



Making a difference...together

## REPORT TO TRANSPORTATION COMMITTEE MEETING OF WEDNESDAY, JUNE 15, 2022

---

**SUBJECT**     Temporary Closures of Regional Trails

### **ISSUE SUMMARY**

To provide information on the process for temporarily closing regional trails.

### **BACKGROUND**

At the November 10, 2021 Capital Regional District (CRD) Board meeting, staff were directed to report on the current process for temporarily closing regional trails and whether it is advisable to develop a policy for the closures.

The CRD operates and maintains a 100-kilometre regional trail network comprised of the Galloping Goose Regional Trail, Lochside Regional Trail and the E&N Rail Trail – Humpback Connector. On occasion, staff have to implement service disruptions on the regional trail network to address operational issues or complete infrastructure repairs. When work activities are required on the regional trails, staff explore opportunities to complete the work without closing the regional trails. However, when temporary closures are required, staff utilize a set of operational guidelines that are adaptable to the variety of circumstances associated with each closure. The operational guidelines include a hierarchy of controls, including public communications in advance of the closure, temporary traffic control devices, and may include an engineered traffic management plan to implement a detour route around the closed area. Staff report that when a temporary closure of a regional trail is implemented with these measures, public complaints and inquiries are minimal. The operational guidelines are outlined in Appendix A and have been shared with the CRD Regional Transportation Working Group

There is no CRD Board approved policy with respect to regional trail closures or detour routes. Detour routes are developed to provide passage around closed sections of regional trails and they are subject to municipal or provincial government review or a permit process as the detour routes are outside of the CRD's jurisdiction. There is no regional consistency on the review or permit process for the detour routes. In order to streamline closures and have consistency across the region, a shared approach to regional trail closures and detour routes should be developed by the Transportation Working Group prior to the development of a CRD Board approved policy.

### **IMPLICATIONS**

#### *Intergovernmental Implications*

On July 14, 2021, the CRD Board directed staff to advance advocacy and implementation actions developed for each of the priorities, including the creation of a Regional Transportation Working Group. The Transportation Working Group has discussed the need to update the CRD Pedestrian and Cycling Master Plan's planned cycling network. Once the network has been updated, the working group will prepare a key project list, implementation sequence and supportive actions to advance network completion. Supportive actions include matters such as a shared approach for trail closures, detours and trail crossings.

*Financial Implications*

Costs associated to implement temporary closures are as follows:

Temporary Closures of Unpaved Sections of Regional Trails

- Temporary closures of unpaved sections of regional trails cost \$1,000 to \$3,000 for staff time and material. If additional on-site traffic management is required, costs range from \$500 to \$1,000 per day.

Temporary Closures of Paved Sections of Regional Trails

- Temporary closures of paved sections of regional trails cost \$2,000 to \$5,000 for staff time and material. An engineered traffic management plan costs \$3,000 to \$5,000. If additional on-site traffic management is required, costs range from \$500 to \$1,000 per day.

*Service Delivery Implications*

Temporary closures to sections of regional trails are provided through the CRD Regional Parks temporary closure process. Staff will continue to work with the Transportation Working Group to develop a shared approach to trail closures and detours.

*Alignment with Board & Corporate Priorities*

One of the CRD Board's priorities includes to plan for and deliver an effective long-term regional multi-modal transportation system and to increase use of public transit, walking and cycling. The increased planning, communication efforts and signed detour routes that are implemented when paved portions of the regional trails are temporarily closed ensure that active transportation can still be achieved during the service disruption.

**CONCLUSION**

When the CRD is required to close a portion of a regional trail, efforts are taken to minimize the impacts of the service disruption. Staff currently utilize a set of operational guidelines that focus on public communication and site safety to implement temporary closures of a regional trail. To develop a policy for trail closures and detour routes, the Transportation Working Group must establish a shared approach on how closures and detour routes are reviewed, approved, and implemented across the region.

**RECOMMENDATION**

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

Submitted by:	Jeff Leahy, RPF, Senior Manager, Regional Parks
Concurrence:	Larisa Hutcheson, P.Eng., General Manager, Parks & Environmental Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

**ATTACHMENT**

Appendix A: Summary of Services Provided for Temporary Closures on Regional Trails