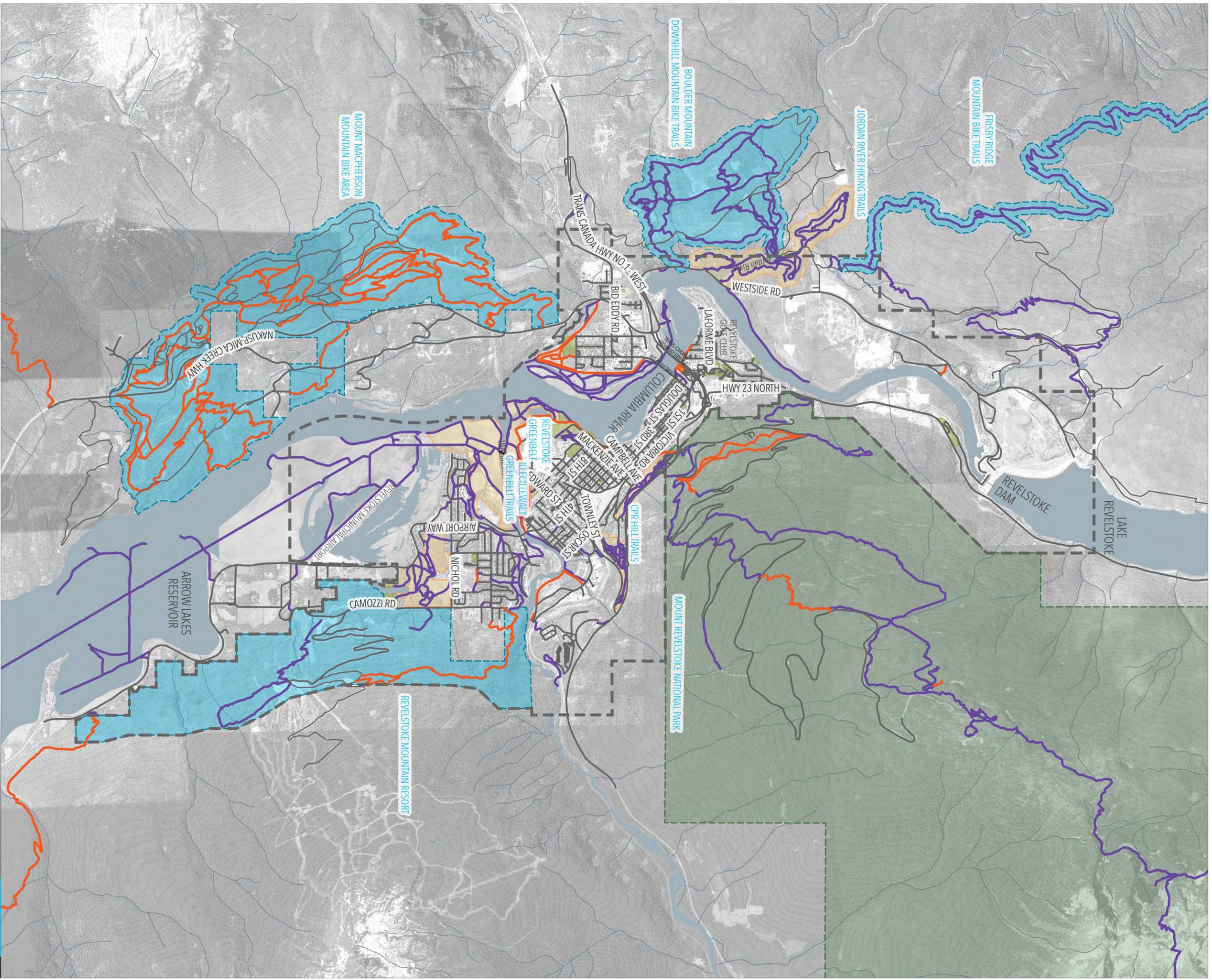


APPENDICES

APPENDIX 01

MAPS



PREVIOUS & UPDATED TRAILS INVENTORY

CITY AND CONTEXT

- LEGEND**
- City of Revelstoke Municipal Boundary
 - Trails Currently in Inventory*
 - Trails Added to Inventory
 - Street*
 - Forestry Service Road*
 - Streams
 - Contour (40m)
 - Waterbodies
 - Formal Trail Areas
 - Informal Trail Areas
 - Mount Revelstoke National Park
 - Municipal Parks

The **ORANGE TRAILS** & **GREY ROADS** show the inventory of trails & roads prior to the start of the **TRAILS STRATEGY**. The **PURPLE TRAILS** show the trails that were added to the inventory by compiling GPX files and manually tracing map layers from the Strava Heatmap Data. Prior to the **TRAILS STRATEGY**, the inventory of trails was 150km. Through the Trails Strategy 422.7km of trails were added to the inventory.

A 282% INCREASE.

*Roads and Trails were not differentiated by Strava. These were categorized manually by SPD

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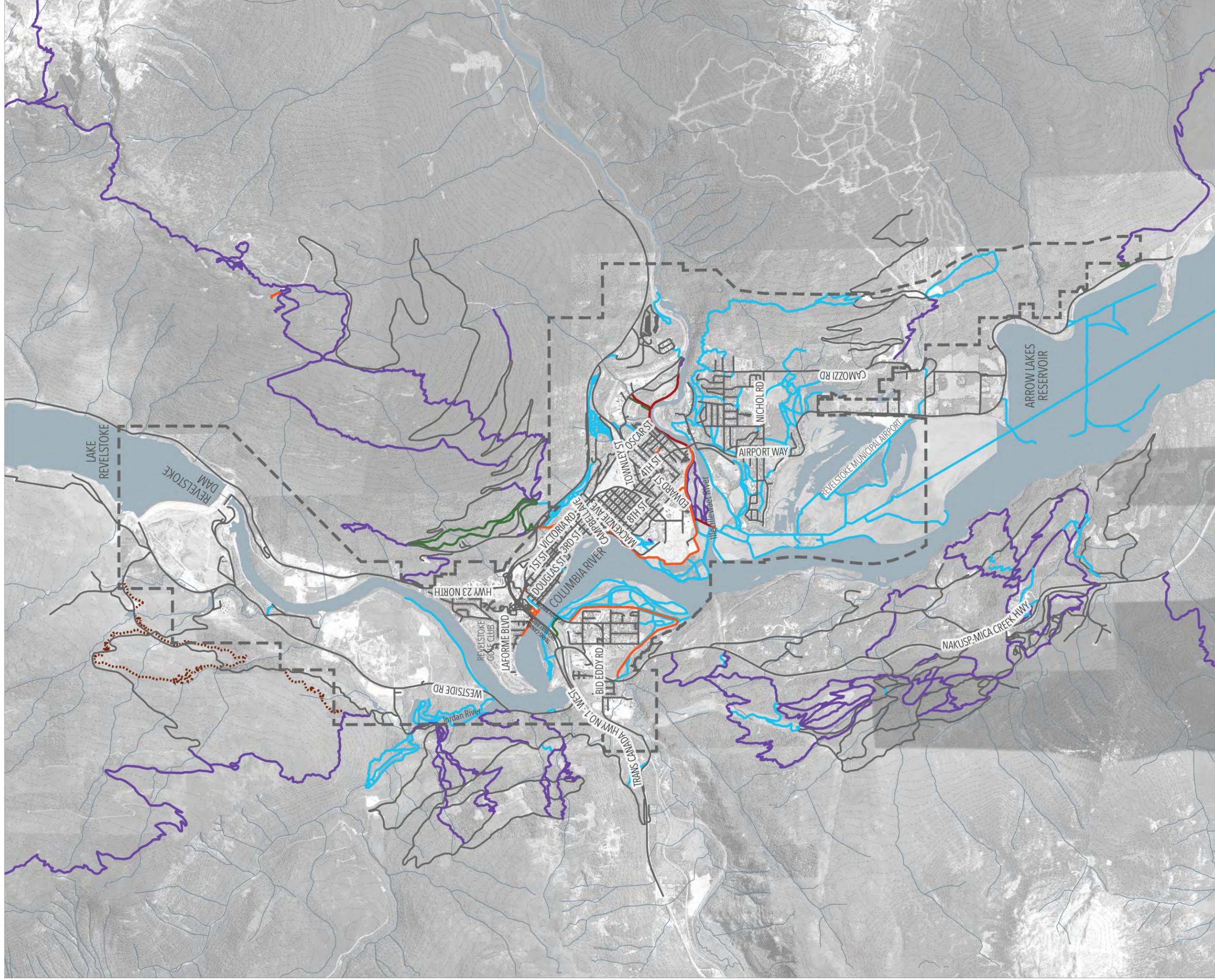
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0 1 2 3 4
KILOMETERS

PROJECTION
 Type: WGS 84 / Pseudo-Mercator



REVELSTOKE TRAIL TYPES: EXISTING TRAIL CLASSIFICATION

CITY AND CONTEXT

Map
02

LEGEND

-  City of Revelstoke Municipal Boundary
-  Class 1 Paved Trail 1.5-3m Wide
-  Class 2 Gravel Trail 1.5-3m Wide
-  Class 3 Maintained Trail 1-2m Wide
-  Class 4 Maintained Single Track / Hiking Trail (Maintained by an Organization)
-  Class 5 Informal Trail (No Formal Maintenance)
-  Class 6 Road or FSR (Maintained by Government)
-  Motocross
-  Motocross Trail
-  Waterbodies
-  Streams
-  Contours (40m)



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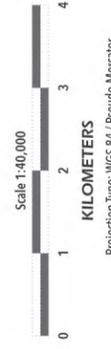
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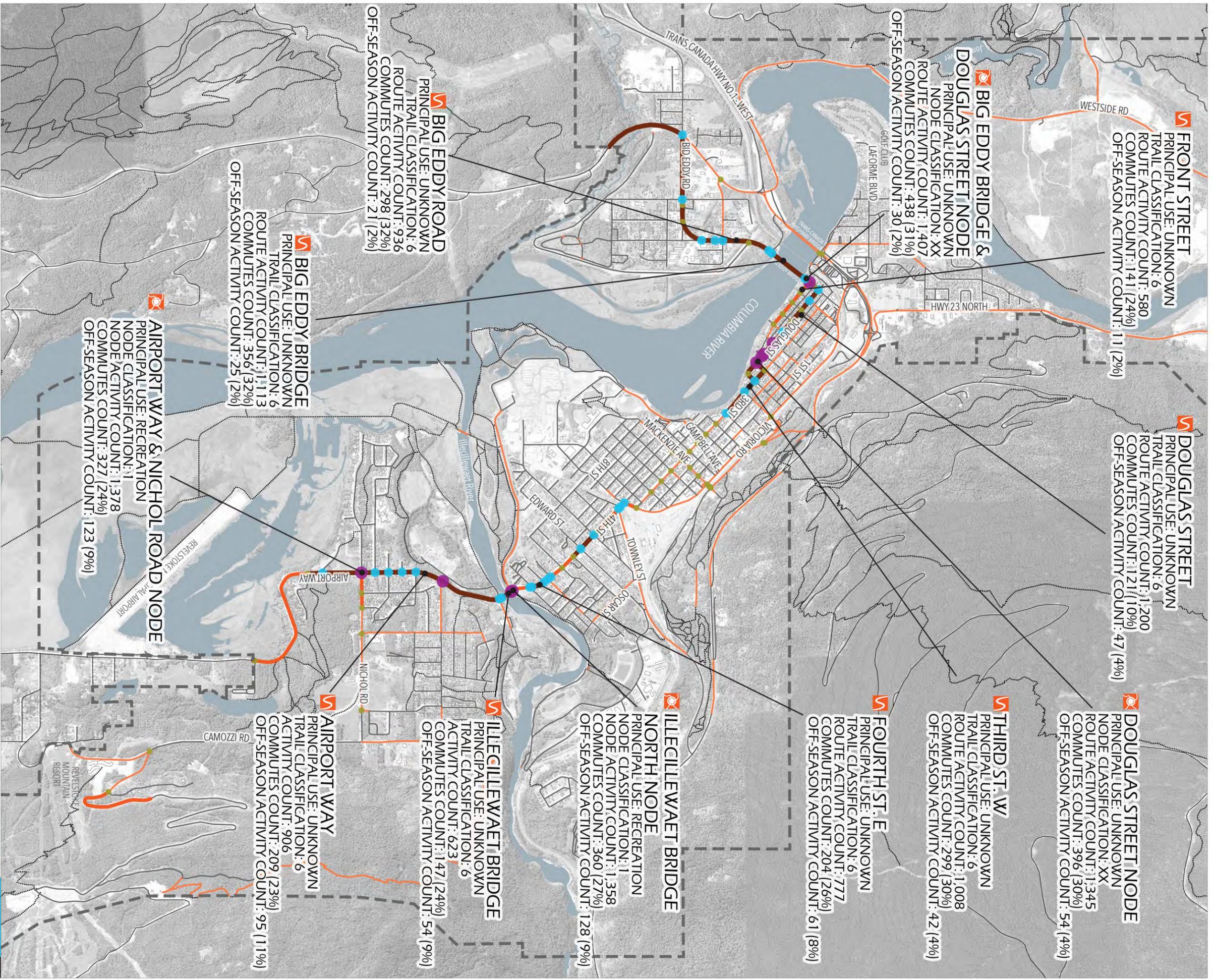
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ROUTE & NODE IMPORTANCE

DOWNTOWN & NEIGHBOURHOODS

LEGEND

- Route Importance**
- Low Activity Count (0 to 100)
 - Medium Activity Count (100 to 400)
 - High Activity Count (400 to 600)
 - Highest Activity Count (Greater than 600)
- Node Importance**
- Low Activity Count (Less than 500)
 - Medium Activity Count (500 to 1,000)
 - High Activity Count (1,000 to 1,350)
 - Highest Activity Count (Greater than 1,350)

Total length of trails & roads with Strava data within the City of Revelstoke: 277,182.0m

Total length of known trails & roads in the Revelstoke area: 1,038,308.5m

PERCENTAGE OF STRAVA USAGE DATA ~27%

Map 03

- Context Trail & Routes**
- Context Trail & Routes
 - All "Strava" routes outside the City of Revelstoke Municipal Boundary or Trail Inventory with no "Strava" usage data
 - Context Trail & Route Nodes All "Strava" nodes outside the City of Revelstoke Municipal Boundary
- City of Revelstoke Municipal Boundary**
- Waterbodies
 - Buildings
 - High Use Route
 - High Use Node

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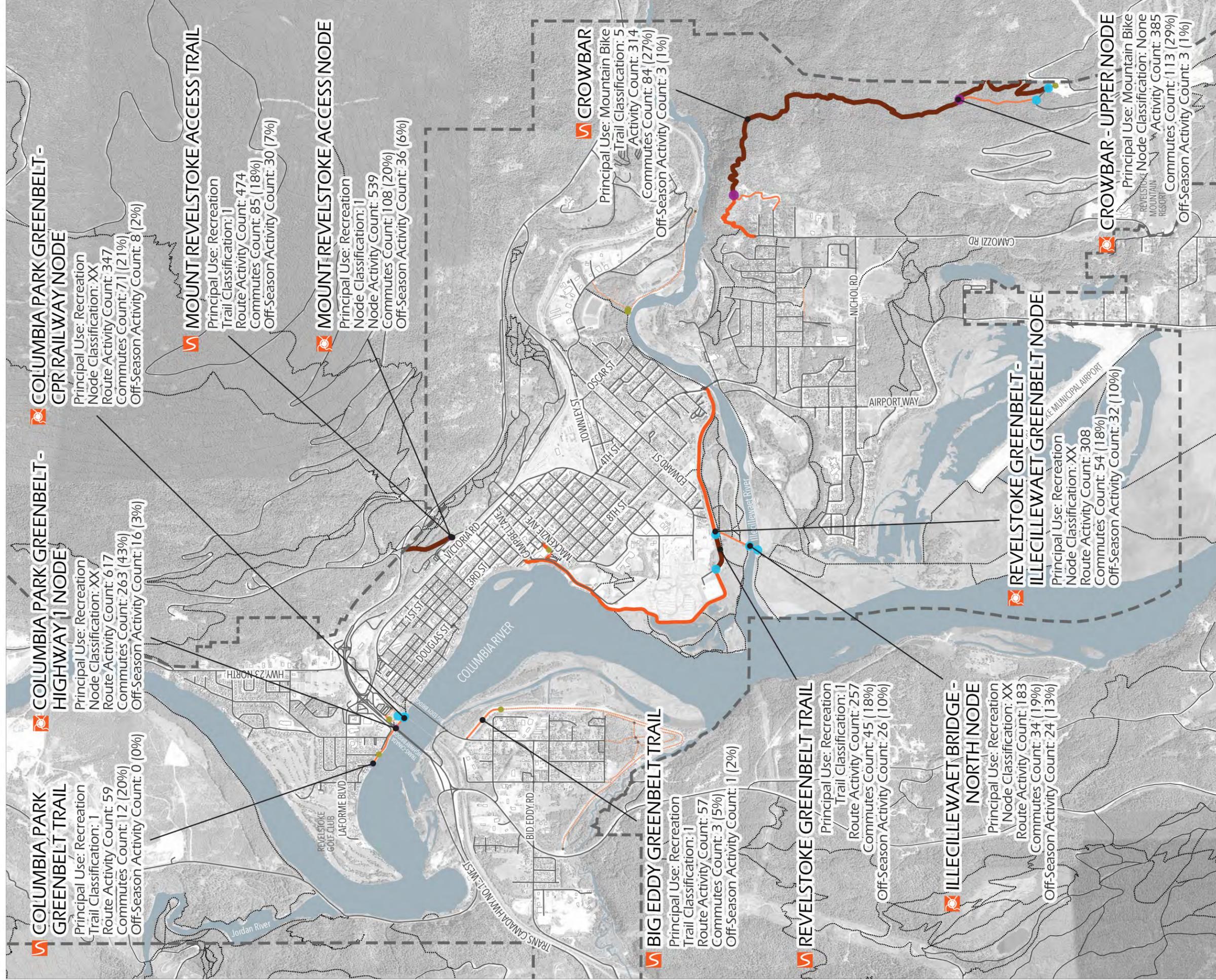
CITY OF REVELSTOKE

NORTH

Scale 1:20,000

0 0.5 1 1.5 2
KILOMETERS

Projection type: WGS 84 / Pseudo-Mercator



COLUMBIA PARK GREENBELT - CPR RAILWAY NODE
 Principal Use: Recreation
 Node Classification: XX
 Route Activity Count: 347
 Commutes Count: 71 (21%)
 Off-Season Activity Count: 8 (2%)

COLUMBIA PARK GREENBELT - HIGHWAY 1 NODE
 Principal Use: Recreation
 Node Classification: XX
 Route Activity Count: 617
 Commutes Count: 263 (43%)
 Off-Season Activity Count: 16 (3%)

COLUMBIA PARK GREENBELT TRAIL
 Principal Use: Recreation
 Trail Classification: 1
 Route Activity Count: 59
 Commutes Count: 12 (20%)
 Off-Season Activity Count: 0 (0%)

MOUNT REVELSTOKE ACCESS TRAIL
 Principal Use: Recreation
 Trail Classification: 1
 Route Activity Count: 474
 Commutes Count: 85 (18%)
 Off-Season Activity Count: 30 (7%)

MOUNT REVELSTOKE ACCESS NODE
 Principal Use: Recreation
 Node Classification: 1
 Node Activity Count: 539
 Commutes Count: 108 (20%)
 Off-Season Activity Count: 36 (6%)

BIG EDDY GREENBELT TRAIL
 Principal Use: Recreation
 Trail Classification: 1
 Route Activity Count: 57
 Commutes Count: 3 (5%)
 Off-Season Activity Count: 1 (2%)

REVELSTOKE GREENBELT TRAIL
 Principal Use: Recreation
 Trail Classification: 1
 Route Activity Count: 257
 Commutes Count: 45 (18%)
 Off-Season Activity Count: 26 (10%)

ILLECILLEWAET BRIDGE - NORTH NODE
 Principal Use: Recreation
 Node Classification: XX
 Route Activity Count: 183
 Commutes Count: 34 (19%)
 Off-Season Activity Count: 24 (13%)

REVELSTOKE GREENBELT - ILLECILLEWAET GREENBELT NODE
 Principal Use: Recreation
 Node Classification: XX
 Route Activity Count: 308
 Commutes Count: 54 (18%)
 Off-Season Activity Count: 32 (10%)

CROWBAR
 Principal Use: Mountain Bike
 Trail Classification: 5
 Activity Count: 314
 Commutes Count: 84 (27%)
 Off-Season Activity Count: 3 (1%)

CROWBAR - UPPER NODE
 Principal Use: Mountain Bike
 Node Classification: None
 Activity Count: 385
 Commutes Count: 113 (29%)
 Off-Season Activity Count: 3 (1%)

TRAIL & NODE IMPORTANCE

DOWNTOWN & NEIGHBOURHOODS

Trail Importance

- Low Activity Count (Less than 40)
- Medium Activity Count (40 to 75)
- High Activity Count (75 to 175)
- Highest Activity Count (Greater than 175)

Trail Node Importance

- Low Activity Count (Less than 100)
- Medium Activity Count (100 to 300)
- High Activity Count (300 to 500)
- Highest Activity Count (Greater than 500)

Context Trail & Routes

- City of Revelstoke Municipal Boundary or Trail Inventory with no "Strava" Usage Data
- Context Trail & Route Nodes All "Strava" nodes outside the City of Revelstoke Municipal Boundary

City of Revelstoke Municipal Boundary

- Waterbodies
- Buildings
- High Use Route
- High Use Node

Total length of trails with Strava data within the City of Revelstoke: **27,821.5m**
 Total length of known trails in the Revelstoke area: **587,625.0m**
PERCENTAGE OF TRAIL USAGE DATA ~5%

Map **04**

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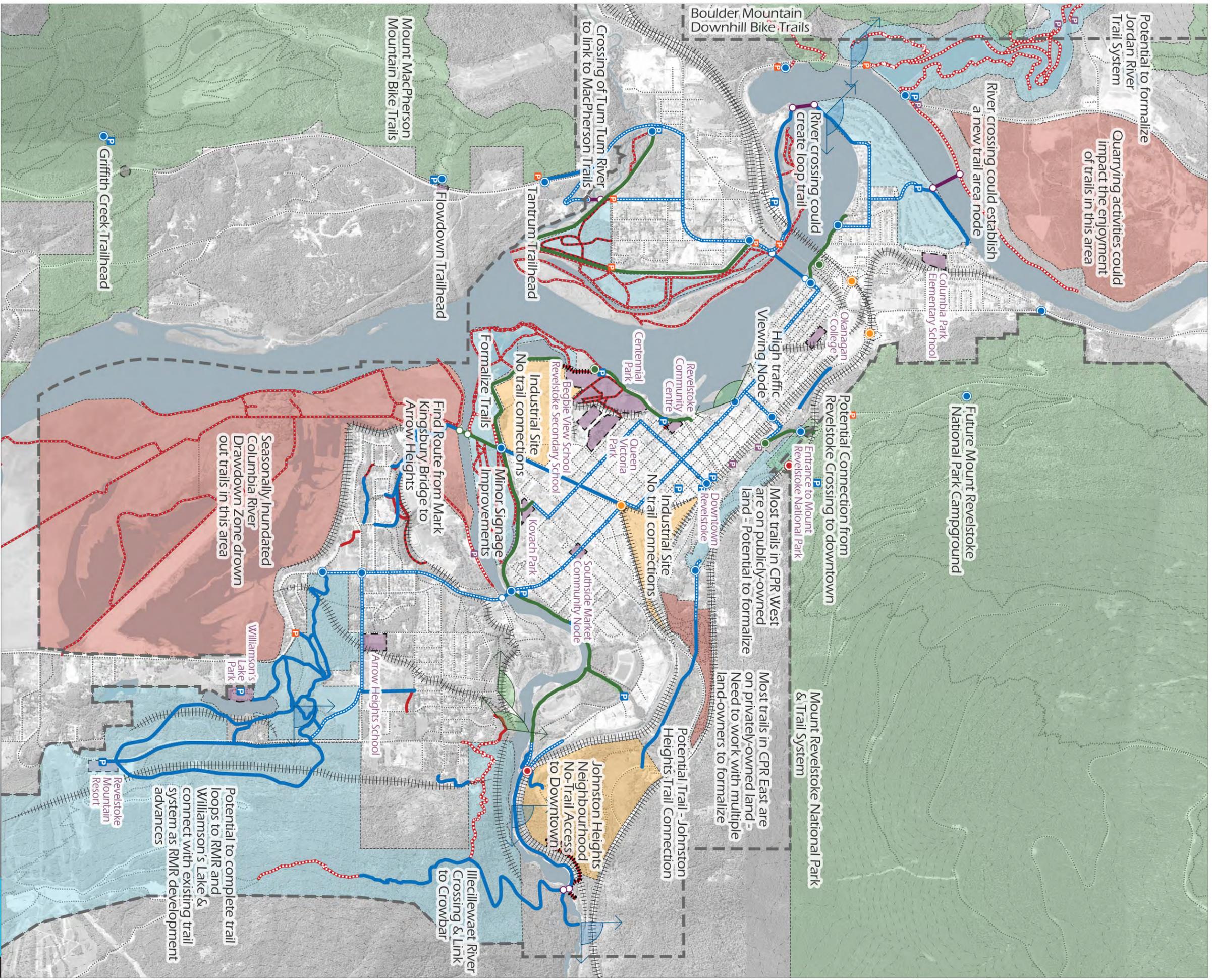
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 KILOMETERS
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STRENGTHS, WEAKNESSES, OPPORTUNITIES, & THREATS

REVELSTOKE'S TRAIL SYSTEM

LEGEND

- Strength-Node
- Strength-Great View
- Weakness-Node - Traffic Unsuitable to Safe Trail Use
- Opportunity-Node or Signage Enhancement
- Opportunity-Establish Viewing Area / Node
- Threat-Node-Dangerous Node
- Strength-Bridge
- Strength-Trail
- Opportunity-Bridge Enhancement
- Opportunity-New Bridge (Long Range)
- Opportunity-On-Street Trail Enhancements
- Opportunity-New Trail Connection
- - - Threat-Flooding & Erosion
- Threat-Trails on Private Property (Multiple Owners)
- Threat-Liability Trails on City Property
- - - Threat-Informal Trails on Provincial or Federal Land
- - - Threat-Significant Barrier (Traffic or Steep Slope)
- - - Threat-CPTED-Crime/Harm Prevention
- Strength Area
- Weakness Area
- Opportunity Area
- Threat Area
- COR Mun. Boundary
- Waterbodies
- Important Community
- Node/Destination
- Parking (Formal)
- Parking (Informal)
- Parking (On Street)

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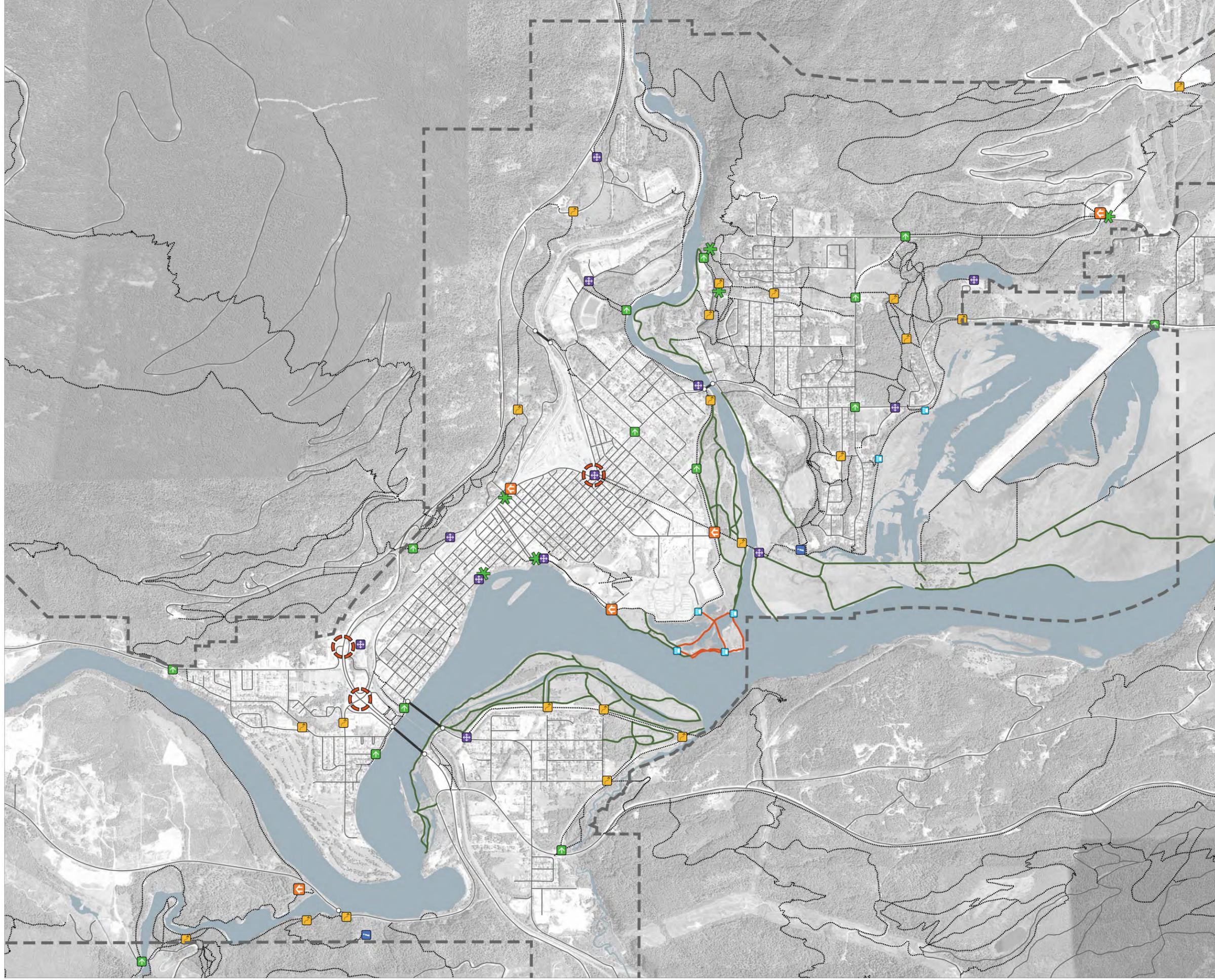
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PROPOSED SIGNAGE LOCATIONS & MAJOR TRAILS INITIATIVES

REVELSTOKE'S TRAIL SYSTEM

Map 06

LEGEND

-  COR Mun. Boundary
-  Off-Leash Dog Trails
-  Seasonal Leash-Up Dog Trails
-  Other Trails
-  Existing Street - City
-  Bridge
-  Kiosk Sign
-  Trail Marker Sign
-  Directional Sign
-  Local Directional Sign
-  Interpretive Sign
-  Seasonally Inundated Sign
-  Major Intersection Improvement
-  Rest/Lookout Node - Bike Repair Stand
-  Waterbodies

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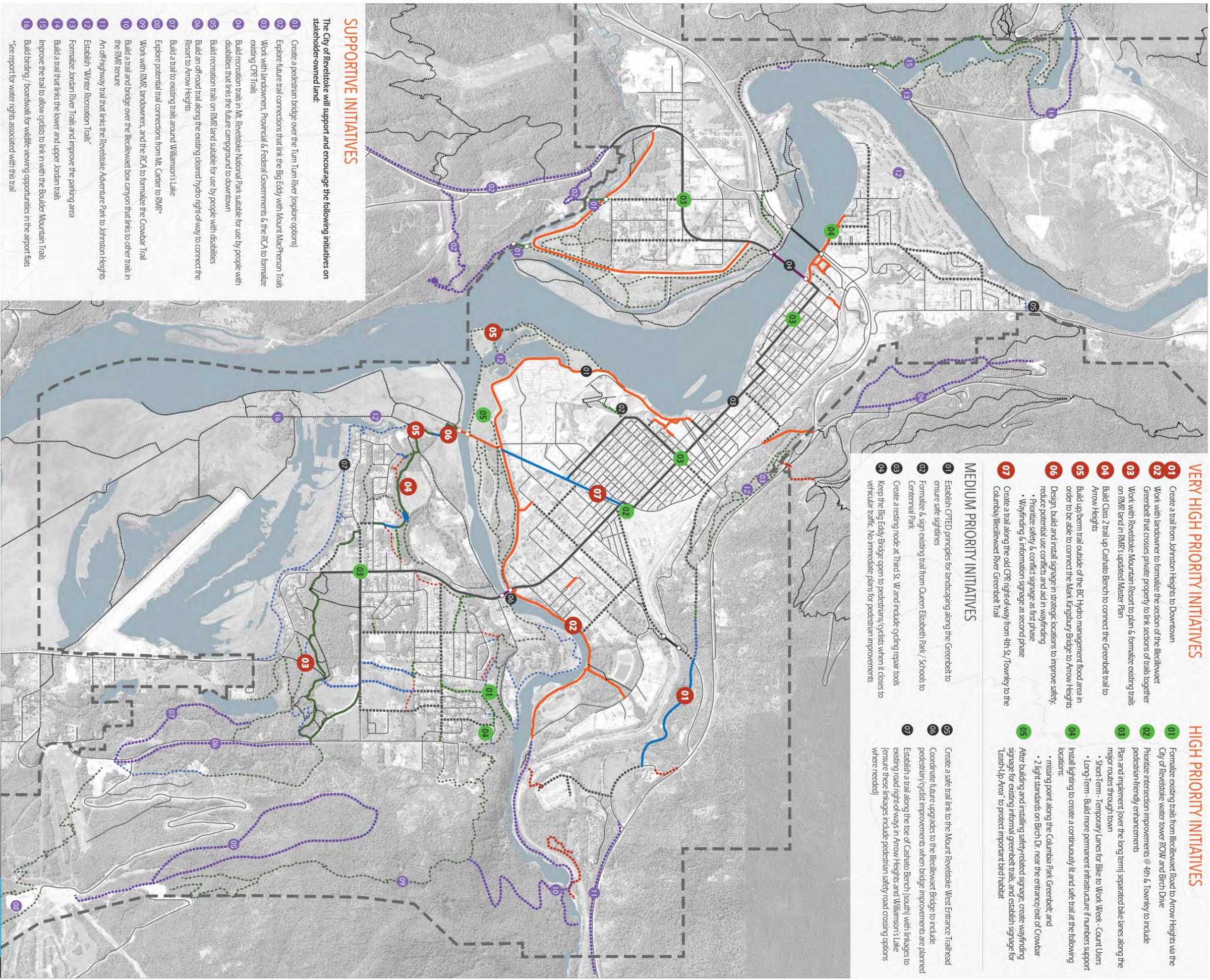
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VERY HIGH PRIORITY INITIATIVES

- 01 Create a trail from Johnston Heights to Downtown
- 02 Work with landowner to formalize the section of the Illecilwaet Greenbelt that crosses private property to link sections of trails together
- 03 Work with Revelstoke Mountain Resort to plan & formalize existing trails on RMR land in RMR's updated Master Plan
- 04 Build Class 2 trail up Carstato Bench to connect the Greenbelt trail to Arrow Heights
- 05 Build up/burn trail outside of the BC Hydro management flood area in order to be able to connect the Mark Kingsbury Bridge to Arrow Heights
- 06 Design, build and install signage in strategic locations to improve safety, reduce potential use conflicts and aid in wayfinding
 - Prioritize safety & conflict signage as first phase
 - Wayfinding & information signage as second phase
- 07 Create a trail along the old CPR right-of-way from 4th St./Townley to the Columbia/Illecilwaet River Greenbelt Trail

HIGH PRIORITY INITIATIVES

- 01 Formalize existing trails from Illecilwaet Road to Arrow Heights via the City of Revelstoke water tower ROW and Birch Drive
- 02 Prioritize intersection improvements @ 4th & Townley to include pedestrian-friendly enhancements
- 03 Plan and implement (over the long term) separated bike lanes along the major routes through town
 - Short-Term - Temporary Lanes for Bike to Work Week - Count Users
 - Long-Term - Build more permanent infrastructure if numbers support
- 04 Install lighting to create a continuously lit and safe trail at the following locations:
 - missing point along the Columbia Park Greenbelt and
 - 2 light standards on Birch Dr. near the entrance/exit of Crowbar
- 05 After building and installing safety-related signage, create wayfinding signage for existing informal greenbelt trails, and establish signage for "Leash-Up Area" to protect important bird habitat

MEDIUM PRIORITY INITIATIVES

- 01 Establish CPED principles for landscaping along the Greenbelt to ensure safe sightlines
- 02 Formalize & sign existing trail from Queen Elizabeth Park / Schools to Centennial Park
- 03 Create a resting node at Third St. W and include cycling repair tools
- 04 Keep the Big Eddy Bridge open to pedestrians/cyclists when it closes to vehicular traffic. No immediate plans for pedestrian improvements

- 05 Create a safe trail link to the Mount Revelstoke West Entrance Trailhead
- 06 Coordinate future upgrades to the Illecilwaet Bridge to include pedestrian/cyclist improvements when bridge improvements are planned
- 07 Establish a trail along the toe of Carstato Bench (south) with linkages to existing road right-of-ways in Arrow Heights and Williamson's Lake (ensure these linkages include pedestrian safety road crossing options where needed)

SUPPORTIVE INITIATIVES

The City of Revelstoke will support and encourage the following initiatives on stakeholder-owned land:

- 01 Create a pedestrian bridge over the Turn Turn River (explore options!)
 - 02 Explore future trail connections that link the Big Eddy with Mount MacPherson Trails
 - 03 Work with landowners, Provincial & Federal Governments & the RCA to formalize existing CPR Trails
 - 04 Build recreation trails in Mt. Revelstoke National Park suitable for use by people with disabilities that links the future campground to downtown
 - 05 Build recreation trails on RMR land suitable for use by people with disabilities
 - 06 Build an off-road trail along the existing cleared hydro right-of-way to connect the Resort to Arrow Heights
 - 07 Build a trail to existing trails around Williamson's Lake
 - 08 Explore potential trail connections from Mt. Carter to RMR*
 - 09 Work with RMR, landowners, and the RCA to formalize the Crowbar Trail
 - 10 Build a trail and bridge over the Illecilwaet box canyon that links to other trails in the RMR tenure
 - 11 An off-highway trail that links the Revelstoke Adventure Park to Johnston Heights
 - 12 Establish "Winter Recreation Trails"
 - 13 Formalize Jordan River Trails and improve the parking area
 - 14 Build a trail that links the lower and upper Jordan trails
 - 15 Improve the trail to allow cyclists to link in with the Boulder Mountain Trails
 - 16 Build birding/ boardwalk for wildlife viewing opportunities in the airport trails
- *See report for water rights associated with this trail

PRIORITY INITIATIVES FOR THE REVELSTOKE TRAILS STRATEGY

Map 07

LEGEND

- | | | | | | | | |
|--|-----------------------------------|--|--|--|--|--|-------------------|
| | Existing City Trail | | Formalize Existing Trail - Type C | | Existing Street | | COR Mun. Boundary |
| | Proposed New Trail - Type A | | Recreational Trail - Built to Class 4 Standard | | Supportive Trail Initiatives | | Waterbodies |
| | Proposed New Trail - Type B | | Continued Existing Trail Use | | Potential New Bridge | | |
| | Proposed New Trail - Type C | | No Change to Existing Use | | Bridge - Future Improvements | | |
| | Formalize Existing Trail - Type A | | On Now Developed Properties OR Duplicate Trail | | Bridge - Existing Pedestrian Bridge | | |
| | Formalize Existing Trail - Type B | | Safety Concern - Potential for Injury or Death | | Bridge - No Planned Improvements | | |
| | Formalize Existing Trail - Type C | | Min. Travel Lane 1.5m in Each Direction | | Future Pedestrian Cyclist Improvements | | |
| | Minor Road Improvements | | Future Pedestrian Cyclist Improvements | | Existing Bridge | | |

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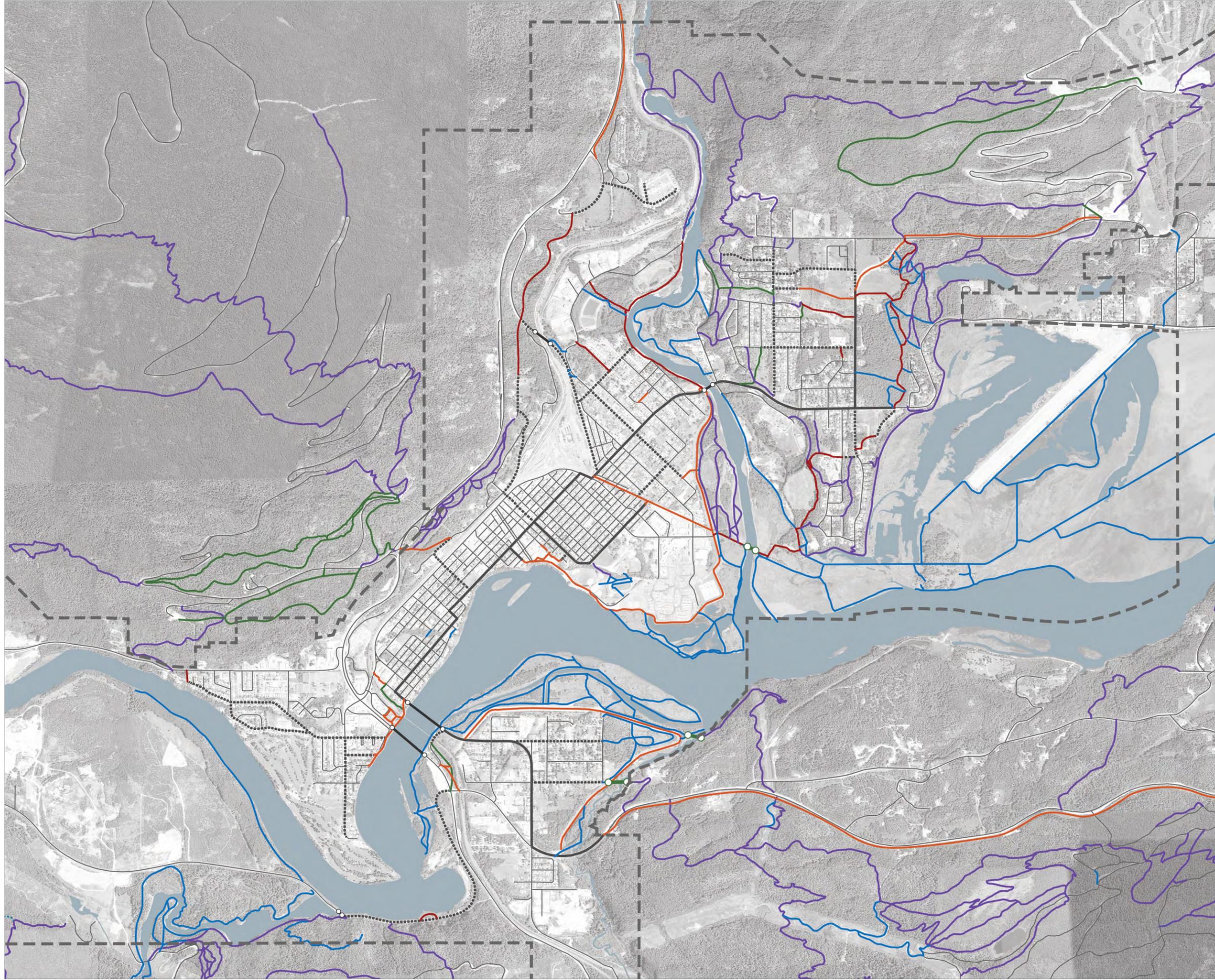
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KILOMETERS

Projection Type: WGS 84 / Pseudo-Mercator



PROPOSED TRAIL CLASSIFICATION

REVELSTOKE'S TRAIL SYSTEM

Map 08

LEGEND

- Proposed Class 1 Paved Trail 1.5-3m Wide
- Proposed Class 2 Gravel Trail 1.5-3m Wide
- Proposed Class 3 Maintained Trail 1-2m Wide
- Proposed Class 4 Maintained Single Track / Hiking Trail (Maintained by an Organization)
- Proposed Class 5 Informal Trail (No Formal Maintenance)
- COR Mun. Boundary
- Waterbodies
- Proposed Separated Bike Lane (Class 6A)
- Proposed Minor Pedestrian / Cyclist Improvements
- Potential Pedestrian Bridge
- Existing Streets
- Motocross Trails



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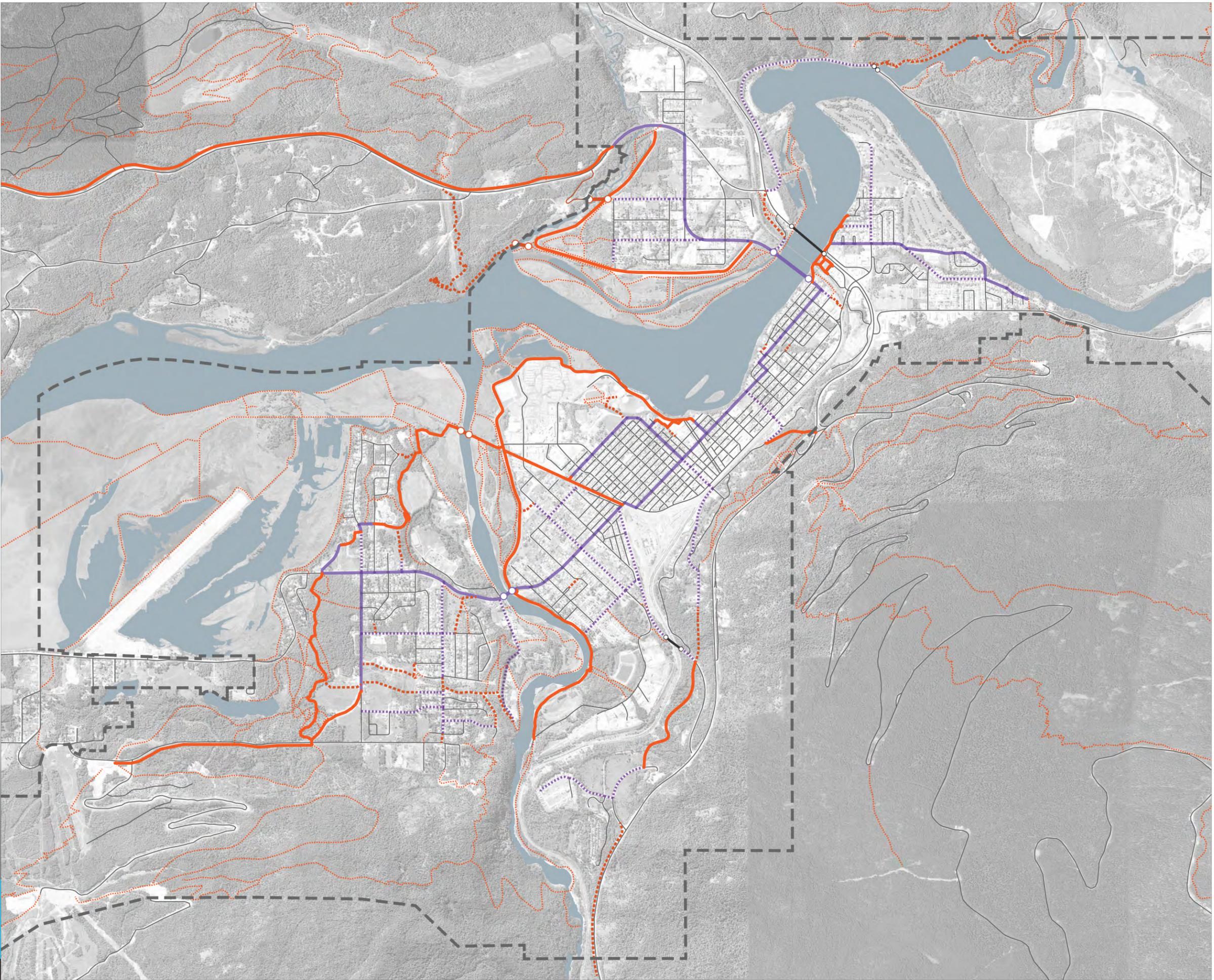
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TRAILS STRATEGY TRAIL HIERARCHY

REVELSTOKE'S TRAIL SYSTEM

- ### LEGEND
- Primary Multituse Trail
 - ⋯ Supportive Multituse Trail
 - Critical On-Street Link - Most Important
 - ⋯ Secondary On-Street Link
 - Critical Link - Pedestrian Bridge
 - Critical On-Street Bridge Link - Existing
 - Future Improvements Proposed

- ⋯ Recreational Trail
- Existing Bridge
- Existing Roads
- COR Mun. Boundary
- Waterbodies

TRAIL HIERARCHY CRITERIA

- Primary Multituse Trail**
- Suitable for multiple user groups
 - Existing Heavily Used Trail
 - Critical Link - links neighbourhood or recreational area to the rest of the city
 - Critical Link - to create looped trail system
- Supportive Multituse Trail**
- Suitable for multiple user groups through more limited than primary
 - Some trails may have short steep sections
 - Typically shorter trail lengths
 - Secondary route or additional way to connect neighbourhoods/areas
- Critical On-Street Link**
- Important streets that link trails together
 - Highest use streets (from Strava data)
 - Potential separated lanes
 - Main routes through neighbourhoods
- Secondary On-Street Link**
- Alternate route or secondary on-street trail link
 - Narrow street that may limit trail improvements

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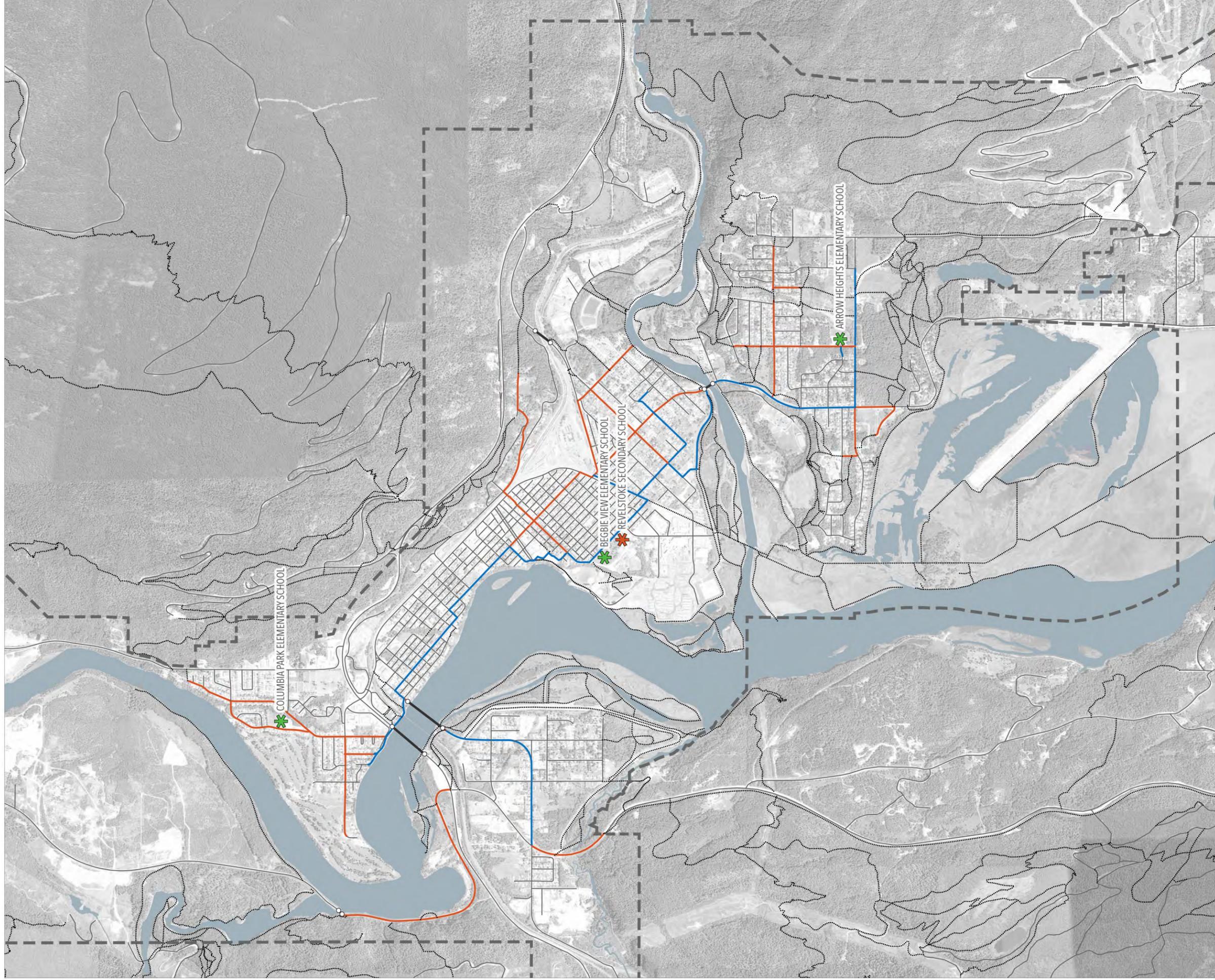
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PROPOSED SAFE SCHOOL ROUTES & STREET IMPROVEMENTS

REVELSTOKE'S TRAIL SYSTEM

LEGEND

- COR Mun. Boundary
- Street
- Waterbodies
- Safe School Route
- Proposed Street Improvements
- Existing Trails
- Bridge



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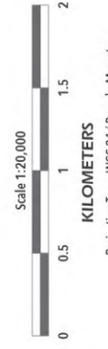
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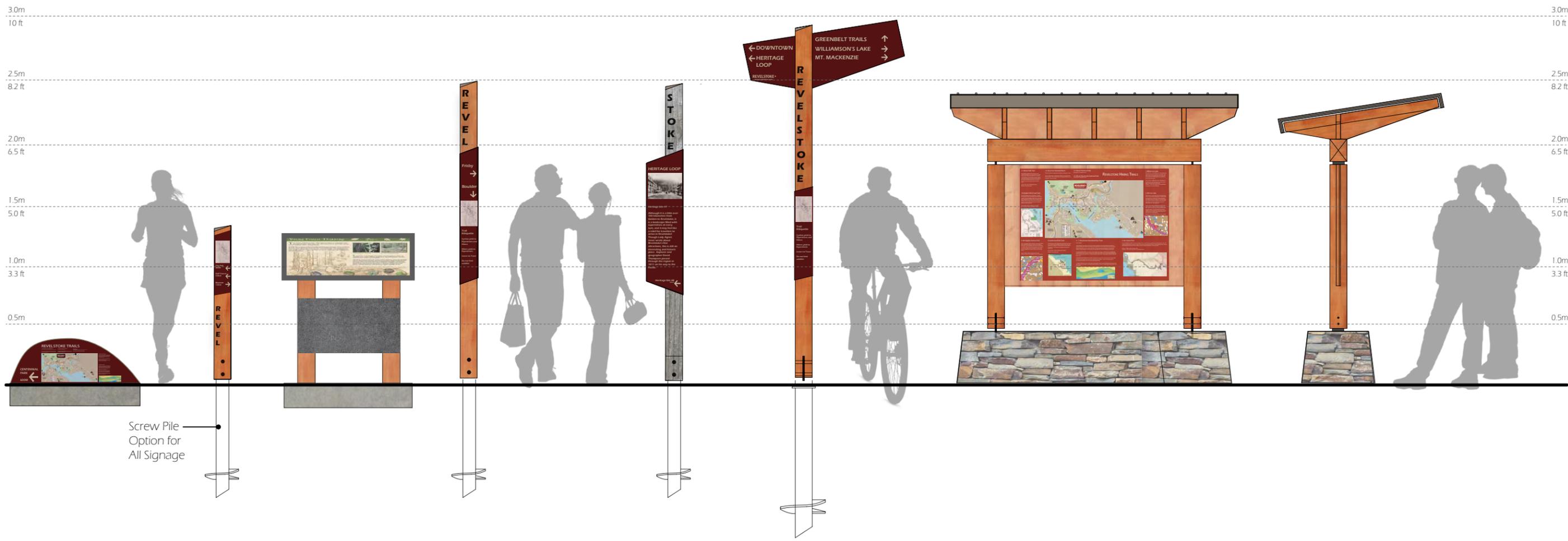
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APPENDIX 02

SIGNAGE HIERARCHY



Seasonally
Inundated

Local
Directional

Heritage

Directional

Interpretive
Trail Information

Trail Marker

Kiosk

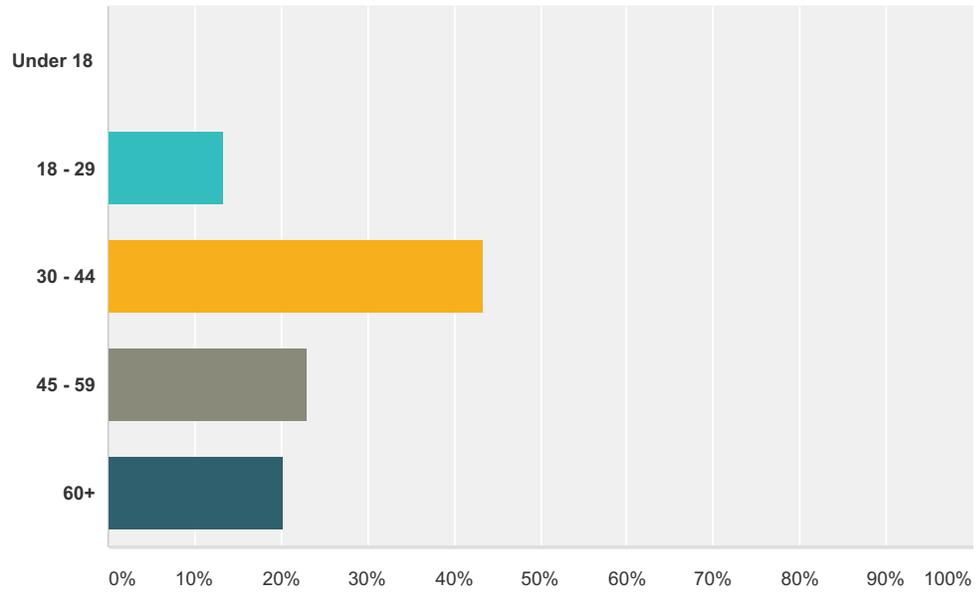
Kiosk - Side Profile

APPENDIX 03

SURVEY REPORT

Q1 What is your age?

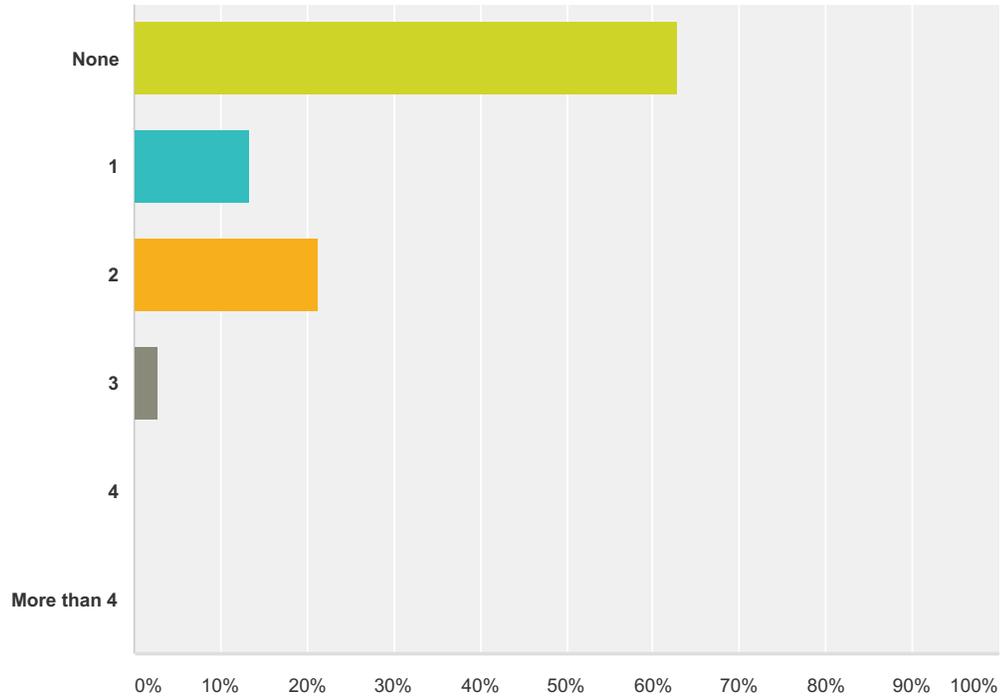
Answered: 113 Skipped: 0



Answer Choices	Responses
Under 18	0.00% 0
18 - 29	13.27% 15
30 - 44	43.36% 49
45 - 59	23.01% 26
60+	20.35% 23
Total	113

Q2 How many children are you parent or guardian for and live in your household (aged 17 or younger only)?

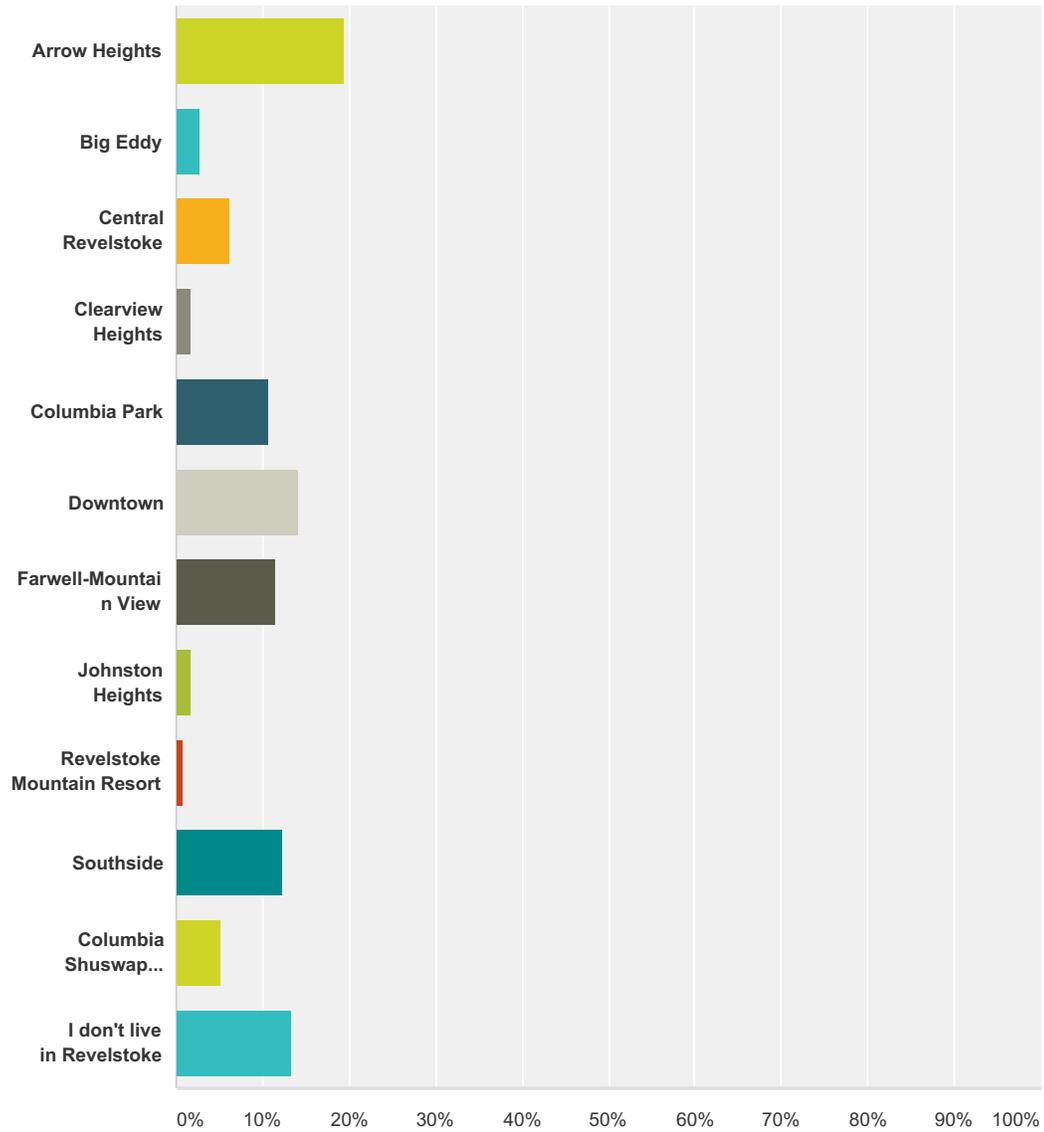
Answered: 113 Skipped: 0



Answer Choices	Responses	
None	62.83%	71
1	13.27%	15
2	21.24%	24
3	2.65%	3
4	0.00%	0
More than 4	0.00%	0
Total		113

Q3 What Neighbourhood Do You Live In?

Answered: 113 Skipped: 0

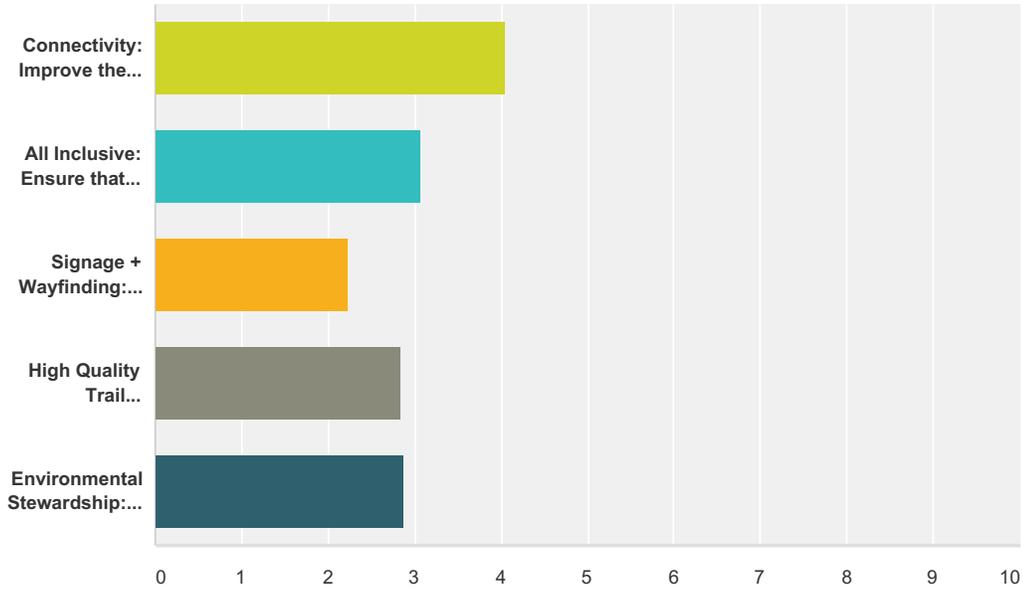


Answer Choices	Responses
Arrow Heights	19.47% 22
Big Eddy	2.65% 3
Central Revelstoke	6.19% 7
Clearview Heights	1.77% 2
Columbia Park	10.62% 12
Downtown	14.16% 16
Farwell-Mountain View	11.50% 13
Johnston Heights	1.77% 2

Revelstoke Mountain Resort	0.88%	1
Southside	12.39%	14
Columbia Shuswap Regional District	5.31%	6
I don't live in Revelstoke	13.27%	15
Total		113

Q4 Of the Project Principles, which one do you think is the most important to achieve? Please rank them in order.

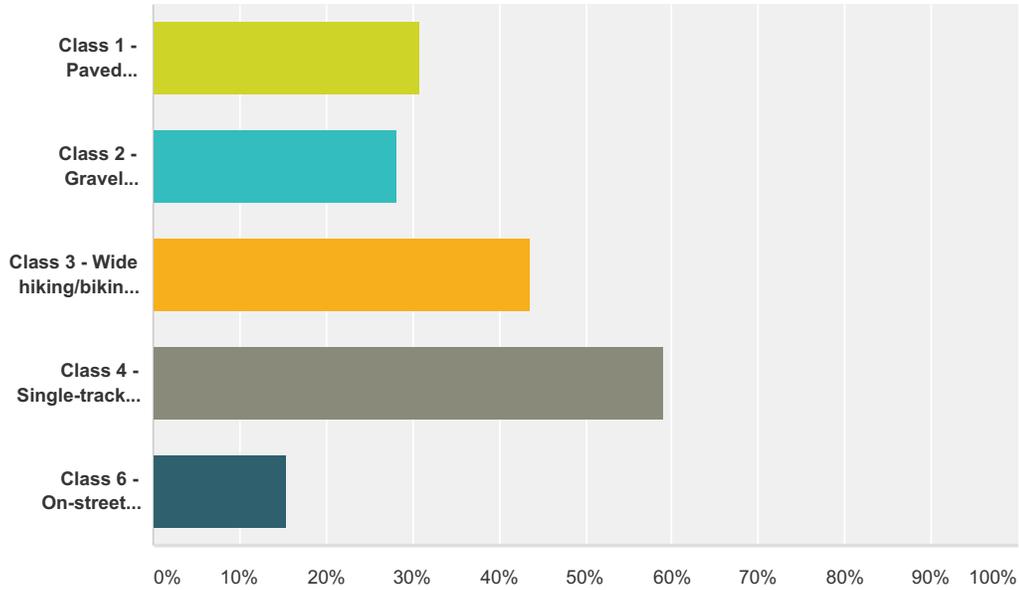
Answered: 109 Skipped: 4



	1	2	3	4	5	Total	Score
Connectivity: Improve the connectivity of trails and pathways to broader trail networks and recreation areas, neighborhoods, and other community and tourism destinations.	50.98% 52	25.49% 26	8.82% 9	7.84% 8	6.86% 7	102	4.06
All Inclusive: Ensure that trails are diverse, inclusive, safe, and accessible to appeal to the broadest range of ages, abilities, and user groups through all seasons.	14.71% 15	26.47% 27	24.51% 25	18.63% 19	15.69% 16	102	3.06
Signage + Wayfinding: Locate appropriate signage and wayfinding at key decision points for users to properly orientate and navigate the trail system and connect to key destinations.	4.90% 5	10.78% 11	21.57% 22	27.45% 28	35.29% 36	102	2.23
High Quality Trail Infrastructure + Amenities: Provide appropriate trail design standards based on safety, levels of use, and demographics.	12.62% 13	19.42% 20	22.33% 23	29.13% 30	16.50% 17	103	2.83
Environmental Stewardship: Ensure that all trails adhere to the highest environmental standards.	19.23% 20	16.35% 17	23.08% 24	15.38% 16	25.96% 27	104	2.88

Q5 What trail type do you think the City of Revelstoke should be building more of? Pick your top 2.

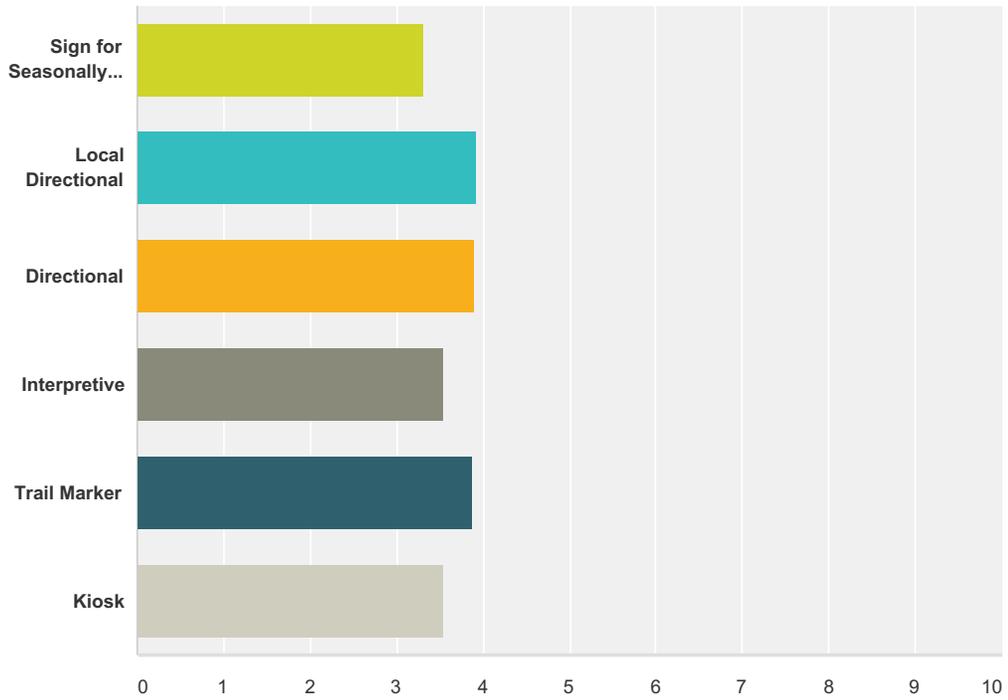
Answered: 110 Skipped: 3



Answer Choices	Responses
Class 1 - Paved greenbelt-like trails - Cleared in the winter	30.91% 34
Class 2 - Gravel greenbelt-like trails - Not cleared in the winter	28.18% 31
Class 3 - Wide hiking/biking trail (Like the Mt. Revelstoke 5k Trail) with steep sections	43.64% 48
Class 4 - Single-track hiking/biking, etc. trails	59.09% 65
Class 6 - On-street trails like separated bike lanes	15.45% 17
Total Respondents: 110	

Q6 Please, tell us how you like the proposed signage

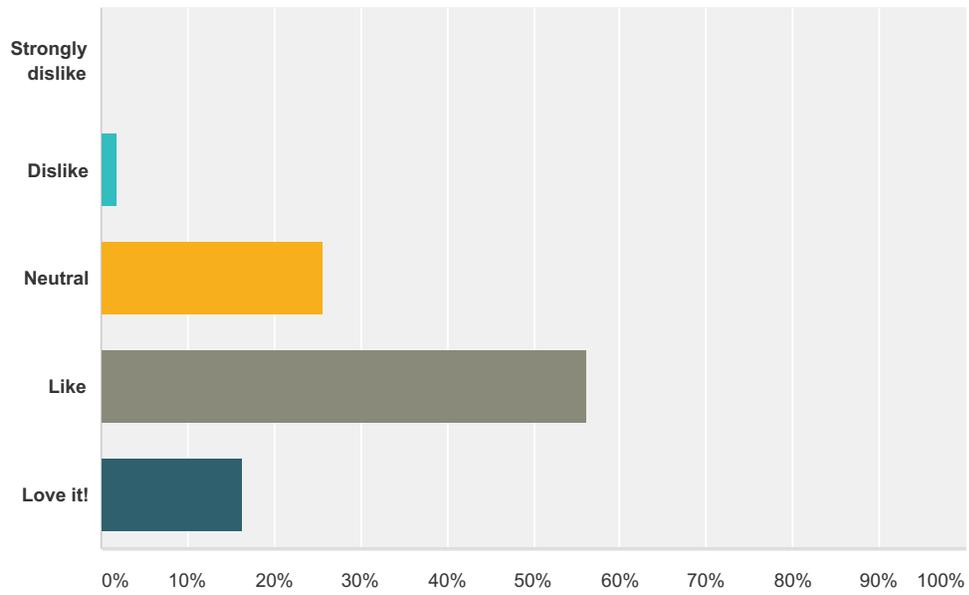
Answered: 105 Skipped: 8



	Strongly dislike	Dislike	Neutral	Like	Love it!	Total	Weighted Average
Sign for Seasonally Inundated Area	7.62% 8	11.43% 12	33.33% 35	37.14% 39	10.48% 11	105	3.31
Local Directional	0.96% 1	0.96% 1	20.19% 21	60.58% 63	17.31% 18	104	3.92
Directional	0.96% 1	3.85% 4	19.23% 20	54.81% 57	21.15% 22	104	3.91
Interpretive	2.88% 3	7.69% 8	35.58% 37	40.38% 42	13.46% 14	104	3.54
Trail Marker	0.95% 1	9.52% 10	12.38% 13	55.24% 58	21.90% 23	105	3.88
Kiosk	7.69% 8	7.69% 8	22.12% 23	48.08% 50	14.42% 15	104	3.54

Q7 How do you like the design, use of materials & colour scheme?

Answered: 105 Skipped: 8



Answer Choices	Responses	
Strongly dislike	0.00%	0
Dislike	1.90%	2
Neutral	25.71%	27
Like	56.19%	59
Love it!	16.19%	17
Total		105

Q8 Please leave any other comments on the signage

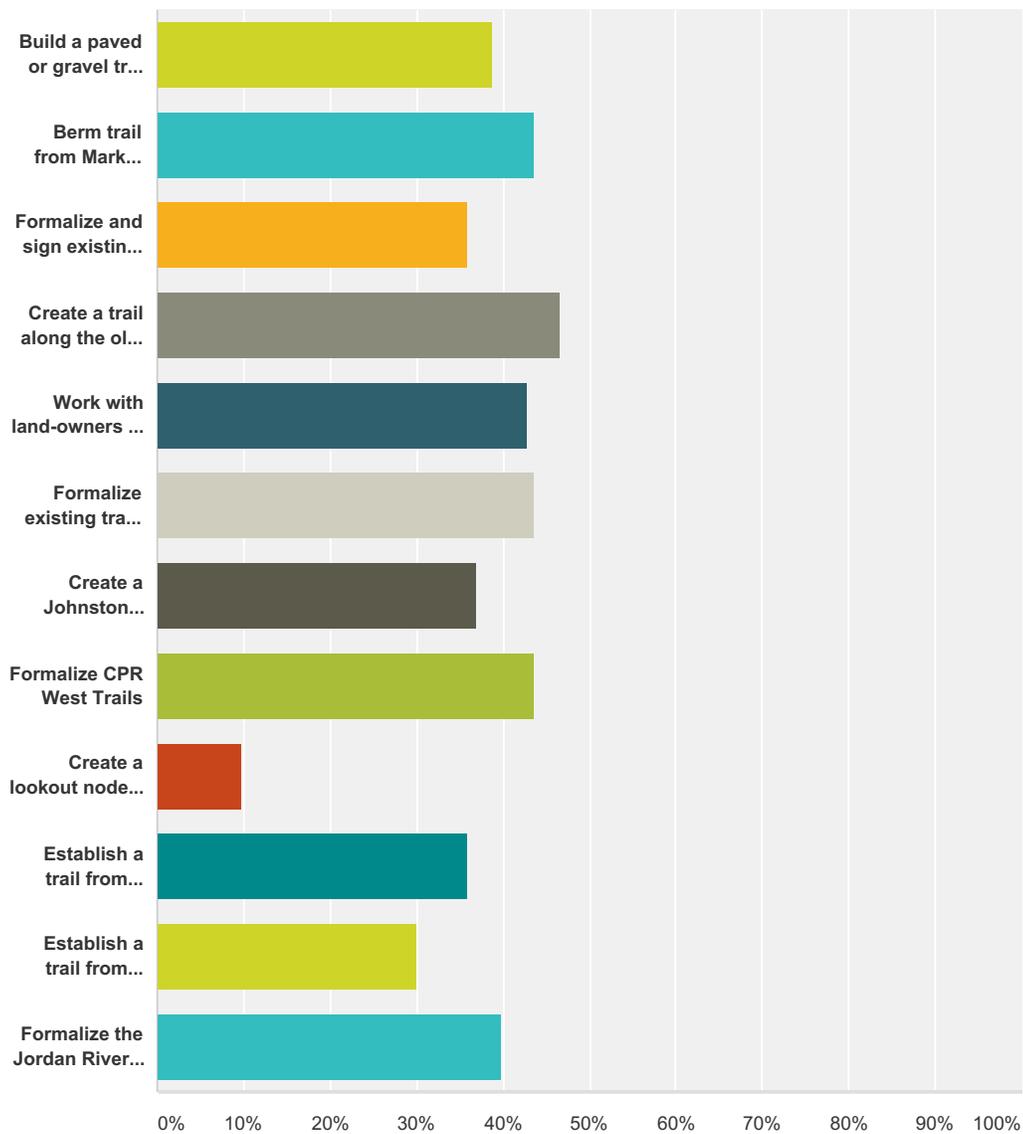
Answered: 29 Skipped: 84

#	Responses	Date
1	-Include appropriate usage (e.g.. dogs on/off/none, horses yes/no, motorbikes etc.) -Consider boardwalk trails inside runway greenbelt -Marsh parking lot and viewpoint for marshes inside runway.	2/3/2017 9:29 AM
2	Signs must be maintained. If you can't maintain it, don't put it up.	2/3/2017 9:20 AM
3	-interpretive signs are good if larger. Let them conform to existing interpretive signs on green belt -All posts on smaller signs must be metal to reduce vandalism.	2/3/2017 9:11 AM
4	Signs on rocks are not very visually pleasing or as informative as established signposts.	1/27/2017 9:54 PM
5	Signage is often confusing regardless of the effort put in to make it user friendly. Suggest that we don't need a lot of signage.	1/27/2017 9:14 PM
6	Actually, the Crow Bar trail on Mt MacKenzie is called MacLeod Trail if a signage for that trail is made.	1/27/2017 8:48 AM
7	Spend money on trails, not signage	1/27/2017 8:10 AM
8	I love the idea of the burgundy- but the lettering would need to be really clear on a dark background.	1/26/2017 6:20 PM
9	Kiosks are expensive. Ensure online mapping tools publicized and current...trailforks, google maps	1/26/2017 1:15 PM
10	I think at main access points kiosk would be good and then at forks trail markers and intermittent directional and interpretive would be good.	1/26/2017 12:11 PM
11	Too much money spent on Signage, trails should be number one.	1/25/2017 10:12 PM
12	Although Kiosk is very nice, cost to produce one Kiosk would likely be the same to produce many directional... better allocation of funding.	1/25/2017 7:59 PM
13	cost effective /material longevity & effective placement should be top of mind -	1/25/2017 6:42 PM
14	Some use of colour to differentiate trails on the same sign would be useful	1/25/2017 2:26 PM
15	I REALLY do not like interpretive signs or kiosks. I find they deter from nature, especially the very tacky ones that go up from the flags (also an eye sore) to the 5km parking lot. Keep them neutral, natural, and not big and offensive.	1/24/2017 10:28 PM
16	Hard to judge how I feel about a kiosk b/c is can't envision what would be on it.	1/24/2017 10:13 PM
17	I think the seasonally inundated signs could be waist height. That signals to ppl that they are optional/informational reading and not related to way finding.	1/24/2017 9:52 PM
18	Distances included on signage.	1/24/2017 7:49 PM
19	do we really need signs?	1/24/2017 7:45 PM
20	The angles in the signage don't bring anything usefull to the information. They should be more informal as the idea is to communicate directions to a wide range of people.	1/24/2017 1:50 PM
21	It's easier to read those arrows if the arrow is placed on the left if pointing left, and right if pointing right, rather than having them all aligned.	1/24/2017 1:37 PM
22	Keep it simple and cheap. Spent those \$ on trails	1/24/2017 1:26 PM
23	Signage is not that important to me.	1/24/2017 12:55 PM
24	Having signs are great. You are here on the map is huge. Also how to get back to town is awesome	1/24/2017 11:46 AM
25	Signage on trail marker at top is very awkwardly shaped and may be difficult to keep consistent between areas. Seems like a case of trying to maintain sharp angles as with the directional signage without consideration given to readability or overall aesthetic. Would prefer to see more conventionally shaped directional signage here. I also consider the directional, interpretive, and trail marker signs to be too tall. This is not necessary for visibility and detracts from atmosphere on trails. It's better to minimise the visual clutter of these structures. The local directional signage is an appropriate height. The kiosk is different as it serves a functional purpose of providing shelter.	1/24/2017 11:45 AM
26	Will input from the Aboriginal Friendship Society be included on the signage?	1/24/2017 9:42 AM

27	Do not over sign the informal trails	1/24/2017 9:04 AM
28	Keep it simple. Posting maps on areas that are not going to change soon is good.	1/23/2017 7:03 PM
29	Looks good!	1/23/2017 5:57 PM

Q9 Of the Key Initiatives identified, please indicate your top 5 most important

Answered: 103 Skipped: 10



Answer Choices	Responses
Build a paved or gravel trail up Cashato Bench	38.83% 40
Berm trail from Mark Kingsbury Bridge to elevate trail outside the floodplain	43.69% 45
Formalize and sign existing trails in the flats off the Greenbelt trail	35.92% 37
Create a trail along the old CPR right-of-way 4th Street/Townley to Greenbelt trail	46.60% 48
Work with land-owners to formalize the existing trail on private land around the Illecillewaet greenbelt	42.72% 44
Formalize existing trails from Illecillewaet Road water tower access to Arrow Heights	43.69% 45
Create a Johnston Heights to Downtown Trail	36.89% 38

Formalize CPR West Trails	43.69%	45
Create a lookout node @ 3rd St. W near Mountain View School	9.71%	10
Establish a trail from Revelstoke Crossing Area to downtown	35.92%	37
Establish a trail from Columbia Park School to the Revelstoke Crossing Trail	30.10%	31
Formalize the Jordan River Trail area with signage and improved parking area	39.81%	41
Total Respondents: 103		

Q10 Is there anything we missed that should be included as a Key Initiative?

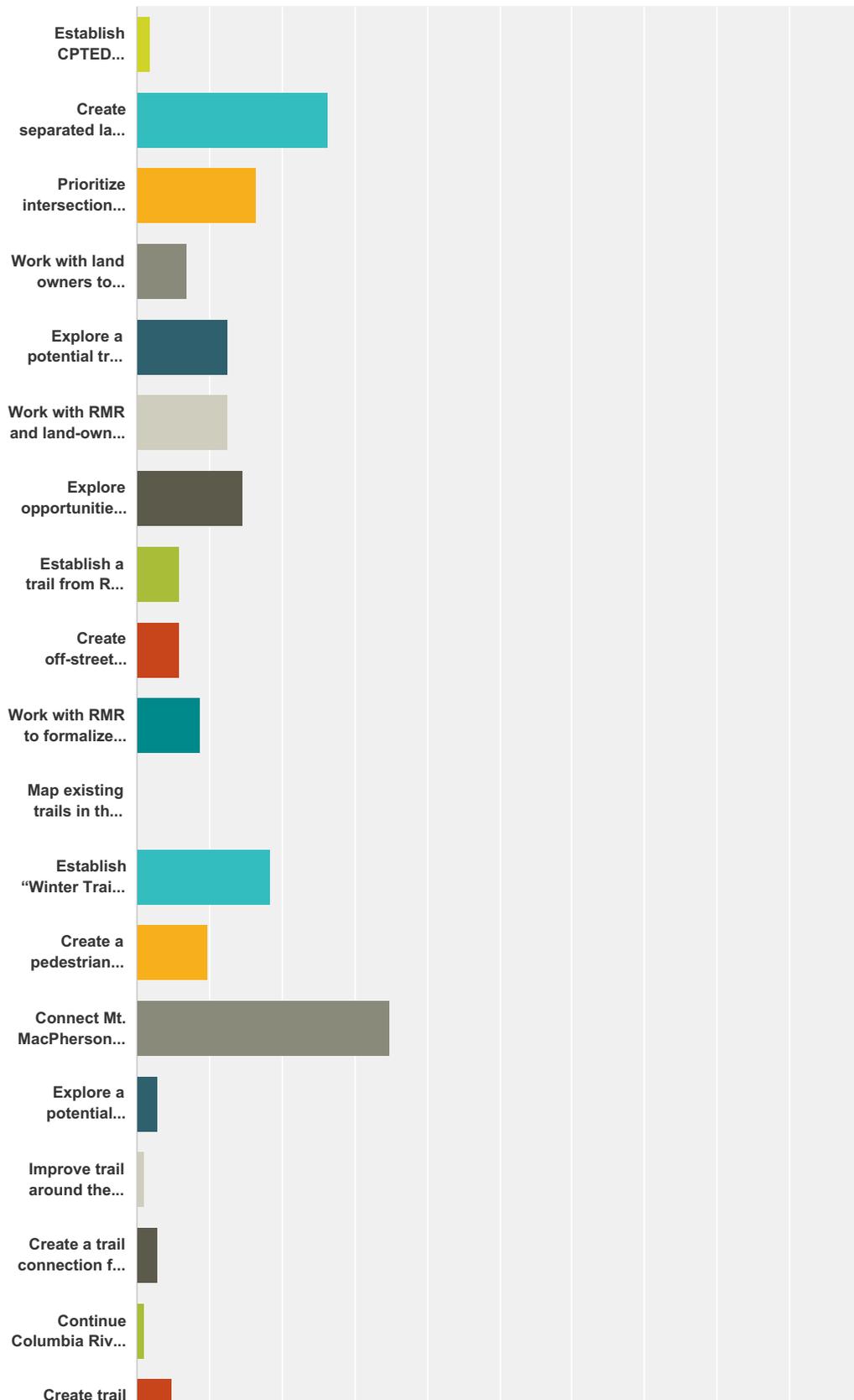
Answered: 34 Skipped: 79

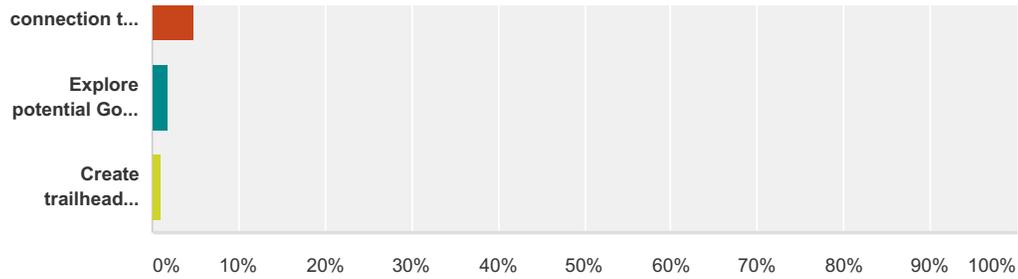
#	Responses	Date
1	Bird-watching / wildlife boardwalk inside runway marshes.	2/3/2017 9:30 AM
2	- continue existing greenbelt trail along the river bank, exiting onto Wilson at bridge. Third street, near man view school is unstable due to water level fluctuation in the Columbia River. The City should engage with BC Hydro and CBT to continue stone rip-rapping along the river to stabilize the slope. As part of the stabilization a new trail could easily be added; at least as far as King St.	2/3/2017 9:15 AM
3	On the Official Comments Plan there appears to be a public access through to the bench off of Pineridge Cress which would provide easy access to the old tote road which is a very manageable grade that would bring you out to the horse arena area. Map attached.	2/3/2017 9:06 AM
4	Trails probably want to be a combination of hard surface and gravel and then only cleared in winter if hard surface this will greatly reduce costs and increase rollout as not all trail signals need to be operational all year round.	1/28/2017 5:10 PM
5	Widen the pedestrian crossing on the existing Big Eddy bridge- wide enough for two bikes to pass each other, and for bikes to pass walkers (with dogs and burleys) safely! :)	1/27/2017 9:55 AM
6	The crossing of the Tum Tum River and creating off street trails with CSRD and Province should be upgraded to Key Initiatives as its vital to enable bike, nordic and hiking access to the Mt MacPherson Trails from town without being exposed to high speed highway traffic.	1/27/2017 6:47 AM
7	concerned with proposal to berm from airport north to foot bridge - this will create a swamp and mosquito breeding ground - how will fresh water flow be maximized to ensure does not become a stagnant swamp where is opportunity for negative response	1/26/2017 6:31 PM
8	Establishing further trails that can be used by a more inclusive group of people. Many bike trails especially are fairly inaccessible to the less physically able.	1/26/2017 6:23 PM
9	1. Safe access going south onto Illecillewaet Bridge from paved greenbelt (without having to go under the bridge). 2. Improving the Townley/4th street intersection for pedestrians and bike commuters safety should be a Key Initiative not secondary.	1/26/2017 5:56 PM
10	CP Hills! Let's get them formalized!	1/26/2017 1:17 PM
11	I would like to see a better bike route from southside through to Farwell. The current route, with the painted bike symbols, does little to support cycling in the city. Also, this route passes two of what I consider the most dangerous places in the city - the 4th/Victoria intersection and the post office. I also think it would be great to have one of the main streets bisecting town become a single lane for cars, allowing a large section of the road to be used for cycling commuters.	1/26/2017 12:36 PM
12	Hiring an actual company that specializes in building and maintaining bike trails instead of the current set up, which wasted a lot of money 'fixing' frisby XC only to make a mess of it. This shut it down completely for an entire season and is unacceptable moving forward.	1/26/2017 12:34 PM
13	An off-road trail that connects the city to Mt. Macpherson.	1/26/2017 12:30 PM
14	connect existing trails to form an loop around town	1/26/2017 12:15 PM
15	avoid costly intrusions on to private lands	1/26/2017 10:43 AM
16	They are all worthy. Hard to rate importance.	1/25/2017 8:02 PM
17	putting resources towards more universally-accessible trails esp for winter; until a family member or pet has become mobility-impaired, it is difficult to appreciate how limiting wintertime can be here; make decisions that do no put pressure on private landowners	1/25/2017 7:32 PM
18	the trails through the old drive in and through the soon Mackenzie village should remain once development has started and then once completed these are wonderful trails	1/25/2017 6:08 AM
19	I think some of these trails should NEVER be formalized, like the Jordan trail and CPR trails. Let's keep some things natural for people to enjoy without the infiltration of signage.	1/24/2017 10:31 PM

20	Can you please formalize trails in the forested area between Nichol rd, Airport way, Shiell rd and Camozzi rd.	1/24/2017 9:58 PM
21	Nature boardwalk from Williamson lake to walking bridge over Illiclawat river via marsh...	1/24/2017 9:55 PM
22	a fair and safe bike route along airport way to the end of pavement	1/24/2017 7:54 PM
23	Connect Macpherson trails to city.	1/24/2017 4:02 PM
24	They are all important to me	1/24/2017 3:10 PM
25	Connectivity from Big Eddy to downtown - a possible upgrade to bridge pedestria side width? You can barely get across is with a double wide stroller, or something to be done on the Trans-Canada bridge Off-road trails for narrow and busy streets	1/24/2017 3:05 PM
26	Formalizing short linkages eg Lee Rd to Nichol, Practico Rd to arrow heights school, access from green belt to Victoria on west side of bridge so can get on Victoria without going under the bridge	1/24/2017 2:50 PM
27	Invest in mtb trail maintenance as it is a key part of our tourism economy and an infrastructure used by many young and old revelstokian.	1/24/2017 2:00 PM
28	Better connection of all schools	1/24/2017 1:44 PM
29	PUMPTRACK	1/24/2017 1:30 PM
30	More downhill and jump trails	1/24/2017 12:57 PM
31	Consideration for how dangerous sharing trails with mtb and walkers can be--particularly if you mix off leash dogs in there. I hope, considering how many accessible trails exist for cycling, the emphasis on these trails will be to keep all users safe--not just meet the needs of the mountain bike community.	1/24/2017 12:15 PM
32	Trail to connect Mt. MacPherson trails from town is very important! As is connecting to RMR - options below about box canyon to Crowbar and formalization of other trails and connecting to Cartier from RMR are also important for the mtb, hiking, trail running community and all the tourism that goes along with it.	1/24/2017 11:10 AM
33	Establish a trail around the Cashato Bench (through private properties at lowest above-waterline point possible) that would connect to dedicated park land located at 2105 Airport Way, emerging at the Canada Post boxes on Airport Way opposite Shiell Road.	1/24/2017 9:58 AM
34	Establish a trail from Nichol Rd to Lee Rd. Establish a trail from Pratico Rd to Arrow Heights El.	1/23/2017 7:18 PM

Q11 Is there a secondary initiative that should be in the top 5? Choose up to 2.

Answered: 103 Skipped: 10





Answer Choices	Responses
Establish CPTED Principles for landscaping on greenbelt trail	1.94% 2
Create separated lanes and safe sidewalks on the highest use roads through Revelstoke (Douglas, Third St., 4th St. E, Airport Way, etc.)	26.21% 27
Prioritize intersection improvements @ 4th & Townley to include pedestrian-friendly enhancements	16.50% 17
Work with land owners to formalize CPR East trails	6.80% 7
Explore a potential trail and bridge over the Illecillewaet @ box canyon and connect with Crowbar	12.62% 13
Work with RMR and land-owners to formalize Crowbar	12.62% 13
Explore opportunities to link RMR trails with Mt. Cartier trails	14.56% 15
Establish a trail from RMR to Williamson's Lake east & existing trails	5.83% 6
Create off-street trail along Camozzi Road hydro line ROW to RMR	5.83% 6
Work with RMR to formalize existing trails on RMR lands in Arrow Heights	8.74% 9
Map existing trails in the flats but provide no long-term maintenance	0.00% 0
Establish "Winter Trails Areas" for snowshoeing, XC skiing, fatbiking, etc. in the Airport, Illecillewaet, & Big Eddy areas AND establish Class 3 trails suitable for persons with disabilities	18.45% 19
Create a pedestrian bridge over the Tum Tum to Begbie Road	9.71% 10
Connect Mt. MacPherson trails to town with off-street trail - work with CSRD/Province	34.95% 36
Explore a potential pedestrian bridge from the golf course to the Big Eddy area	2.91% 3
Improve trail around the Jordan to allow bikes to connect to Boulder downhill trails	0.97% 1
Create a trail connection from Lower to Upper Jordan Trail	2.91% 3
Continue Columbia River Trail along Columbia River & existing road to Moses Creek	0.97% 1
Create trail connection to Mt. Revelstoke West entrance	4.85% 5
Explore potential Golf course trail	1.94% 2
Create trailhead signage at entrance to CPR Trails	0.97% 1
Total Respondents: 103	

Q12 Is there anything we missed that should be included as a Key or Secondary Initiative?

Answered: 17 Skipped: 96

#	Responses	Date
1	-explore and survey a trail to parallel the Illecillewaet River; to join the trail network to the new developers recreation area at Greely Creek.	2/3/2017 9:15 AM
2	where are the options to say no, survey biased to extreme. how to fund, not with my tax \$ - had to provide responses in order to proceed - wrong	1/26/2017 6:31 PM
3	Most of the second initiatives I would like in the top 5 most important	1/26/2017 1:17 PM
4	ONLY hire companies that specialize in building sustainable bike trails. No more 'jack of all trade' companies. If other communities receive comparable precipitation and their trails don't get destroyed but ours do, then it's time we change what we are doing instead of wasting time and money.	1/26/2017 12:34 PM
5	safe sidewalk and bike access along Nichol road and Airport way to the bridge for access to existing networks.	1/26/2017 10:43 AM
6	focus on building a core of connected trails in the city and joining up to RMR, then gradually build it further as necessary	1/25/2017 7:32 PM
7	set up more poop-bag dispensers and poop-receptacles along the greenbelt, I know it comes at a cost to the city but it will greatly decrease the amount of dog waste left on the trail. Also signage indicating off leash areas please.	1/24/2017 9:58 PM
8	Trail from boat launch to rock weir up stream...	1/24/2017 9:55 PM
9	Town road safe travel lanes (not door lanes)	1/24/2017 7:54 PM
10	They are all important to me	1/24/2017 3:10 PM
11	Formalize with RMR as aboveall trails. Winter trails and class3 trails McPherson to town	1/24/2017 2:50 PM
12	Work with RMR to develop mtb trails.	1/24/2017 2:00 PM
13	Keep the diversity of trail types	1/24/2017 1:44 PM
14	ensuring environmental considerations are not taken lightly.	1/24/2017 12:15 PM
15	I would have like to choose more than 2 here. - I would also select formalization of CPR east, Winter trails and class 3 trails, and connecting bike trails to Boulder. As stated above, trail to connect MacPherson should be a key initiative for sure!	1/24/2017 11:10 AM
16	Is there a trail, or potential for a trail, between Queen Victoria Park and Centennial Park?	1/24/2017 9:58 AM
17	Create a pedestrian/bike bridge over the Tum Tum at the mouth then build a trail along the Columbia to the BC Hydro right-of-way and up to Flowdown Parking lot. Short connector trails between subdivisions etc. should be established where ever possible.	1/23/2017 7:18 PM

Q13 Please leave any additional comments about the Trails Strategy.

Answered: 31 Skipped: 82

#	Responses	Date
1	-All trails do not need to be multi-use. Designate some trails as pedestrian only - no dogs, no bikes. Also, dogs on leash. -Horses and riders - I did not see reference to the use of trails around the Selkirk Saddle Club and out on the flats. I hope that all of the trails currently used by equestrians will remain open. - The proposed berm trail from the old railway bridge toward Cashato Bench: will horses and riders be able to cross this and access the flats? -Signage on trails used by horses. Either "no dogs allowed" or "dogs on leash" when horses are using the trails. ALL TRAILS IN THE CITY -Multiple use can mean "multipleabuse!" Some of these trails should be no-dogs, no-bikes and for walking only. Boardwalk for nature viewing, students, classrooms... protect the wildlife. -Bylaw Enforcement - I would like to see enforcement on these trails. Especially to do with dogs at large. If you post a trail "dogs on leash" this should be enforced. Clearly identify off-leash areas. -Thank you for holding the information session. This is a positive initiative from the City and a good start to making Revelstoke a more livable city.	2/3/2017 9:26 AM
2	The number one guiding principle needs to be refined a bit to assist in setting priorities. The urban network needs to be continuous first before moving to the more distant features. Currently there is a section of Greenbelt trail that stops at a no trespass area because of the trailer park owner. This needs to be fixed. The Greenbelt trail stops at Centennial Park Drive and forces the pedestrian/cyclist to a motor vehicle road. Instead the trail should continue along the Columbia River to Front & Wilson, thus connecting with the Big Eddy. Urban trails should stay off of sidewalks and roadways as much as possible; rather choosing green areas. People want to connect with the natural surroundings primarily; but have access to the urban.	2/3/2017 9:18 AM
3	*NOTE - Manual Entry... see question 9 for survey issue with CPR West...	2/3/2017 9:06 AM
4	With the Big Eddy bridge being the only existing crossing over the Columbia right now (other than the highway bridge), please put some work into THAT pedestrian and bike crossing to connect the two sides of town (before building new bridges!). Currently it is very busy with users of all kinds and since it is very narrow, it is a safety hazard for walkers and inconvenient for bike commuters and mountain bikers.	1/27/2017 10:00 AM
5	See comment 8	1/27/2017 8:52 AM
6	Connecting, building, maintaining trails should be priority. Keep signage costs as low as possible.	1/27/2017 8:17 AM
7	survey predisposes that respondents are totally in favour of "trails" but no consideration for funding sources, impact on taxes, or creating a mosquito breeding ground. could not find a "no" option anywhere within the survey. how do you expect to get full range of opinion when so biased?	1/26/2017 6:33 PM
8	Great work, thank you!	1/26/2017 1:18 PM
9	All around good work. Focus on maintaining our existing signature trails for the future before embarking on new big projects that will see the same faults as the current.	1/26/2017 12:36 PM
10	Public safety should be a consideration for trail use	1/26/2017 10:45 AM
11	There has been a history of very poor consultation with adjacent landowners and water rights holders when new trails are being considered. That needs to be addressed by all levels of government and proponents. It is also disheartening that many illegally constructed trails (mainly mtn bike trails on CPR hill and Mt Cartier) are being given validation after the fact including through this process. If the larger community and landowners are expected to support this initiative and future trail expansion, then their concerns should receive greater respect than has been shown to date. Thank you for the opportunity to comment.	1/25/2017 8:50 PM
12	We should keep in mind how additional growth/user-days will add pressure to trails, and focus on developing robustly built trails that will maintain quality of life for the residents who will be affected by them (e.g. don't put a destination trail in someone's back yard), and consider what Jasper has done in terms of having some trails that are legal but 'off the record' so they don't get overused.	1/25/2017 7:34 PM
13	excellent work & thank you all for you dedication	1/25/2017 6:52 PM
14	Multi use does not work in most areas. Mtn bikes erode the trail - no longer safe for walking without twisting an ankle. Snowshoes annihilate cross country tracks and dogs shit everywhere - including the middle of the trail. Mtn. bikes have become a disease so it would be nice to have some areas that are still for walking only.	1/25/2017 8:02 AM

15	I think this is great, but please try to keep some existing trails more natural. Signage is good, but only if it is unobtrusive and natural. If you can't be in the wilderness without a kiosk, you probably shouldn't be in the wilderness.	1/24/2017 10:33 PM
16	This is great! Revelstoke has so much amazing scenery, let's maximize safe access to it for locals and visitors :) :)	1/24/2017 9:59 PM
17	Nature boardwalk below Red Devil hill in marsh...	1/24/2017 9:56 PM
18	thx for taking the initiative to consider alternative transport (alternate to automobile) and parking!	1/24/2017 7:55 PM
19	Great ideas, all good for Revelstoke	1/24/2017 3:11 PM
20	Glad this is happening ...it is VERY important to formalize before the land becomes a house eg Lee Rd. We need non vehicle access through out town for locals and tourists..it is a great tourist attraction eg Canmore	1/24/2017 2:52 PM
21	It looks like the city is open to a wide range of trail use and I hope to see a significant improvement of the interconnectivity between the "in town" trails to the "out of town" trails like MacPherson and Boulder. And also to facilitate and encourage bike commuting.	1/24/2017 2:04 PM
22	Would like to see an annual commitment and schedule of improvements	1/24/2017 1:45 PM
23	more trails = better	1/24/2017 1:41 PM
24	Nice work!	1/24/2017 1:30 PM
25	Protect the environment for all to continue to enjoy, and ensure the safety of non-bike riding users.	1/24/2017 12:15 PM
26	Great work on this! Every one of these initiatives are worthy and hopefully, in time, they can all happen! Thanks to the City of Revelstoke for recognizing the importance of our trail networks and infrastructure!	1/24/2017 11:12 AM
27	Gratitude to all stakeholders for stellar vision, guiding principles, and exemplary progress.	1/24/2017 10:02 AM
28	There are a lot of great ideas here, thanks for all the hard work! I think the top priority should be connecting existing trails so we can easily move through/between our neighbourhoods and across town. Everything should be bike friendly and be done with cyclist safety in mind. It would be great to see more maps and signage in some of these areas. I don't like the idea of putting new crossings over the Columbia River from Columbia Park. The river is really wide here and putting up those bridges seems unnecessary and I'm not sure how much they would be used. I do like the idea of putting a crossing over the upper Illecillewaet and connecting to Crowbar or some other trail. It would be great if that formed a loop that Southside and Arrow Heights residents could easily access for a trail run or bike ride. It would also be great to see off-road trail connections to all the mtn biking areas from town. That would greatly add to the appeal of our mountain biking infrastructure. I think the connections between neighbourhoods should be a priority for the city, can't wait to see some of these trails built!	1/24/2017 9:21 AM
29	The more trails a community has the better it is for both locals and tourists. Establishing as many of the casual trails around town as possible and establishing or building connector trails should be goals of this strategy.	1/23/2017 7:22 PM
30	Question 4 was presented as a "Ranking Question" - "Please rank them in order" - where #1 would be highest. Not sure everyone would interpret it that way - I did not, and was putting 5's for good things until I looked it up. Golf course trails would be unsafe in the summer - flying golf balls - seen it elsewhere.	1/23/2017 6:47 PM
31	Great job.	1/23/2017 6:00 PM

APPENDIX 04

TRAIL LIABILITY PROPOSED FORM

SAMPLE TRAIL ASSESSMENT FORM

	INPUT	COMMENTS
Trail Area	Illecillewaet Greenbelt	
Trail Name	Illecillewaet Greenbelt Pathway	
Date	2018-06-18	<ul style="list-style-type: none"> After major storm event - 27mm rain/24hr
Trail Inspector	Amy Green	
Trail Classification	Class 1	
GPS Location		
Tread Surface Material	Asphalt	<ul style="list-style-type: none"> Sediment deposition over main trail for 4m (Photo and GPS location)
Tread Width	2.5m	
Tread Condition	Crossfall, Crown	<ul style="list-style-type: none"> Some ponding issues (Photo and GPS location)
Surface Material Condition	Moderate	<ul style="list-style-type: none"> Minor cracking (Photo and GPS location)
Trail Braiding Present	No	
Erosion Damage	Yes	<ul style="list-style-type: none"> Minor erosion on edge of asphalt (Photo and GPS location)
Drainage Features	Culvert	<ul style="list-style-type: none"> Functioning properly
Technical Features	None	
Clearance	Horizontal	<ul style="list-style-type: none"> Shrub pruning required (Photo and GPS location)
Vandalism	None	
Additional Comments		