activity and this trend can be seen especially in the 55+ age group. This is particularly significant in Area K where a large proportion of trail users fall into this age category.

There is a growing demand for recreation trails that are accessible and located close to residential areas. The trail areas near the Village of Nakusp work to support this demand.

HEALTH & FITNESS

Improved health and physical well-being for both individuals and communities, reduced healthcare costs, and enhanced productivity

COMMUNITY & SOCIAL

Cohesive communities, enhanced quality of life, opportunities for families & friends to spend time together

Figure 1.4 - Community Priorities

Trail Usage (Trails Strategy for BC)

Trends Affecting

Increasing interest in the benefits of active outdoor lifestyles;

Changing demographics;

An increasing diversity of users:

An increasing recognition of the economic benefits of trails:

An increasing transportation role for trails.

ENVIRONMENTAL

Enhanced environmental awareness, improved understanding of our natural heritage, and stewardship of the environment



Designated Trail Use

The following trail designations were determined to be a good fit for the Nakusp and Arrow Lakes trail network and can be used on signage and for future trail development:

- Shared Use: All trail users, including motorized
- Multi-Use (Non-Motorized): All users except motorized

These designations have been used throughout the report and on the current mapping. Before implementation, these designations should be revisited by the Umbrella Organization to ensure a consensus is reached.

Single Use trails should also be considered where appropriate (see Trail Classifications for more detail). At the present time, only a small number of the trails being used have designated trail use and appropriate signage.

Trail Classifications

In addition to designations, the design of the trails themselves can support different types of usage. The Recreation Sites and Trails BC Draft Trail Classifications and Standards can be used as a starting point for the design and development of new trails or upgrades to existing trails. For more detail on Design Guidelines and Standards, see Section 6.4. A limited number of existing trails have been built with specific user groups in mind.

Difficulty Rating

Approximately 10% of the trails in the existing network have a difficulty rating assigned. As upgrades are made to the existing network or new trails are built, using a consistent rating system is necessary to enable trail users to make informed decisions about which trails to use. For a breakdown of the International Mountain Biking Association (IMBA) Difficulty Rating System, which can be used as a starting point for developing a locally relevant system, see Appendix B.



Beginner



Intermediate



Advanced



Figure 4.1 - I/MBA Trail Difficulty Symbols



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5.0 FRAMEWORK FOR PLANNING AND MANAGEMENT

This section of the report identifies priorities and recommendations that will enable the Nakusp and Arrow Lakes trails network to support the established community goals and objectives.

The first portion covers priorities and recommendations for the network as a whole, which is followed by more detailed text on individual trail areas.

5.1 OVERALL TRAIL NETWORK

During the development of this Trails Master Plan, recommendations were developed for four key areas:

- · Future Management and Development;
- Design Guidelines and Classifications;
- Signage Standards;
- · Community Outreach, Education, and Advocacy.

These recommendations will be prioritized in Section 7.0: Implementation Plan.



- Maintenance and Development:
 - Develop a strategic plan for trail maintenance, improvements, and development based on the user groups at different trail areas;
 - Develop a strategic plan for desired linkages, which can be used to guide future trail development;
 - Develop and prioritize points of interest throughout the trail network, drawing on cultural and natural history;
 - Work with other Electoral Areas, and trails groups in other areas on the development of key trail linkages;
 - Work with trail stakeholders and the Village of Nakusp to explore any opportunities for developing motorized trails and staging areas from the Village of Nakusp, but outside the municipal boundary to respect the existing bylaws;
 - Improve staging opportunities, including trailhead kiosks and parking;
 - Work with motorized use stakeholders to develop motorized staging areas throughout the trail network;
 - Work with equestrian stakeholders to develop equestrian staging areas throughout the trail network;
 - Partner with local industry where possible on improvements to the trail network (e.g. viewpoints) and access to trails:
 - Add benches and stopping points throughout the trail network as needed;
 - Design and develop loop trails close to communities, with a focus on accessibility.
- Planning and Management:
 - Ensure new trail development occurs through the Crown land legitimization process, and continue to work closely with Recreation Sites and Trails BC;
 - Explore a fee-based system for certain trails or amenities as a way of generating revenue for the maintenance of the trail network;
 - Take into consideration ecologically and environmentally sensitive areas when planning for future trail development.



Design Guidelines and Classifications

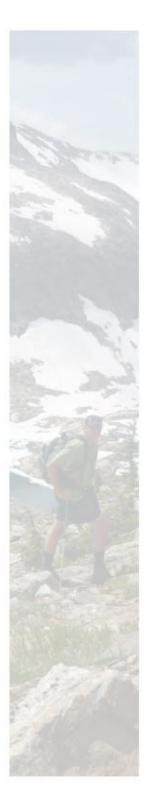
This section covers trail usage (designations and classifications), as well as the physical design of the trails themselves. These recommendations are prioritized by implementation timeline in Section 7.0: Implementation Plan.

Recommendations

The following recommendations were developed in conjunction with the Working Committee and informed by the public input received during the public consultation process:

- Adopt the following trail designations for new trail development: Shared Use and Multi-Use (Non-Motorized)*;
- Adopt user-group specific designations and classifications where appropriate in the design and development of new trails;
- Work as a group to determine appropriate uses of the Multi-Use (Non-Motorized) trails and ensure that this is reflected on signage at the trailheads;
- Adopt the Recreation Sites and Trails BC Trail Classification and Standards;
- Ensure new trails are built to standards and are legitimized through the Forest Range and Practices Act (FRPA);
- Develop new loop trails that are built to accessible standards;
- Develop new trails that are designed with specific user groups in mind to provide high-quality trail experiences.

^{*}These trail designations were determined in conjunction with the Working Committee and presented during the public consultation process. Prior to implementation, it is recommended that these be revisited by the Umbrella Organization to ensure consensus.





Signage Standards

This section covers recommendations related to signage throughout the trail network, including high level strategies and specific development objectives. These recommendations are prioritized by implementation timeline in Section 7.0: Implementation Plan.

Recommendations

The following recommendations were developed in conjunction with the Working Committee and informed by the public input received during the public consultation process:

- Standards and Strategies:
 - Collaborate with applicable government, including Recreation Sites and Trails BC and the Village of Nakusp to develop and implement a comprehensive signage and wayfinding strategy that follows Recreation Sites and Trails BC signage and wayfinding guidelines and standards;
 - Ensure that this signage and wayfinding strategy provides a framework for signage throughout the network that is consistent, colour-coded, and easy to understand;
 - Work as a group to determine the difficulty ratings for trails in the network that do not currently have ratings and ensure that this is reflected on signage at trailheads.
- Development and Installation:
 - Provide educational and interpretive information on natural and cultural history throughout the trail network, where appropriate;
 - Engage local artists where possible to share natural and cultural history through unique signage on interpretive trails;
 - Focus efforts on the development of kiosks at key trail staging areas;
 - Install advanced "turn off" signage on driving routes to trailheads.

See Section 6.4: Design Guidelines and Classifications, as well as Appendix D: Signage Standards for more detailed information.

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Community Outreach, Education, and Advocacy

This section covers recommendations related to volunteer recognition and trail crews, events, communication, and education. These recommendations are prioritized by implementation timeline in Section 7.0: Implementation Plan.

Recommendations

The following recommendations were developed in conjunction with the Working Committee and informed by the public input received during the public consultation process:

- Volunteer Recognition and Trail Crews:
 - Work with local businesses and stakeholders to ensure that volunteers are adequately recognized for their efforts (Develop a strategy for volunteer recognition);
 - Use grant funding or donations to hire paid trail crew members for specific projects to help mitigate volunteer burnout and provide local employment opportunities;
 - Identify and apply for grant funding that will enable the hiring of paid youth trail crew members by the summer of 2018.:
 - Create a youth outreach strategy, and encourage the younger population to volunteer on trail maintenance;
 - Secure insurance that will indemnify trail volunteers from liability and create a means of keeping detailed records on all trail work completed by volunteers.

Events:

- Work with local business and stakeholders to undertake education-based events on the trails and to participate in trail promotion activities;
- Support trails events that will bring money into the local economy.





Communication:

- Use accepted standards as a guide for developing a locally relevant "Trail Code of Ethics" that encompasses all user groups;
- Advocate for effective communication between government, industry, and recreational users, particularly in regard to the de-activation of resource roads.

Education:

- Partner with local stakeholder organizations on the design and development of trails or trail elements that will support outdoor education objectives;
- Create an education strategy that will support links to the local curriculum, and provide a framework for educating trail users on communication between user groups, stewardship, and wildlife conservation;



Hairpin Way at Wensley Creek Photo: Julia Burger / ALCCSC



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3.3 COMMUNITY SURVEY

An online survey was conducted using SurveyMonkey from March 6th-24th, 2017. This survey provided an opportunity to collect more detailed individual feedback from those who attended the Public Open Houses, as well as to collect information from those who were unable to attend.

Along with the other information collected through the Public Open House process, these findings helped to shape the Trails Master Plan moving forward.

For a detailed summary of the responses to individual questions and comments submitted, please see Appendix A.



Key Findings

The following are the key findings that came out of the responses to the online survey:

- Several comments indicated a need for environmental considerations to be a key component of the trails planning process moving forward.
- The most commonly cited reason for using the trails was exercise, followed by being close to nature, and spending time outdoors with friends and family.
- The most commonly cited trails activities were: walking, day hiking, and dog walking.
- 67% of respondents felt that there are conflicts between trail user groups.
- The user groups that respondents had experienced conflicts with were: motorized users, dog walkers, and industrial use.
- 54% of respondents would like to see trails dedicated to specific uses.



Trails Master Plan 2017 – Community Survey (cont.)

- The top three trail areas that see the most frequent use (daily or 2-3 times per week) are: the Municipal Trails, the Nakusp and Slocan Rail Trail, and the Wensley Creek Trail Area.
- 55% of respondents indicated that the trails they use are in good condition, while 30% reported moderate conditions on the trails they use most frequently.
- Respondents indicated that the main trail issues for the overall trail network are: Poor signage or wayfinding, Poor (or no) staging areas, and Poor connections between trails/Trail damage from motorized users (fied).
- 78% of respondents indicated that there are not a sufficient number of barrier free/wheelchair accessible trails.
- Respondents indicated a preference for single track trails with a natural surface.
- 84% of respondents indicated that they would support trailbased events as a key tourism and economic driver in the region.
- 67% of respondents indicated that they would embrace or encourage the development of commercial or guided practices on local trails, such as a shuttle service or guided bike tours.
- The top three priorities for overall trail development and improvement identified by respondents were as follows: Install trailhead maps and signage, repair and restore trails or re-route trails, and install signage at trailhead intersections.
- The top three benefits from the Trails Strategy for British Columbia were identified as:
 - Health and Fitness
 - Environment
 - Community and Social
- 62.5% of respondents were already members of groups that contribute to the maintenance of local trails, and of those who weren't currently volunteering their time to help maintain and build trails, 70% indicated an interest in starting to.





Accessible Loop Trails

Throughout the consultation process, a desire was expressed for loop trails that are accessible to trail users with mobility restrictions as well as mothers with strollers. 78% of community survey respondents indicated that there are not sufficient accessible trail options in Nakusp and the Arrow Lakes Region. Grade, surfacing, and width are key considerations in the design of accessible trails.

Accessible or universal trails should be designed to meet the Type I trail specification outlined in Section 6.4: Design Guidelines and Classification System. A surfacing material such as asphalt or crushed aggregate should be used, and the grade should be an average of 0-4%. These standards provide a smooth and even grade that is suitable for all users including people in wheelchairs, using scooters, walkers, and parents with strollers who may otherwise be unable to enjoy a forest environment. These loop trails can be developed in phases, with the goal of having loop trails of various distances.

Signage should inform trail users of the time to complete the trails to provide them with options.

Accessible loop trails should be developed near existing communities and in areas where appropriate parking and staging facilities exist or can be developed. In addition, consideration should be given to selecting areas with points of interest for development.