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## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, FEBRUARY 21, 2024

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**SUBJECT**    Use of Rigid Bollards on CRD Regional Trails

### **ISSUE SUMMARY**

To provide information on the Capital Regional District's (CRD) use of rigid bollards on regional trails.

### **BACKGROUND**

The District of Saanich Council approved the following motion at its January 8, 2024 meeting:

*That Council request the Mayor write the Capital Regional District requesting that the rigid bollards on regional trails be removed and retrofitted in accordance with BC's Active Transportation Design Guide and request the Capital Regional District gather data on accidents resulting in collisions with bollards.*

On January 18, the District's Mayor wrote to the CRD Transportation Committee Chair with the following request: "In addition to our motion, we understand that the Capital Regional District is undertaking trail widening improvements and we request that you consider opportunities for working in harmony." (see Appendix A)

The Town of View Royal Council approved the following motion at its January 16 meeting:

*That a letter be sent to the Capital Regional District requesting the retention of bollards on all regional trails for safety reasons. (see Appendix B)*

This report has been prepared in response to the above-referenced letters to provide information on the CRD's use of rigid bollards on regional trails.

### **IMPLICATIONS**

#### *Alignment with Existing Plans & Strategies*

The Regional Trails Management Plan (2016) includes the following Strategic Action:

*2.5.12. CRD will review the use of bollards on trails to determine if changes are needed for safety of people riding bicycles.*

#### *Service Delivery Implications*

Rigid bollards serve two functions: to prevent unauthorized vehicle/equipment access and to provide a visual indicator that users need to slow down as they are approaching an active intersection.

The CRD commissioned Watt Consulting Group to prepare a Regional Trail Crossing Report in 2018 to assess signage and pavement markings at intersections and to propose safety improvements. The report indicated that in addition to pavement markings and signage, bollards serve as visual cues that indicate to trail users that they are approaching a road crossing and should slow down and use caution. Bollards are marked with reflective tape at the top, and trails are cleared for sightlines to make the bollards, signage and intersections visible. Centre bollards are also marked with road paint on paved sections of the trail to further indicate their presence.

BC's Active Transportation Design Guide (2019) recommends against the use of rigid bollards at trail accesses without prior history of motor vehicle encroachment and/or collision. The Regional Trail Crossing Report was completed prior to the release of the BC Active Transportation Design Guide.

Staff will explore alternatives to the use of bollards through the upcoming Regional Trestles Renewal, Trails Widening and Lighting Project. This project will allow staff to consider possible standards, trial any recommendations and collaborate with the Regional Transportation Working Group to identify opportunities for safety improvements on trails throughout the region.

Staff will review available data from ICBC and open-source data via BikeMaps.org for information available on accidents related to collisions with bollards. The CRD does not currently have a data collection program to collect this information.

#### *Environmental & Climate Action*

The CRD's regional trails serve to connect parks and protected greenspace, such as the connection between Matheson Lake and Roche Cove regional parks via the Galloping Goose Regional Trail. Bollards serve to protect ecologically sensitive areas such as these from unsanctioned motorized vehicle use.

#### *Social Implications*

The CRD's regional trails have steadily increased in popularity over the last decade and now see around 3.5 million visits per year. The CRD is committed to keeping these trails free from major hazards and does so by implementing a variety of preventative safety measures, including the installation of rigid bollards where the trails and roadways intersect.

The CRD recognizes that there is interest in having vehicle and equipment access along the regional trails for utility or private property access and development. Unauthorized vehicles/equipment accessing regional trails poses a risk to the health and safety of both trail users and staff. Additionally, some bridges along the regional trail system are not rated for vehicle use.

#### *Equity, Diversity & Inclusion*

As outlined within the Regional Trails Management Plan, bollard placement allows for wheelchair, mobility scooter and standard child bike trailer (1.3 m maximum width) access. As part of the upcoming Regional Trestles Renewal, Trails Widening and Lighting Project, staff will work with municipal partners that have jurisdiction over road crossings to consider access standards when exploring alternatives to the use of rigid bollards.

*Intergovernmental Implications*

Local governments and the Province are responsible for road right-of-ways that intersect with the regional trails. Multi-use paths throughout the region have a variety of different intersection configurations and some municipalities also use rigid bollards. A CRD regional transportation priority is for a connected, consistent active transportation network. A regional perspective on the use of rigid bollards would benefit the consistency and connectivity of the region's active transportation network. The Regional Transportation Working Group, composed of representatives from the CRD, local governments, BC Transit and the Ministry of Transportation and Infrastructure, can offer this regional perspective as the CRD explores bollard alternatives.

*Financial Implications*

Costs associated with exploring bollard alternatives will be scoped into the Regional Trestles Renewal, Trails Widening and Lighting Project. There is no planned budget expenditure to establish a data collection program on accidents resulting from collisions with bollards. This type of program would constitute an enhanced level of service with added costs.

**CONCLUSION**

The CRD utilizes rigid bollards at regional trail intersections in order to achieve two main objectives: to prevent unauthorized vehicle/equipment access and to provide a visual indicator that users need to slow down as they are approaching an active intersection. The CRD will review the use of rigid bollards through the implementation of the Regional Trestles Renewal, Trails Widening and Lighting Project. Collaboration with the Regional Transportation Working Group on the continued use of rigid bollards will be undertaken to help ensure that a consistent approach to bollard use is applied across the region's active transportation network. The results of these initiatives will be reported back to this committee at a later date.

**RECOMMENDATION**

There is no recommendation. This report is for information only.

Submitted by:	Mike MacIntyre, Acting Senior Manager, Regional Parks
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENTS**

- Appendix A: Letter from District of Saanich (January 18, 2024)
- Appendix B: Letter from Town of View Royal (January 18, 2024)