

City of Nelson Downtown Parking Strategy – January/February 2019 Public Survey

Full Report

Between January 24th and February 18th, 2019, around 900 people responded to Nelson’s initial downtown parking strategy online survey, entitled “Share Your Ideas”. Long-form answers were coded (batched by theme) in order to facilitate analysis. This report presents the full analysis of the survey and highlights the key trends and common responses. Some sample quotes from respondents are included as well to showcase the tone and diversity of ideas; these direct quotes are marked by a “”.

How Was the Survey Advertised?

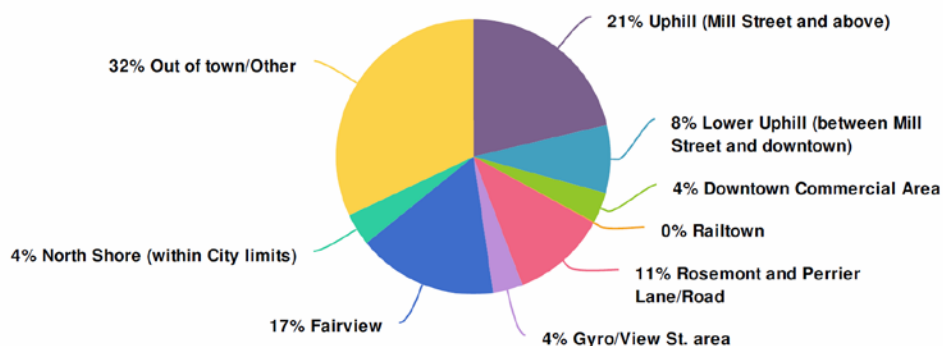
The community was invited to participate through many means, with the goal of ensuring that everyone who spends time in the downtown would be aware of the survey:

- Two-week ad in the *Nelson Star* and inclusion in the City’s newsletter on the back page of the *Star* and posted on the City Facebook page and website.
- Media and social media, including Facebook promoted advertisement.
- A clickable “Parking Survey” icon on the top of each page of the City website.
- 500 postcards were placed on the windshields of vehicles parked in residential-only, 2-hour, and commuter parking zones around the downtown, as well as some left at the Nelson & District Community Complex (NDCC).
- Two sandwich boards placed around the downtown over five days.
- Info-display at the Nelson Public Library.
- Shared by the Nelson & District Chamber of Commerce with its members.
- The rotating screen at City Hall reception and at Development Services’ counter.



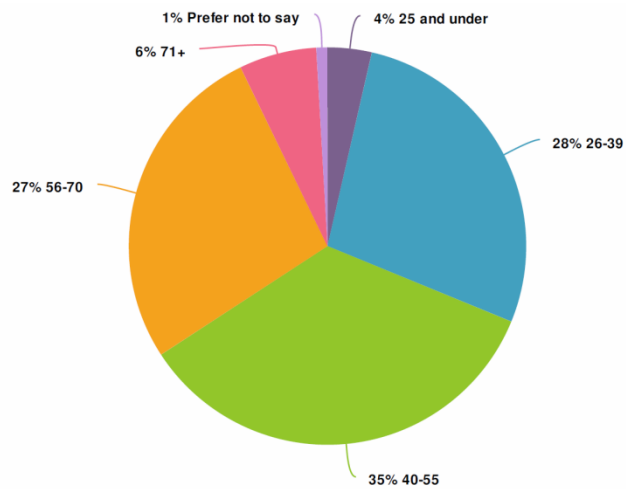
Who Responded?

867 complete responses were received and 36 partial responses, thus 903 total. 232 individuals opted to receive email updates on the downtown parking strategy.



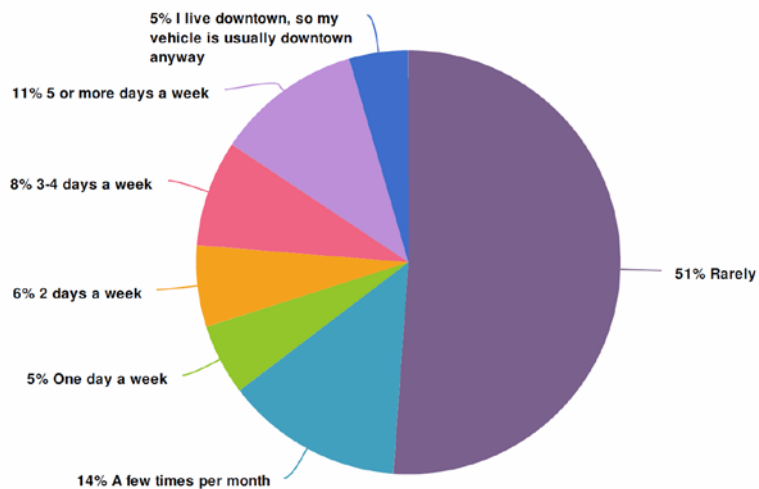
68% of respondents report living within City limits. Approx. 12% of all respondents live within the downtown area.

There was a fairly even distribution in the age of respondents:



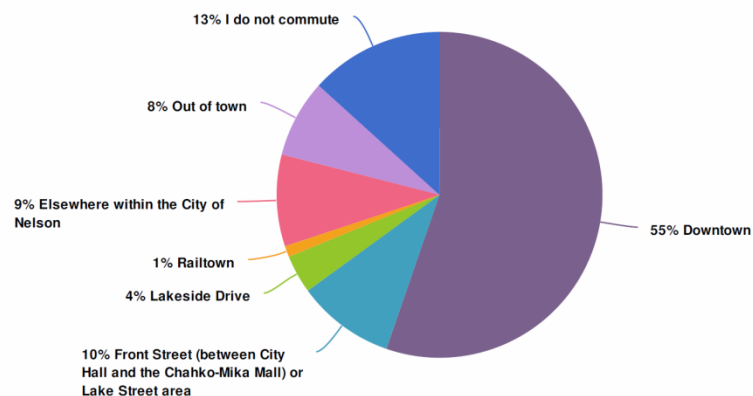
Do Respondents Park Downtown?

A slight majority of respondents “rarely” park downtown for more than four hours at a time during parking enforcement hours:

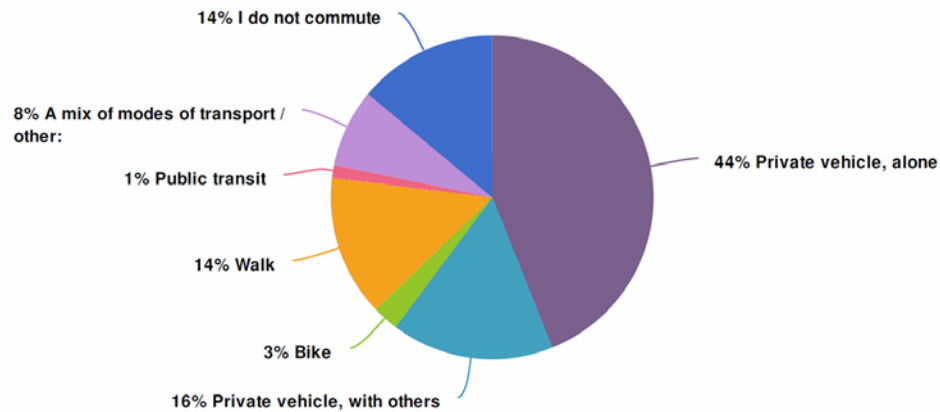


Respondents’ Commuting Habits

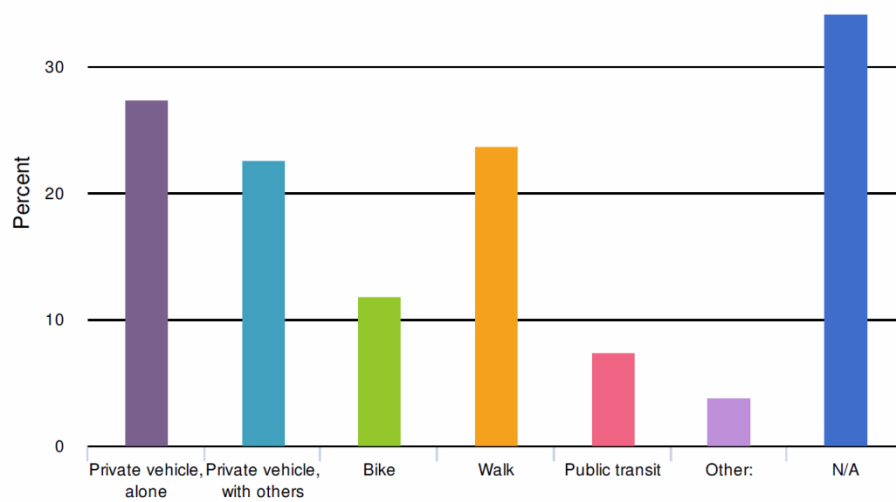
Over half of respondents commute to the downtown most days:



Most days, just over half of respondents commute by car (alone or with others). 23% of respondents typically use alternative transport to commute or a combination of means that included walking or transit, with cycling being common in the summer:



The majority of respondents make use of other means of transport at least once per week. Of the 4% who chose “other”, some indicated taxi.



“What do you think is working well, or well enough, with respect to parking in and around downtown Nelson?”

627 responses were written, of which 533 were able to be coded as directly responding to the question.

45% of the 533 comments were positive.

- 24% of total comments said that parking is overall adequate in the downtown.
- 10% appreciate the current parking meter durations, and the variety of meter durations (i.e. 15-min., 2-hour, all-day, etc.).
- 8% said that they can usually find parking within a reasonable distance of their destination.

31% were written in a more neutral tone.

- 13% appreciated the new parking spaces recently created downtown, as well as the new angle parking and the new paid commuter parking.

- 6% appreciate the availability of some free parking still.
- 4% like the new paystation and the ability to pay with cards.
- 4% said that short-term parking (i.e. for shoppers) is adequate, although all-day parking may not be.
- 3% used this question to state that they prefer parking meters over paystations.
- 3% said that they appreciate the bylaw enforcement officers as well as current parking stall maintenance.
- Others indicated appreciation for motorcycle parking, the availability of accessible parking, and the seniors' passes.

23% said that they think nothing is working well.

Other themes include:

- Current snow removal is good, but more of it should be removed from the street to free up parking stalls.
- Many people stated the need for more accessible parking stalls.
- The 4-hour parking meters are popular.
- While some people want them gone, more people like the existing 15-minute parking meters (for example, in front of the post office).
- Many people signaled the abuse of parking meter time limits, saying that too many people plug Baker Street meters all day long.
- Some people complained about the strictness of bylaw enforcement.

“” *I strongly suggest that Nelson consider doubling the height of the parking at the NDCC. It's already too crowded, it's already designated parking, and there are two new apartment buildings going up within a block.*

“” *Would be great to have another covered, high capacity bike parking option - similar to what the Co-op created - on the other side of downtown. Workers are driving single occupancy vehicles downtown and parking for the full day in spots that should be available for shoppers. Many workers park in Uphill and walk downtown, making it difficult for residents that would like to be able to park on the street near their homes. Can we get workers to carpool, walk/bike, or take transit, and therefore bring fewer cars into downtown?*

“” *I feel that if you expect to find a spot in front of your desired location at a busy time, you will feel frustrated. But with a 75% occupancy rate for most parking stalls, you could plan to shop at a less busy time or build more time into your schedule to park a little further away and walk.*

“” *It seems fine to me . I am usually willing to drive around until I find a spot without much hassle, I also like that many streets just outside of the downtown area offer free parking that is usually available*

“” *Ive noticed that people will continuously "feed the meter" instead of using the parkade. Perhaps another parkade that is more accesible to downtown would help, maybe where the kerr used to be?*

“” *Nothing is working. If it was working...we wouldn't be talking about it. We need to close up the mini-mall on Hall Street, turn that property into a multi level parkade owned/operated by city. It's position is central and on bus route. The strip mall isn't used for shopping, but rather full time non paid parking. It's a wasted space and could be utilized more effectively.*

“” *Not sure. I know there needs to be more parking, but where is the question. Maybe an incentive program to leave your vehicle at home would help? The problem is, most destinations in Nelson are a quick 5 minutes away, so I think people don't plan in advance and end up hopping in their vehicle to run the errand. For me, having 3 kids, walking to town from Rosemont isn't practical but I feel I should be leaving the vehicle at home.*

- “” *I feel that the city caters too much to parking. I understand that people are upset and want more BUT I personally feel we should almost have less and not make it so available. I use my car every day because of convenience. I should walk more and many others should too.*
- “” *I don't think what we have now is working. 1- 90% of the parkade is reserved 2 -Parking on Baker street is used more by employees of business, than shoppers, because there is not enough parking for staff of a business. One business might have 3-6 employees needing a parking space. I have been in businesses where one employee has said "I am going out to plug me meter anyone else need there's plugged."*
- “” *A parkade exists (I cannot park there but appreciate that it frees up other spaces I can park in). I like the old style parking meters because I do not have to leave my vehicle to pay for a space while worrying about getting a fine. The parking ticket fines are reasonable. Parking Spaces are a good size (I drive a truck).*
- “” *Finding parking is rarely difficult. I'm not sure what kind of community people are comparing to when they moan about parking difficulty. I personally have never seen a beautiful community with a vibrant core that has a ton of parking. The very nature of a person centric downtown area mean that real estate for vehicle parking is minimal. I think Nelson could do with less parking than it currently has and still thrive. Parking lots are ugly and so are the cars that clutter up public space. More room for humans and less for people's private possessions to be stored on public land, thanks. If anything can be done, please remember to keep the focus on how humans move about safely and not so much on how cars need to move. Enforcing better parking (some folks leave their cars blocking intersections, crosswalks or are way out of parking stall boundaries) would be appreciated.*
- “” *scarcity of parking drives sustainable transportation choices. For many residents in faster to walk than to drive and find parking within a reasonable proximity to Baker.*
- “” *I appreciate that the city is committed to looking for solutions. It is also helpful to have 15 min parking meters, it helps when doing quick stops*
- “” *Too many residential parking spots that are empty during the day and could be used by the workers that have to commute and park in Nelson during business hours*
- “” *I think that Nelson should prioritize parking availability in functional high density hubs that align with walkable streets and transit connections. It should be HARDER, to find parking, and easier to navigate pedestrian areas. Look to European models of central walking streets. Baker should be a pedestrian only thoroughfare. Bus services should be a focus, car sharing should be a focus. Climate change should be encouraging council to decentralize the needs of independent car drivers and centralize climate friendly solutions and people friendly town design.*
- “” *Stalls are fine, they generate great income for the city. However, the city needs to have better communication with the small business owners. Allowing the owners and their employees all day parking passes. Making the non angled parking side of Baker street the "Permitt Only" side as well as a few blocks of Victoria and some "Up" streets as well. Visitors to down town are fine, but maybe extend overall times by one more hour, because having to run out and move your car in the middle of a great lunch date is horrible.*
- “” *If the goal is to have lots of cars in downtown, the what is happening currently is working well. It would be nice to have streets prioritized for people.*

- “” *I have lived both in and out of town. I think that parking is fine, it's the people that need to shift their ideas around convenience. I'm always blown away by how many people drive three blocks, park to run into the bank, then drive three more blocks etc. They spend more time looking for parking than it would take them to just walk downtown and do their errands. I choose to live downtown so that I don't have to drive unless I am going clear across town and am on a time crunch or I'm heading out of town. Walking should become more of a normal alternative. What DOES need to change is our public transit. I have heard multiple people say they drive because our transit is so out of whack.*
- “” *Good transition from paid to free parking as you move away from downtown. Generally good enforcement of parking fines, in particular that he is very visible and often seen walking around downtown.*
- “” *We live at the top of Vernon below Gyro and we greatly appreciate the 'Resident Only Parking' you have implemented. Being one of the few houses on the street to lack any form of back or alley parking, plus being so close to downtown it is often very hard to find any street parking.*
- “” *Nothing, you have increased rates so people now park in residential spots to avoid paying your high fees, you remove parking spots for wasteful renovations on streets, you poorly design parking lots for aesthetic reasons and not to maximize spots. You could easily reduce the charge but then increase the timetable to include 9 pm to catch dinner service to offset the revenue loss, while driving people back to paid spots instead of my front yard.*
- “” *Nelson has tried to maximize parking but it has created a lot of dangerous situations. Such as in front on El Taco, angle parking and on the other side parallel parking. I mean really!! That is a nightmare. Angle parking is more dangerous and I assume on those streets you would have more accidents. The most important thing is safety, maximizing space is secondary.*
- “” *metered parking is still reasonably affordable for a town the size of Nelson. we have a parkade which I don't use but most small towns don't have one! and its a nice option. we have 2 hour free parking within blocks of downtown which is great. just do a couple laps and there's always a spot.*
- “” *identification and signage are generally clear. Free Sundays are awesome. Free after 5pm is good.*
- “” *Time limits on meters is a good idea but some downtown employees are still "plugging meters". Frankly, the current system works well. Nelson is a victim of it's own success... lots of new residents into the existing infrastructure! Not a bad thing, just reality.*
- “” *most months of the year it is fine. during the summer, i avoid downtown. i would not like to see more land allocated to parking.*
- “” *I don't think you're doing enough (or visibly, anything to be honest) to encourage people to get to downtown by means other than vehicle. Bike- and pedestrian-friendly infrastructure and incentives are the solution to the parking problem, IMO.*
- “” *Parking is difficult in Nelson ,you need another larger parcade that is not all reserved like the present one*
- “” *I park all over downtown for meetings and honestly, never have an issue finding a spot. Sure I may have to go around the block once, or park a block or so from my meeting location, but it is not a big inconvenience. I do walk often too, which is great exercise and good for the environment.And in the summer I'll ride around town if I ride to town.*

- “” *I think the current arrangements work fine. I can usually find a parking spot and the traffic in the city seems manageable. As someone who lives out of town in an area with inadequate bus service I rely on a car to get into town. The current situation, with ample affordable parking in the downtown area, is very welcome. If parking was less available (or significantly more expensive) I would likely skip the downtown for the mall.*
- “” *Making more parking spots, if it were even possible, would just lead to more cars downtown.*
- “” *Amazingly there are usually a few spaces, somewhere within about 10 minutes walk from work, but unless you prioritize a better bus system and electric bikes and car sharing, you are going to have a right mess on your hands with all the increased housing you intend to build!*
- “” *Baker Street business owners/workers park in front of my house. If I move my car I am forced to park quite a distance from my house. At my age groceries are hard to manage. Increase the two hour minimum on Josephine up to latimer to allow homeowners a place to park near their homes.*

“And what isn't working? In your opinion, what are the top 5 parking issues in Nelson?(Leave blank if unsure)”

About 600 people participated in this question, but most did not provide five issues.

The most common theme was the lack of commuter, all-day parking, which was cited by the vast majority of respondents. There was lots of interest in a shuttle or park-and-ride system. There was also tension between City of Nelson residents and non-residents, often with each group believing that they should have easy or free parking whereas the other should have to pay.

- 90 people (10% of total respondents to the survey) said that parking is too expensive and/or should be free.
- 86 people (10% of total respondents) want better transit.
- 74 (8% of total respondents) want better bike infrastructure.
- 66 (7% of total respondents) said that long trucks (often with snowmobiles) parked in angle stalls are a problem.

Responses by 60 or fewer people:

Need better snow clearing, esp. for sidewalks	58
There are too many cars and/or keep more cars out of downtown	58
Keep commuters' cars out of downtown core	56
Bylaw Enforcement not strict enough (esp. in Uphill)	50
Parking is too easy and/or too cheap in Nelson	46
Angled parking is dangerous	46
Unhappy with paystation	40
Bylaw Enforcement too strict (and tickets too expensive)	38
There are too many patios taking up parking	32

30 or fewer respondents:

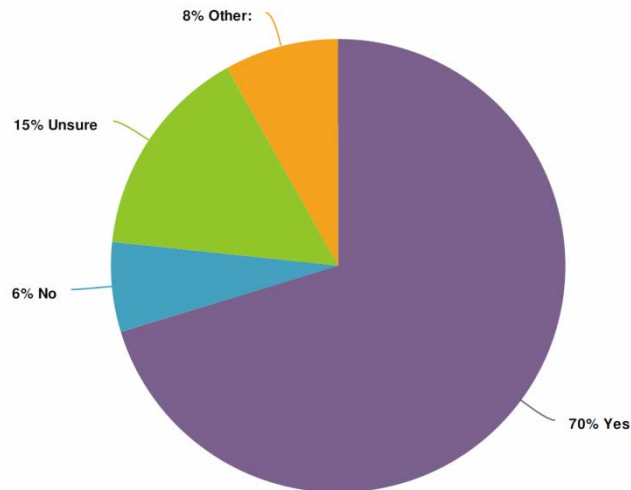
Need better and/or more accessible parking	Meters should be accepting nickels and dimes
Credit cards should be accepted	People are staying parked too long
Need app for mobile payments	Complaints about NDCC lot being used by commuters and thus not available for rec. centre use

10 or fewer respondents:

More one-way streets could create more parking	Need parking guide/brochure
Wanting more 15min meters	Should be priority parking for carshare vehicles
Need to charge for 100-block Vernon	Too many loading zones: lanes should be used instead
Need better solutions for trades people downtown	Need better/more signage to explain the rules
Too many special use/seniors permits issued	Meters should be in effect in evenings
Residential lanes need to be maintained and cleared of snow to access residential parking	The ability to get refund for unused paid parking
Against businesses renting on-street parking	Off-street parking is underused on weekends
Use vacant lots (e.g. old gas stations) for parking	Slow down traffic
1hr meter is not enough	Residential parking areas should not be free
Parking should not be free by airport	Densification is the problem

- “” *Transport truck (tractor& trailer) parking in the same 2 blocks while eating at the yellow deli. In addition to taking up several parking spots, they often leave the tractor and/or refrigeration unit roaring away. How inconsiderate, as usually they park in these blocks in the middle of the night, the only time parking space is available. I urge the city to post "no trucks" & "no overnight camping" signs on both sides of these 2 blocks in order to limit these problems.*
- “” *Ineffectual parking violation fines. People just laugh at getting a parking ticket in the "2 hr only" parking zones...and why wouldn't they when they get to park there all day for months but get ticketed seldom. It's the cheapest "paid parking" in town! I have my principle residence at [REDACTED] Vernon St & pay sizeable taxes to the City. However, I do not have off street parking. In recognition that a healthy downtown core area will only remain that way with a mix of commercial and residential properties I ask that the city provide clear direction thru the signage mentioned above and also install "residential parking only" in front of the residences east of the yellow deli, along with "no idle" signage as Nelson is an idle free city. People need to be reminded of that!*
- “” *Between Josephine and Vernon those side by side spots are to tight and vehicles are getting damaged by the cars doors. They spots are to tight.*
- “” *Baldface lodge staff parking at the waterfront. They take up so much public space. The company should have a place for their 60+ staff that are working up there at any time. They should have their own parking lot that is paid by baldface.*

“To prepare a strategy, we need to talk about solutions. ... One goal of the strategy could be more reliable, better allocated parking, so that people know where they can go to find parking and they can be sure that a parking space will be waiting for them there. Do you agree?”



Of the 69 “other” responses, the most common themes were:

1. Transit, walking, biking (parking is not the problem) (n=16)
2. Build more parking out of core, keep cars out of core and do shuttle (n=10)
3. Free/status quo, make more parking though (n=7)

“What makes sense for commuter parking? What are your thoughts on where and how downtown workers should park, and at what price?”

There was a fairly even split between those who are calling for free versus paid commuter parking.

	<i>% of those who answered (n=656)</i>	<i>% of total responses</i>
Designated commuter parking out of downtown	20%	14%
Park and ride	18%	13%
Build new parkade, without increasing taxes (user-fees)	11%	8%
Don't spend on parking, but transit and alternative transport	9%	6%
\$5 daily rate is good	7%	5%
Promote ‘airbnb’ private parking (n=15)	2%	2%
Status quo / new parking provision should be left to private sector (n=15)	2%	2%

Other ideas included:










- Businesses aren't fully using their own off-street parking spaces
- Free Saturday parking
- Using the old transfer station as a park-and-ride
- Making the alleys one-way to allow for lane parking
- Make City Hall parking public parking evenings and weekends, or build a parkade over the City Hall or NDCC lot
- Car-free downtown

- “” *Build more parking out of core, keep cars out of core and do shuttle*
- “” *As someone who is guilty of this i feel really bad parking in front of people's houses etc. But i'm honestly left with no option! i love this discussion and hope the city can work towards a solution for the benefit of ALL*
- “” *More buses. Please do NOT encourage more driving.*
- “” *We need a parkade; I am not exactly a believer of the estimated costs of a parkade @ \$20-30k per spot. That cost seems to me inflated by the private sector, who would be building the parkade; the City is a captive client.*
- “” *\$5 per day for a day rate is far too inexpensive.*
- “” *I don't mind parking on Lakeside Drive but to cross the tracks runs the risk of being hassled by CP. That area is under utilized.*
- “” *Downtown workers help keep our downtown alive and help business owners stay in business.*
- “” *Don't care. That's the businesses problem for their employees. Tax payers shouldn't be paying for that*
- “” *I live on a 2h residential street in Lower Uphill and commuters park all day and are rarely ticketed. Create more commuter lots. \$5/day seems reasonable*
- “” *Ask homeowners with off street parking to rent their space to downtown workers.*
- “” *When I lived in Vancouver it was my responsibility as a commuter to seek out a monthly parking spot rental in order to park.*
- “” *I think residences should be entitled to apply for a residential only space (we would pay a monthly set amount even) outside of their houses to prevent commuters from continually using the spaces in front of their homes for parking.*
- “” *Like the day rate spots. Would prefer the city not spend MILLIONS to build a parkade. If that money needs to be spent, spend it on transit and bike infrastructure and charge a premium for parking spaces.*
- “” *Uphill residences should have parking passes for their streets so that commuters can't hijack them. More areas outside the downtown core should be made available for employee parking where they can buy a parking pass for certain areas at a reduced rate. Increase meter rates to discourage people parking all day in two hour zones.*
- “” *Sorry, if you are talking about commuters from out of town that choose to work in a town where they don't pay tax, they should pony up for parking. My taxes are very high, and should not rise to pay for a parkade so they can come to Nelson to work.*
- “” *Increase the cost of parking on Baker Street proper and reduce the price of parking in outlining areas. Remove the 2hour parking along cedar as that is ridiculous - it is filled with commuter parkers and NOT people shopping the downtown area. This is a perfect example of how parking is punitive to commuters. Remove the parking meters along cedar street - since those have been installed it has increased parking pressure in the remaining free areas and in front of residences which must surely be awful for residents of those areas. Drivers have also started parking at the mall and the NDCC parking lot which is annoying for*

anyone trying to utilize any of those facilities. It is also an example of how trying to charge money for people commuting in to work doesn't resolve any issues and just creates more elsewhere.

- “” number one : Improve public transportation from out of town (salmo, junction...) force the commuter to let their car out. Commuters should pay more than residents that already pay more taxes than them. a sticker for residents should let them free parking on certain zones whereas it shouldn't be allowed for commuters : everything should be done not to let them park their car the all day in town
- “” Uncertain. It had not occurred to me that downtown residents also park downtown, though, and that is also inconvenient for the parking issue...
- “” Employers and city should provide incentive for ridesharing and purchase carshare memberships for their staff to use their vehicles for errands needed during the day.
- “” Downtown workers must be banned from occupying metered parking spaces
- “” First of all most of the employees are retail, with a very limited income. They have no way of recouping their expenses for employment. This is in it's self a real hardship at \$5.00 dollars a day. The business owners should be prepared to see their staff get to and from work if they want customer allocated parking for their revenue.
- “” I think transit needs to become a quality option for commuters. More buses, streamlined routes, running longer. I do not like the idea of paying \$5 a day to go to work. I travel from out of town and already pay in gas to get to work. \$25/week, or \$100/month affects my budget too much as I don't get paid especially well. I will always need a free spot to park to make working in Nelson viable.
- “” A parkade makes most sense, but without the raise in taxes. \$50/month max

“Do you think that commuter/employee parking should be ... (Check all that apply)”

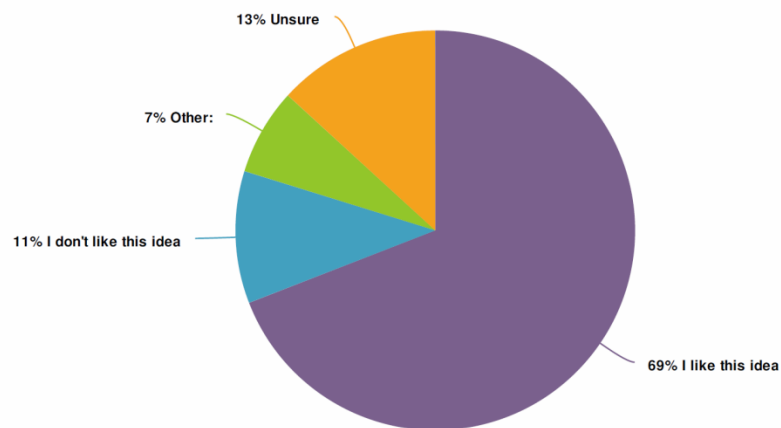
made available/charged on an hourly basis? (Only pay for the amount of time you use)		25.8%	214
made available/charged on a daily basis? (Only pay for the days you use, without paying days when you do not drive)		49.3%	409
made available/charged on a monthly permit basis?		45.7%	379
reservable?		24.5%	203
first-come-first-serve?		22.3%	185
sold using an online/smartphone permit platform?		41.0%	340
physical paper permits sold at City Hall?		18.6%	154
Other ideas:		18.7%	155
Unsure		10.5%	87

Most "other" responses were in favour of free parking. There was a key interest in diversity of options: some reservable parking, some not, and some all-day and some 4-hour parking for part-time workers.

- “” Don't make it so easy such that reservable spots sit vacant while occasional users get shut out.

- “” *Free permits for residential city of Nelson's property owners who can prove they work full time downtown. I pay enough in taxes to pay the same to park as tourists and RDCK peeps.*
- “” *Have the downtown business association develop a coordinated suggestion that is fair to all employees, even the ones who don't drive.*
- “” *Don't increase the quantity of parking downtown, as it reduces incentives to take other modes of transportation.*
- “” *Charged at time of departure - no max - no tickets - register plate*

“What do you think about using parking revenue to invest in more frequent public transit and park-and-ride in Nelson?”



- “” *I love this idea, it makes sense. as nelson is such a mini big city,... you have to resort to an urban solution to this problem as this town is busting out at the seams*
- “” *I like the idea in principle but I am unsure how practical it use, such as will it actually be used if implemented (people may say they will use it, but when it really comes down to it convenience of your own vehicle is hard to give up), and would this money be better spent on additional parking options at or near the downtown core?*
- “” *RDCK should contribute to offer public transportation to remove commuter's car from downtown*
- “” *i like it. but perhaps better transit for city residents would free up the parking for commuters from out of town*
- “” *private enterprise*

“Do you have ideas on how to make park-and-ride and transit attractive and cost-efficient for our city?”

Respondents generally expressed that park-and-ride needs to be free and frequent, with bus or shuttle service running every 10 to 30 minutes, with peak hours between 8am and 9am and then 4pm and 6pm. Many people suggested that small shuttle buses or vans should be used instead of full-sized buses; ideally, they would be electric. There is lots of interest in having secured bike parking at the park-and-ride where regular commuters can store their bicycle, so that some ride buses and others ride bikes into town.

Other ideas included:

- Use and improve existing bus routes that integrate with park-and-ride
 - “Ask downtown businesses to chip in”, because they will benefit from more available parking for customers
 - Have a quality carpool website and incentives for carpooling
- “” *My issue with park and ride is the security of the current spots. Many cars broken into, stolen and vandalized at the current spots*
- “” *Must be SUPER easy to use and SUPER convenient. Faster to take than it takes to find a parking spot.*
- “” *For regulars coming into the city to work and attend to errands the park and ride seems like an extra step to their day. Many will find this a hassle and most likely avoid it. Increasing the bus routes and perhaps giving discounted rates on bus fare/passes to those who work in the downtown / city area would be an appeal.*
- “” *Find a site that is a reasonable walk or short bike so that people can work out their own schedule and have a frequent free shuttle for the rest. Hit them hard if they park too close.*
- “” *Real time for bus arrival times on a phone app, clean buses, air con in summer*
- “” *Work with Rideshare (I'm involved in this project) to create a commuter app for connecting commuters so they can share rides between home and the park-and-ride, and from the park-and-ride downtown. It could show realtime positions on a map like Uber, and also help drivers track their emissions based on vehicle usage. If a shuttle is employed, that could also show on the map, in addition to shuttles to ski hills.*
- “” *There is a stigma around public transit in Nelson. We need to change the culture of using the bus as being the sustainable, logical option.*
- “” *As above, find more lot parking that is within walking distance of the core and reduce the need for the "ride" component of this approach. I think that once you bring in a park and ride that involve schedules, running for the shuttle etc that ppl will abandon it. The parking situation would have to get pretty bad for ppl to sit at a bus shelter at the (say) now vacant Insight parking lot, or at other locations further out of town, to make this worth their while.*
- “” *using an on demand process. have a call or text number to call the shuttle to stops with commuters*
- “” *Park and ride seems to me the only viable solution. If it were in Railtown, most commuters could walk to downtown. It would be beneficial to the Chamber too. In a historical city, I cannot see another option. Nelson is wonderful for all the reasons that make it challenging. Cars and traffic are ugly, no need to clog up downtown by trying to add more parking.*
- “” *More busses, more routes, more often. And please put some benches back in the downtown bus stop so it feels more humane to wait for a bus. As for park and ride...there are apps for everything now, but the parking lots need to have better pedestrian pathways to access them.*
- “” *RDCK should contribute. Some big city put a entrance fee (toll) to discourage commuting, we should do it in the way of increasing the cost of parking for commuters : one sticker blue for resident (25\$ per month) one red for commuters (100\$ per month) fro example*

- “” *Don't provide more parking. Jack the cost of parking. Get all german on the problem, charge people to enter the downtown core in a vehicle. Make it free. Pay for it with super expensive parking meters. Subsidize electric bikes. Free Uphill tram line. It could be so cool! Electric powered by the city's dam. Allow buskers on board, make a community event out of it. A nominal fee could be introduced later on. Up Stanley!*
- “” *Free bus tickets for park and ride users would probably cost less that maintaining downtown parking with attendant monitoring and meter costs and encourage people to use the bus. Also more bike racks that are secure. Bike and pedestrian paths and trails might help and create an attractive alternative to driving. The roads into downtown either have heavy traffic or you have to cross highways which is a big disencentive to bike or walk. Also snow removal from side walks is important.*
- “” *Make parking downtown expensive, so that drivers have a reason to leave parking spots earlier and allow others to use them; start consistently ticketing those who park in 2-hour parking areas in the Uphill areas surrounding Baker Street for longer than 2 hours.*
- “” *Have it be fun for us and tourists - like the street car - if it went from fairview through high street to baker and railtown and back - I would use it regularly.*
- “” *Nelson is still small enough (downtown area) that people want to be able to get to their cars to go home for lunch or pick up kids after school,so I believe this option is doomed for failure.*
- “” *Work even harder to fine tune the bus schedules to make sure the buses and park/ride shuttle buses arrive downtown from outside of town or from the park/ride(s) at the very best time for most workers/shoppers.*

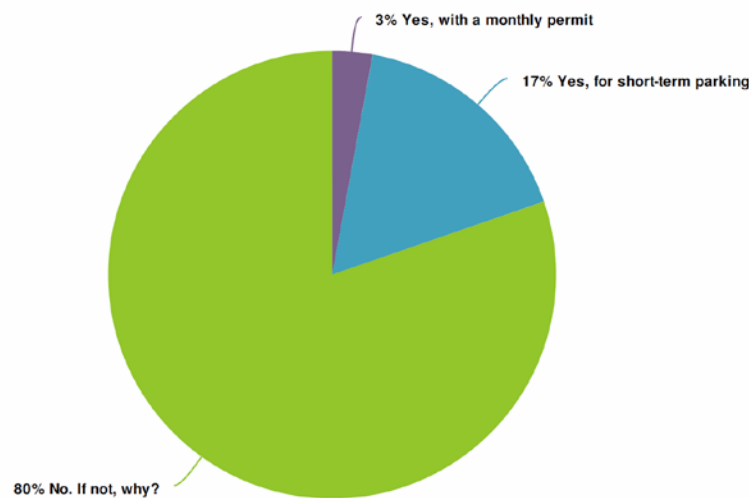
“Do you have any tips on under-utilised parking spaces, or parking that could be better and more efficiently managed? Where could we easily add more parking or make small changes to make parking better? Do you have any other street- or block-specific suggestions?”

Dozens of situations were raised by this question that staff will look into further. There was some disagreement on whether angle parking is good (by creating more spaces) or negative (unsafe).

- “” *Add \$5/day commuter parking in the 700-block of Victoria Street (near KSA), as you did on Cedar.*
- “” *Improve pedestrian access/lighting to Railtown*
- “” *Perhaps there should be a length restriction for parking in some streets.*
- “” *More 'small car only' parking in the free zones and possibly elsewhere*
- “” *I think the angle parking on Baker St is a big problem. There is not enough room and big trucks always park there, making the street too narrow, blocking sight lines and it is unsafe for cyclists.*
- “” *marked parking spaces on side streets so that space isn't wasted.*
- “” *Maybe residents who are away most of the day could 'rent' out their parking permits using an online application*
- “” *Areas where there are businesses with large parking lots should leave them open to the public during their closed hours. People going to eat out in the evening should be able to park in the bank parking lots.*

- “” *I think you need more signage around town. I noticed the other day when looking for a home in town that there are not street signs on every corner. it wasn't easy for someone that doesn't live in town.*
- “” *Advise oil companies who own defunct gas station properties they are in violation of the OCP. Use taxation as a blunt force instrument.*
- “” *My street doesn't have a sidewalk. I live on Carbonate past park. This can make walking a challenge in the winter as I'm forced to walk on the road. It means that I sometimes opt to drive because it feels safer. I'd like to see a sidewalk!*
- “” *Reconsider where parking is being used to sell vehicles (Like Chrysler) seems contrary to sustainability practices when sidewalks are pinched and space taken away.*
- “” *Encourage and subsidize car sharing everywhere that gets rid of a bunch of cars.*
- “” *Add more places to lock up a bike.*
- “” *Victoria, Silica, Carbonate and Mill Street home owners should be encouraged to park in the lanes (on their property) and the city could support that by maintaining those lanes properly. If you are able to park back there great, you must do so. Perhaps an incentive of a tax discount for creating parking in their back yards. The same thought for front yards. Better use of space in the close to downtown urban area will become a must and lawns are not a good use of space.*

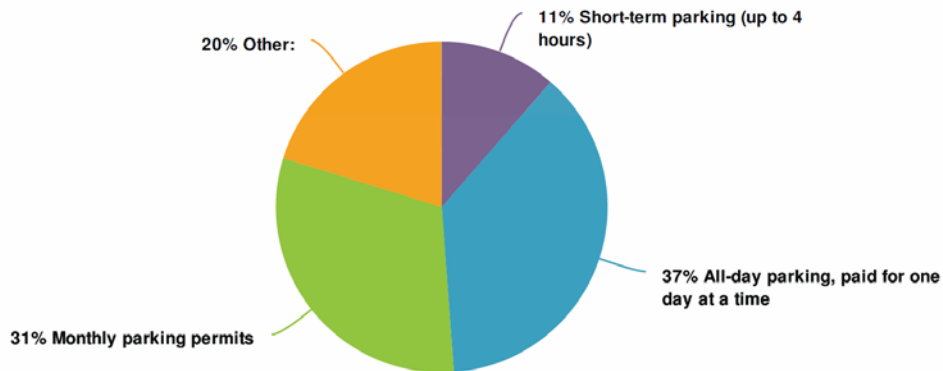
“Do you ever use [the parkade]?”



Most common responses for why not:

- It is always full
- “It's a non-inviting building to say the least. A bit dark and scary.”
- “I used it on occasion, but it became so regularly full that I stopped checking.”
- “I'd rather walk than pay”
- Not affordable
- Some trucks do not fit

“Do you think that the parkade should be used primarily for”



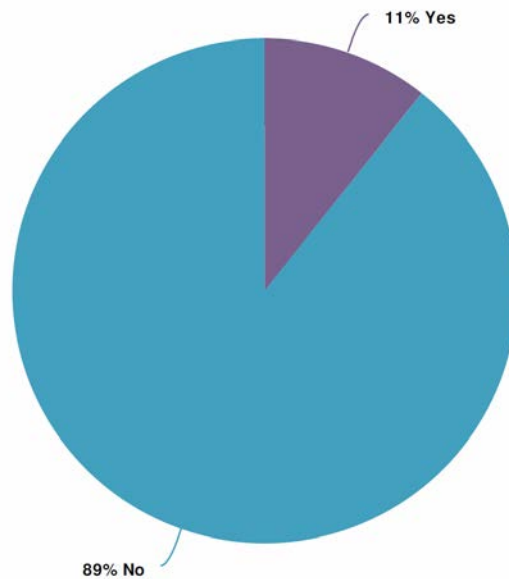
“Other” responses were generally “all of the above”: in support of a mix of all options.

“Do you have any other comments on the parkade?”

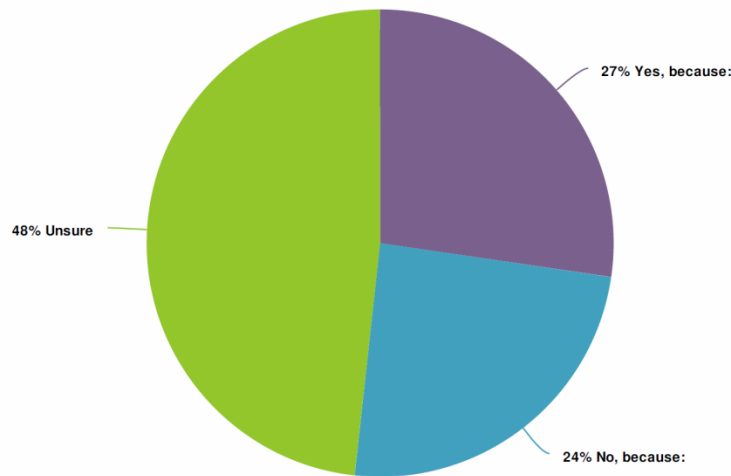
- “” *I think the parkade is best used for people who work downtown.*
- “” *It needs a green wall or beautification along the front, it's a huge eyesore.*
- “” *Is there bike parking in there? An EV charging station? If not, why not?*
- “” *From a female perspective, one feels isolated and unsafe in the parkade, even during the day.*
- “” *I know the Hume Hotel has a floor or so reserved, as a business their rates should cost more, also those stalls are quite often empty and wasted space that could be utilized by their staff or residents. They could communicate to the parkade daily of their needs and let unreserved spots be rented as day parking.*
- “” *I don't understand when the sign is up saying it is unavailable and yet I can [see] empty spots.*
- “” *It's always full but not all the stalls are being used. It's wasteful.*
- “” *It's UGLY. Can we pretty it up with some planters on the exterior in the summer?*
- “” *Get rid of monthly permits and make it all daily.*
- “” *Would like to avoid another one due to cost and how they aren't the most attractive.*
- “” *Users have had permits for years not fair make it buy use every month to let more drivers have chance at getting a spot.*
- “” *Love it.*
- “” *I'd prefer to see such services provided by the private sector and the fees for parking to reflect the cost of providing that service.*
- “” *Too many empty monthly spaces not being utilized that could be used for daily.*

- “” For the convenience of having a guaranteed, all-day, every-day (covered) spot in the parkade the monthly rate should not be cheap. The market will let you know when your price is too high but my starting point would be \$140/mo. However, with this fee I would allow for multiple permits for the same spot if 2 or more people wanted to privately arrange and split their usage.
- “” Elevator! Make it safe, secure, and accessible! Parkades should be integrated with transit.
- “” It would be useful to have a public washroom in it. People urinate in the stairwells as it is.
- “” The parkade seems like it's always empty, even when there's a sold out sign. How many lots are sold monthly in here? Seems crazy that there's such huge parking congestion in town but this parkade sits mostly empty most of the time. There really should not be any monthly parking available. It should be more of a daily or hourly parkade.
- “” Do not make any more of them.
- “” Have a sign that tells you how many spaces are free so do not have to drive all levels
- “” I like the partnership with the Nelson Youth Centre

“Do you live on a block with "2hr Parking" or "Resident Only" parking, where residents require a parking permit?”



“Overall, do you agree with the current residential parking permit program?”



Of those who agree with the current policy, about 90% like it because they think it’s fair and about 7% like it because they see it as a disincentive to own a second vehicle.

- “” *It seems reasonable. Though it isn't if everybody who lives on that block, can't park there and they get ticketed for parking on another block. Because obviously they want to park as close to their home as possible.*
- “” *It is currently working, but the permits should not be free. There should be a charge for them. Say \$25-\$30 per year helps with some revenue that should go into road maintenance.*
- “” *It seems like a good balance between providing parking for downtown visitors and residents.*
- “” *one permit per unit if fair and reasonable. Units with off-street parking should not be issued parking passes as homes without off-street parking have priority*
- “” *that would be great to have on our block. :)*
- “” *this allows some free street parking while still protecting some spots for local residents, which is often a good compromise*
- “” *Families that live downtown should be able to share one vehicle*
- “” *It gives residents with no driveway an opportunity to use street parking while discouraging multiple vehicles per household*
- “” *It promotes a limit on the amount of cars the city takes responsibility to accommodate. If people want more cars it should up to them to figure it out-There are consequences to owning a vehicle. And it isn't an automatic right to be able to park more than one vehicle in front of your house, or even on your street*

Of those who disagree with the current policy, 30% want to allow for more permits per household, 10% said that the current system is bureaucratic or otherwise undesirable, 9% want to limit the number of permits issued per block (no overbooking), and 6% believe that people should be responsible for providing private off-street parking and not rely on street parking.

Other suggestions include: more frequent parking enforcement in residential areas, not restricting residential permits to a specific block, plowing alleys in order to maintain winter access to off-street parking, and better accommodation of residents' guests.

- “” Residential on street parking permits should not be free of charge. Also, it is now common for multiple, adult roommates to share a house, with new roommates often here for only a season or two. So, on street parking should not be free of charge and shouldn't be limited to 1 permit per household, but should instead permit up to one driver to have one on-street parking space for a single licensed vehicle. So, if there are 4 drivers with a total of 4 cars, there would be 4 paid permits.
- “” 1 permit per household and the maximum of 2 additional may be purchased. this doesnot guarantee that parking will be available on your block or in front of your residence at the times residence desire. only that they can park in residential with no chance of receiveing a ticket, (had a special day off and got a ticket puts a damper on the day off)
- “” Don't issue permits when there is no space
- “” It could be inconvenient for households with more than one car. Generally it discourages multiple car ownership which is great, but there should be exceptions for people living communally, cohousing etc
- “” It penalizes people who have off street parking and rewards those that don't.
- “” Landlords sell or use the parking to others or themselves that don't reside at the residence
- “” Parking spaces on the street is parking on city property. Thus every car parked on the street anywhere in Nelson should pay a permit fee. ... These funds could then be used to increase public transit and/or assist in covering costs for park and ride bus.
- “” Residential on-street parking should not be free of charge, it should be a pay-per-use system if people decide to have a vehicle. There should be as many paid permits per household as are required, but they should be paid for individually per vehicle.
- “” Nobody should be able to store cars on-street, use storage facilities for that

Of the 11% who indicated that they live in a residential parking permit area:

- 49% do not agree with the current policy
- 29% agree with the current policy
- 17% are unsure

	Agree	Disagree
Only one permit per household	43%	51%
Only issue a permit if that household has no off-street parking at all	51%	38%
Residential parking permits should be free	81%	10%
There should be no limit to the number of permits issued	40%	37%

“Do you have ideas on how to improve the residential parking permit system to better meet people's needs and ensure that they have a parking space to come home to?”

The consensus amongst respondents is to limit the number of permits issued per block and to consider issuing second or even third permits if space is available (after ensuring that each household has at least one permit, even if they have one off-street parking stall).

Other ideas include:

- Simply issue one permit per household, but make them transferable.
- Improve visitor parking (perhaps 1-hour) and have some designated commuter parking on blocks that can handle it.
- Issue each household a handful of visitor day passes per year.
- Issue a second class of residential permits that are not valid Monday to Friday from 9am to 5pm
- Put more resources into enforcement. Consider painting lines on the street and designating spaces for carshare vehicles in order to discourage ownership of a second vehicle
- Improve lane access in the winter, or have winter-only permits in some cases

“” *charging for residential parking permits would promote building more off-street parking*

“” *I would prioritize one permit per household but allow 2 permits if there is capacity and it's not preventing a household from having their first one.*

“” *Additional permits available for a charge. Limit number per block. We cannot have guests over (to play or for lunch, etc) during the busy summer months as there is no nearby parking.*

“” *You choose a house with no parking that's your choice. I do t think we need to guarantee parking*

“” *Offer tax breaks for people who don't get residential parking permits. To encourage more individuals to build off street parking or to use other means of transportation*

“” *Aggressively ticket and tow vehicles that park all day without a permit.*

“” *Change to 1 hour parking without a permit?*

“” *They shouldn't be free. Their houses are valued less because they do not have parking.*

“” *Up to two permits per household. So families with two vehicles (common) and only one or no off-street parking space can still efficiently park two vehicles. NO PARKING in Uphill without a permit, thereby forcing commuters to use park-and-ride or use pay-to-park spaces downtown.*

“” *Assist any home owner to create a new parking space on their property, either financially or physically.*

“” *Allow more than one residential parking permit per unit/household. Housing is so expensive here in Nelson. Many people have roommates that need residential parking as well.*

“” *If cars are being parked by commuters, can we ever guarantee home owners their spots. Should commuters require passes for using residential areas during 8am to 6pm and charge a monthly fee for use during certain hours? Do we need to start enforcing and towing vehicles in these areas?? who enforces the rules if bylaw goes home at 4:30? Or is this too big of a task for bylaw.*

- “” *I often have trouble parking on my street due to people WITHOUT permits parking there. Bylaw needs to come by more often and ticket/tow those with no permit so that residents actually have the ability to park on their own block.*
- “” *Having resident only spots sit empty all day needs to stop!*
- “” *More residential only zones. Expanding allowable parking streets for permits. Faster turnaround for non-residents. 1hr parking? Paid?*
- “” *expand the residential parking permit to streets above Mill. Those streets directly above Mill take the brunt on it.*
- “” *General comment. If you want to live close to downtown, why do you need more than one vehicle?*
- “” *I think it works fine. Let the residents sort themselves out. Landlords should be able to offer their tenants permits.*
- “” *Due to high cost of rental housing, 1 household can have as many as 6 tenants sharing the house. If a landlord is going to rent their house to 6 tenants, the landlord should provide parking. The Parking problem is a result of the housing problem - add higher density housing, and some of the parking issues will get resolved.*
- “” *Simplify the system. Make the residential parking passes for the block you live in. Issue two per household regardless of off-street parking. Make the parking 24/7 resident parking as some areas have daytime parking issues and in other areas, there is an issue at night. Charge \$10 per pass (or whatever covers costs), add it to my tax bill and mail me the pass. The residents of the street can sort it out amongst themselves who gets what parking.*
- “” *There absolutely needs to be a limit on the number of permits issued for an area because it is ridiculous for there to be more permits than spaces on some blocks. There needs to be more parking tickets given out and at higher prices to prevent people who don't have a permit getting away with taking up spots that are needed for residents. Residents need free and reliable parking that can't be taken up by people who are going downtown*
- “” *It's more equitable if all residents are charged for parking permits. Residents that live on the edges of town drive to work shouldn't be expected to pay for parking that other residents get for free (especially because they already live within a closer walking distance to all amenities).*
- “” *Cars cost the city a lot of money. If people choose to own a car, they need to pay back into the system.*
- “” *I think some households should be allowed temporary street parking permits through the winter. Our parking area is very challenging to access in our 2WD car in the winter (we often need to put on chains to get out). We'd like to be able to park on the street, even if just for the winter.*
- “” *Ensure? Needs? - No. I think the expectation of being somehow entitled to park on the street and not only that but outside ones home needs to shift. These are outdated small-town expectations even before one adjusts the view to consider Nelsons 2050 Climate Zero Carbon Strategy*
- “” *make 1 side resident only if enough residents in that block. Other side 2-3 hr for commuters.*

“What are your thoughts on the use of parking technology in Nelson? For example, paystations replacing coin-operated parking meters, online parking permits, or pay-by-phone.”

The consensus amongst respondents was to implement pay-by-phone technology and to not rely on only one way to pay. Lots of respondents are not pleased with the current Hall Street pay station and say that if the City is to have pay stations, there needs to be more of them so that they are easier to get to.

- “” *Pay stations work if they're close to the parking spot. If you have to cross a street to use one, they become challenging.*
- “” *love the convinance of getting out of car and paying the meter right there.*
- “” *It can be challenging for some people to access station (parents/strollers, elderly walking). I think kiosks can be used in specific areas, but that meters should be accessible otherwise*
- “” *Is it necessary? Is there a strong cost/benefit argument for it? Seems like unnecessary expensive infrastructure.*
- “” *I watched people struggle and not sure it solves any problems*
- “” *I support pay by phone and do not support pay stations. Pay stations are for malls, arenas, and airports not street parking*

“Do you have any final comments or ideas for improving downtown parking?”

- “” *Kudos to the City for tackling one of the most challenging issues we all face downtown - workers and shoppers. As a store owner I have always wanted to offer our regional customers a place to park for a day when they come instead of the hassle of 1-2hr street parking. If they are worried about their meter they don't relax and shop and eat. It's rush rush. I would have no problem paying \$5 parking for a good customer to spend the day in Nelson. I know there is no easy answers but hopefully a pilot project is implemented and evaluated. Thank you and good luck!*
- “” *more by-law officers to enforce the rules and create revenue for the City for non-compliance*
- “” *I wish you well in trying to solve this significant problem. Although I don't have any great ideas for improving the situation, your survey attempts to access those with ideas and good for that.*
- “” *Rip out those bike racks and build real ones so people actually know they can lock their bikes up downtown . I don't even bike and this bothers me . I'm sure it was a good intention to put in the bike racks that look like leaf sculptures , but no one knows what the hells going on . They probably think theyll get find for vandalism . I also think a bit more access to charging those electric bikes would be pretty smart and efficient*
- “” *Our small businesses downtown are key to Nelson's attraction as a tourist destination, but they lose out to businesses in the mall and down on the waterfront when parking downtown is hard to find. E.g. I would prefer to patronize Hipperson's Home Hardware but at times I go to the hardware store on Lakeside drive because parking is basically guaranteed. For this reason I think it's essential that we price downtown parking high enough to keep the spaces turning over. Just because the disabled spots are not utilized as much as other spots, I think they are essential for making Nelson a senior-friendly place. For those who can still drive,*

having a disabled parking space is the difference between being able to go downtown and shop, or have to stay at home.

- “” Please continue to move to a downtown that support more sustainable transportation methods -- walking, cycling (e-bikes!). Someday Baker St should be pedestrian only and all vehicles would need to park elsewhere.*
- “” Raise parking rates. Reward walkers, cyclists and those who park outside downtown area.*
- “” I love the idea of a city operated, user-pay shuttle between downtown and park-and-ride areas outside of town. Let's try this before building a parkade!*
- “” Change habits by changing the speed limit. Dropping the speed limit through out town to 30 km/hr would allow light weight electrics to thrive. Due to the small size of our community, commute times would be little changed. The benefit, would be electrics (bikes, golf carts, skateboards, one wheels...) would be promoted and find their place in the commuting mix. The covered bike parking at the coop is a great thing. Build more. Change the skateboard bylaw to allow commuting on electrics.(30 km speed limit would help this.)*
- “” Again, I'm not sure there really is a parking problem in Nelson. I'm guessing the business community is pushing this idea, when in fact, they only pay 25% of Nelson's taxes. We should not be making parking easier. Where in the world is parking getting easier?! Nowhere. This is a backward direction to be going. Instead, we should be encouraging alternative transport options. Nelson is way behind the times on this.*
- “” If the experts are right, 15 or 20 years from now this will be a non-issue as we will not be owning cars and self driving pods will be delivering us back and forth. Can hardly wait!*
- “” I'm glad you're really, really grappling with this perennial problem*
- “” Remind people that it is a kind of ridiculous entitlement to expect that they have access to a chunk of public land to store their private vehicle on. And that the land be clean and maintained and delineated and monitored a time public expense, just for their convenience. Parking is a private luxury. If we can't pay for it, we shouldnt do it.*
- “” when employees have to pay for parking downtown they are going to park in front of my house for free*
- “” Parking is only one issue and while it is relevant it shouldn't be looked at in isolation. Nelson has committed to the transition to 100% renewables. The Parking Strategy is a really great place to start putting action to words and honouring commitments.*
- “” Large extended trucks should not be permitted to park in the downtown core. They impede traffic and make it dangerous to back out of a spot next to them because of lack of vision.*
- “” Thanks for your work on this. I would be interested in discussing ways that a transportation app could help the city by providing commuters easy access to info about transportation options, parking, where to charge their EV, even potential incentives for choosing certain options over others. Rideshare will be partnering with the Smart Kootenays project to create an all-in-one transportation app for the West Kootenays which will integrate public transit, ridesharing, commuter ride sharing, car/bike/scooter sharing, real time road conditions and potentially many other transportation-related data streams. The platform being developed can also serve as the basis for a complete smart city network, so it could advance to the point where your phone/car guides you to an open spot and tells you about how many spots are available and where before you even leave the house. If you're interested in discussing any of the ideas I've touched on, please let me*

know and we'll schedule a meeting with myself and Brad Pommen, CEO of SMRT1 (the main technology partner for the Smart Kootenays project). Best, Kevin Suggitt Web Application Developer
kevin@sustainablekootenays.org

- “” I cannot stress enough my belief that if it was easy to take the bus or walk, parking would be a much smaller problem. I have personally experienced very dangerous sidewalks that the city theoretically maintains-I live uphill Stanley st near Lion's Park. As I walk on these often icy sidewalks with their token sand and no salt I look longingly at Stanley St and the side streets which are often bare with plenty of sand. Some days I take my car downtown solely because the sidewalk is too risky for me to walk (my new joint replacements need protecting!). Or I walk in the street-risky in it's own way but at least I am confident the cars can slow down or stop in a controlled manner because the streets are in such good condition. I think in this age of promoting environmental responsibility it is a shame that the pedestrian is so neglected while we try to figure out how to accommodate cars and focus on non environmentally sound practices.
- “” Yes. As a business owner on Baker St. It really bothers me when people that I know say they never shop downtown because they can never find a place to park so instead they shop at the mall or in Castlegar. Nelsons parking problems have been bad for years so in my opinion whatever solution(s) is adopted, the sooner the better. I would be in favor of almost any solution, just get on with it!
- “” Stick with evidence based policies, rather than giving in to people complaining. If there are never empty spots downtown, then the prices are likely too low or the time allowed at a given spot too long. The vast majority of people in Nelson can easily walk a few blocks from their parking spot. Ensuring those with mobility issues can park closer should be a priority over those who are merely inconvenienced.
- “” The city planners need to include long term parking in their strategy. It is not easy to walk to city bus stops in winter without proper sidewalks and sidewalk cleaning.
- “” -the reserved spaces in front of the Nelson city police station should be cancelled. They are usually empty. there is more than enough space available in the police detachment lot beside the building. -the angle parking on Baker Street is dangerous. It often results in vehicles extending out into the travel portion of the road, especially trucks
- “” To reduce the number of cars downtown - raise the daily rate. Open up 2 Park'n Ride locations (e.g.: Pacific Insight and a North Shore location) and provide a shuttle for free. Great incentive! The increased revenue from higher parking fees will pay for the shuttle. And if fewer people choose to share rides because of the higher rates, then you've solved the problem without incurring more cost (provided the City doesn't purchase the land). Pacific Insight building will sit vacant for a very long time.
- “” The more you accommodate vehicles...the more vehicles you have to accommodate.
- “” In order to increase housing, REMOVE the need for parking spaces for existing suites and multi-units- let landlord choose to rent to tenants without cars!! Don't prevent building additional suites because of parking space requirements!!
- “” Build parkades and give free transit to downtown workers.
- “” Enforce the parking rules & penalize violators more often, especially in the non metered zones with restrictions!

- “” *I think that there is real room for improvement of our use of transit to get folks out of their cars. The service level (frequency, area covered) needs to be improved and the cost needs to decrease. Lets support community events (market fest comes to mind) with free busing to and from the core during these times. Right now a fam of four making a return trip costs \$18- which is cost prohibitive (could be same cost as a taxi in both directions depending on length of the trip.) It is not surprising that folks are choosing to use their cars as it is often the lowest cost, most convenient option. Another idea is establishing a chair lift type system to get to uphill and other high points in the city. This will help people use their feet, bikes etc... to get around as the trip back up the hill is often the barrier to folks using an alternate mode. (or community shuttles that run frequently and are inexpensive) Or a hitching bus stop- some kind of city effort to coordinate ride sharing.*
- “” *Residents that work and live in Nelson should have access to cheap parking, commuters should be taxed much more, the cost of living in Nelson is high regarding to many area out of town, it is non sense to encourage coming from castlegar to work here with their vehicule, public transportation and high cost of parking for commuters are the keys. Parking should be easy for residents, rather they just live here or live and work here*
- “” *Get the honest message out: "Nelson is a popular place to live and to visit. Parking will continue to be limited, whatever solutions we come up with. Consider walking, biking, carpooling and parking further from your destination. It will be healthy for you and easier on our parking stresses.*
- “” *There needs to be more bike racks downtown. More people are using electric bike and that will take a lot of pressure off the parking dilemma. As a result there needs be many secure bike racks. I often only have the option to lock up to a parking meter which is not secure.*
- “” *More bylaw and charge more for tickets so people actually care. Need commuter parking away from people's homes. You can't penalize the people who live downtown because we are the ones trying to be green and walk! Don't make us live in a parkade.*
- “” *Make the investment. Build a parkade*
- “” *Parking needs to be simplified, and traffic needs to be re-routed away from downtown. Cars that are parked for more than 24 hours should be ticketed and towed, as they are in neighbouring towns. Nelson needs to rethink its goodwill-wasting parking policy.*
- “” *The preamble for this survey talked about encouraging alternatives to driving and parking but did not touch on many things which could improve walking/cycling. For example, the walking route from rosemount to downtown is quite long with a lot of switchbacks. A staircase from the west side of hall mines overpass to vancouver st above may encourage more walking. I am certain that the rain water drainage on stanley street causes very large puddles to form on the north side of the cross walks. This may be discouraging walking. A distinct lack of bicycle parking in the down town core may have contributed to low bicycle usage. Could more thought be put into the alternatives please?*
- “” *I have stopped walking downtown in the evenings for a performance because the sidewalks are often very icy and uneven. The streets except downtown are dark for walking except at the street corners Improved lightening would encourage me to walk at night*
- “” *We improve downtown parking by decreasing demand by enhancing the desireability of other choices for travel within the city and for commuters*

- “” *I feel that you should think of the surrounding residential taxpayers when you make decisions around the parking issue. We already pay water, sewer, and garbage and property tax to take care of the city many costs. I don't have current surveys but years ago 15,000 cars entered Nelson from the North shore, Salmo, and from The Castlegar area and all the cars leave in the afternoon. They need to pay for the parking in one form or another.*
- “” *I would only ask you keep in mind that some people are not physically able to park and walk. I would not be able to do the job I do now if I lived in a big city where I had to park 10 blocks away. It's a privilege to live here and be able to feel part of society in spite of my inability. I hate the idea of losing that.*
- “” *The current arrangements mostly work, so please don't screw them up. If it ain't broke don't fix it.*
- “” *Thanks for having such a thriving downtown!!!!*