

**FORRS – MAY 20, 2010 PUBLIC WORKSHOP
COMMENTS – PARKING**

Carpool signs

Carpool x2)

Carpooling spots

Shuttle

Park and ride

Community transformation

Is it possible to consider a shuttle system? It really is a luxury to be able to jump in your car and drive wherever you wish (a luxury I must admit I enjoy). Rossland and Castlegar are both communities looking at ways to adapt to climate change (funded by CBT).

Select key parking spots along highway and approach Ministry of Highways, Ministry of Tourism, Culture and the Arts, Atco, Ministry of Forests about coordinated development.

Parking fees: Would need reinforcement; would limit users, encourage carpooling.

Limit parking to limit users.

[Concern]: Toilets and garbage

Monitor amount of cars parked along the highway (undesignated parking areas).

More off-highway parking. Present [situation] not safe.

Parking must be safe and designed for an estimated capacity of the area.

[Concern]: safety

Designated parking sites selected on high use areas and danger re road parking.

Grants for parking lot.

Good parking could concentrate recreational users.

Co-operation with Atco (sponsor) to build parking that is easy to maintain

\$\$\$ are the only negative to additional parking.

Needs careful evaluation and planning.

What parking is needed? Common sense is needed by the people using the trails. There is limited room and a need for cooperation in the seven summits area.

Right amount of parking decided by overflow

More parking needed at Plewman/Old Glory trailheads and at Nancy Greene Summit.

Strawberry Summit – plowed access to gravel pit.

Old Glory trailhead – enlarge parking lot and plow.

More at Old Glory trailhead – 25 cars

Needed: Biathlon range (winter), Strawberry Pass (winter)

Strawberry Pass, Old Glory, Biathlon

Trailheads – Old Glory, Strawberry Pass

Without continued increased use of the area, I don't see a parking as a massive issue. I always find a place to place to park. (Creative parking can be fun.)

Need: Snow plowing, more spaces (safe, off-road), education – how to park while sharing limited space, volunteer parking “educator” on busy days.

Status quo? – Probably unrealistic to build MoT lots.

Signage for how to park.

Built – possibly parking created by forest tenure holder when logging.

Build- Atco or other resource developers or contractors to build using their equipment.

Work with Atco (x3)

Work a deal with Atco to help with parking lot expansion at any new or existing roads they use.

Paulson X-C got their parking done by logging companies.

Work by Emcon

Contact MoT – petition, letter writing campaign, e-mails

Lobby government to create and plow

Parking paid by Atco, government

It's about \$\$\$: corporate sponsors - Atco? Teck? Grants? Donations, fundraiser, CBT

Government grants

Provincial funding

Parking is needed and could be paid for from grants

Build with grants, supplement with some help from fees

Fees, grants, tourism taxes (business)

How could it be built? Volunteers who are also users

Out of our control to build? Highways dictates – dilemma!

Negative consequences of more parking:

- Too many users x3)
- Negative consequence is more people on trails. This has more impact on the Rossland Range.
- Increased usage (overuse) (x4)
- More plowing costs
- Maintenance issues
- More users (still parking poorly)
- More environmental degradation
- More user conflicts
- Another job for volunteers – keeping it safe
- Possible liability issues if parking owned by tenure association
- Liability issues with volunteer-built “formal” parking lots
- Insurance
- Increase snowmobilers in ski areas

Right amount of parking is what's there.

Right amount of parking: Have a count of all the spots during one winter and decide after

Amount: Need to project anticipated usage

Monitor impacts of use – if degradation is occurring, that means too many users, too much access, too much parking.

Right amount is what you can afford. Plan step-wise based on use over time.

Determine based on usage and safety

[Amount]: adequate for established user levels (monitor/baseline). Part of highway upgrade/maintenance priorities. Monitor use currently – provide 50% more in high use areas.

Need to do proper research before acting. Must avoid damage to unique plant communities or other species – damage to initiative.

Very cautious about design.

Plan – capacity; facilities; values

Need intensive use site so can ban sled activity

Safety issues and responsibility: MoT is responsible for road ROW and locations would need to be chosen based on sight distance, turning opportunities, and co-operation with their contracted maintenance providers (safety issues). Changing speed limits not an option that MoT considers.

Parking currently OK. Plan for use increase. Plowing is an issue. Additional parking would enhance use.

Status quo – self-limiting