



**TOWN OF SAINT ANDREWS
SPECIAL COUNCIL MEETING
MINUTES**

**February 22, 2021, 6:00 p.m.
Electronic Meeting**

A. RECORDING OF ATTENDANCE

A Special Meeting of the Town of Saint Andrews Council was held on Monday, February 22, 2021, at 6:00 p.m. with the following members present:

Mayor Doug Naish, Deputy Mayor Brad Henderson, Councillor Kate Akagi, Edie Bishop, Guy Groulx, Kurt Gumushel, Andrew Harrison

Staff: Chris Spear, CAO/Treasurer, Paul Nopper, Clerk - Senior Administrator

Facebook: 41

B. APPROVAL OF AGENDA

Motion: Motion: 061 - 02/21

Moved by Councillor Bishop

Seconded by Councillor Groulx

That the Agenda be approved as presented.

6 – 0

Carried

C. DISCLOSURE OF CONFLICT OF INTEREST

D. PRESENTATIONS

E. INTRODUCTION, CONSIDERATION AND PASSING OF BY-LAWS AND MOTIONS

1. PW201001 Active Transportation Trail Saint Andrews

CAO Spear: Reviewing active transportation in the community. A brief history was provided highlighting the Saint Andrews Outdoor Recreation and Trails Inc. and the Town application for grant funding in 2019. Council approved the Coastal Link Trail in August 2020. We have received notice in Fall 2020 that funding will be moving forward. Map provided to Council on approved trail segments for Coastal Link and the Van Horne Trail system. Discussion on the Town Plat and consideration of creating seasonal or full-year one-way traffic loop to work for all users. We would only have to give up one side of parking by extending parking drive lanes and leaving one lane of parking. Loop would start at the corner of Harriet/Reed and loop down Water Street to Prince of Wales and back to Harriet/Reed. Prince of Wales is a well-walked road and could be made one-way. Issues with infrastructure and widening will take time. Brandy Cove Road needs to be brought up to standards and has utilities below it. We have to look at this more from a road truck standpoint versus trail walking. This can be done but would cost approximately \$600,000. Resurfacing from Marine Science Drive to Joes Point Road. Cemetery Road at Katy's Cove Road is a segment for consideration. Little traffic along the area and opportunity with Town-owned land to run another trail. There is an abandoned trail at Katy's Cove that could be worked and tied into a Cemetery Trail leg down to the Bar Road. Bar Road could be revisited but was done two years ago with a bike lane. It can be a bit speedy along this area with Ministers Island. There is a suggestion for an additional trail off the road but cost and discussions

with landowners need to be reviewed first. SORTI provided a list of segments that could be developed. One discussion is Cornelia Street. There is a lot of infrastructure work to be done there and have to invest in pavement and tear up again. Can be considered after the infrastructure work completed. The next steps return responses to the funders and waiting for final confirmation from the Federal Government. The project would not start until the fall. Council needs to identify what the 2021 priorities are. The suggestion is to complete the trail project in phases and non-Plat work to start this year and complete into spring 2022. Council will need to look at COVID-19 options as we expect this to be in place for 2021. Council should look at expanding the length of the downtown to longer blocks and get feedback. Should have further public consultation. Indian Point one-way traffic should be looked at. We could create a walking lane on the road and give safety to an area that is well walked. This would help direct traffic in the area and increase safety. People on Augustus will need to be reached out for feedback and work with the Campground to inform their users of the new process.

Deputy Mayor Henderson: As far as the funding opportunities, the staff is looking for direction on what we would need to spend it on. Is it for this Council to decide or the next Council? Public engagement is getting down to the wire for changes before the end of the mandate.

CAO Spear: Funding partners are looking for basic answers. We need to identify priorities; are you ok with staff recommendation? We can expand on this and do it in phases over 5 years. We need to identify where areas of new infrastructure. Bar Road and Cemetery Lane could be new construction of off-street trails. This information will go a long way towards funding with new infrastructure. We need to see where you want to go. We agree this Council is running short on time, but can still host public consultations, surveys, etc. for community input. This Council and future Council can work on this process. We need to keep moving ahead and would like direction to move forward.

Councillor Bishop: The Bar Road with the second lane of the trail up and down the hill, I think that would be very valuable to have. I would think doing the non-Plat first and noninterference with the downtown is a good idea. Would Indian Point be a seasonal or yearly traffic one-way?

CAO Spear: Seasonal could be good but some concerns about changing traffic patterns every 6 months. Although traffic drops in the fall season, we could look at two-way traffic after the season.

Councillor Bishop: I would be in favour of seasonal as a lot of people bike and walk around there a lot and would make it safety.

Councillor Groulx: One of the feature elements of the Van Horne Trail is that there is a separation between traffic and pedestrian/bike lanes. You can go on the trail and know you are in a safe location and this is the same with seniors. It is a safe venue. Another issue, Water Street around the Point and up to Prince of Wales. This is a loop many people take to start and would tie into the best route for people to see the community. Many towns have that type of ceremonial route. Traffic safety would be improved especially with delivery vehicles and RV's going in both directions. It also provides safe pedestrian and cycling lanes for all users. This would be a physically separated trail from the road. One aspect we have as a Council is to make a positive change for the community and initiated the discussion, we could start the discussion, here is the proposal, and see where it goes. If we did a one-way loop around Indian Point, this would help with COVID-19 spacing. We would have a pedestrian corridor for people to move freely. Mr. Spear noted Brandy Cove Road and resurfacing. We have many utilities in many areas, but we should not be building a road using active transportation funding. We can stretch our dollars as far as we can go and become a destination for trails in our Province. This is a gamechanger.

Councillor Gumushel: I support Councillor Groulx and the benefits of running the front street one-way and improve safety for all, cars, bike, pedestrians, delivery trucks, and RV's. Saint Andrews is becoming a destination for hikers and bikers and the one-way concept will help to enhance the community and fill the mandate of recreation. The connection between Katy's Cove and Bar Road is low-hanging fruit and we should make that connection. Bar Road a bit more problematic based on topography but we can meet those challenges. Crossing the street at Cornelia and trying to cross the street is difficult. Might be a spot where we can have a flashing light to get across. This is potentially a game-changer for active transportation and a destination for recreation, heritage, and trails.

Deputy Mayor Henderson: This is going to require significant community engagement. I do not doubt one-way would be supported, the transportation plan also says that 2% is cycling in the community and would be cutting parking in half in the downtown. Expanding bike lanes might be difficult. We need engagement on this. I agree with Councillor Bishop on projects we can push ahead with including Cemetery Road. People are getting lost at the corner at this point and traffic flies through there. Safety is things we should have quick engagements on. Some of the bigger conversations, we can get the ball rolling and let the next Council decide. I will add that in the staff report, there are different suggestions on how to separate the lanes, I would like to see photos of these options, but a nautical feel and planters would be good. Perception is everything and people more welcoming to embrace plants and beauty versus metal. I do not want to rush this decision.

Councillor Harrison: On these rails, in Ottawa, they have multi-use trails with bikes, walkers, and scooters and they work. You put your bell on your bike and share the space. I think we can do it here. Looks like another summer of COVID-19 and probably not solved until 2022. Part of the discussion is on the COVID-19 and one-way bike lane in lieu of last year. It works to give us some space and maybe have parking on one side. That looks pretty good to me. As for separators, tough to spend the funding on but making it pretty will help. We will have to put out to say this is temporary or go ahead and make the decision.

Councillor Akagi: I agree with the one-way street. That was a positive although with some complaints. The metal dividers were not good for a look. I think we have some options here with the recommendations from staff. We have to start the process but will have to pass it to the next Council. I am concerned about Brandy Cove Road; would it be expanded to car widths or trail widths? I was on the Council that voted this to make it a closed road. I do not feel we should be spending money on a road for NB Power or anyone else. If this becomes a road again, I can see it being a trail but not a road. Can we use crushed stone as a walkway without paving?

CAO Spear: So the clump that was included for \$600,000 means car width. For the Brandy Cove stopped-up portion we could make it narrower. We could leave the other half in its current state for utility vehicles. We can revisit that. Joe's Point Road beyond the stop up, you have to either not do it or commit to completing it in phases as part of our asphalt program. We could match the Van Horne Trail width on Brandy Cove Road and work on getting the rest of the connection up to date.

Mayor Naish: CAO Spear can you give further detail to the \$1.5 million in funding and what we are in for.

CAO Spear: Right now, it is 80% Federal and 20% from the Town. The Town portion is \$300,000 and if we do not commit to it, we will lose it and could effect on future funding applications. This is important that Council starts the ball rolling to hand off for finalization. The downtown plat area will take considerable feedback but start with the downtown pilot for COVID-19. Also, in the report, in 2020 we put barricades up on both sides of the street. It might make a lot more sense to create a wooden walkway around to

shorten barricades and create more parking space. It was thought that the cost of these walkways would be about \$2,000 each. We need to make a decision on these processes to make sure we have time to get supplies and build. We are hoping for direction by mid-March of the latest to get it in place for mid-June.

Councillor Groulx: Looking at the costing analysis produced by staff, even the most expensive option, planters, the cost is \$182,000. If we go with stations it is \$91,000. We are not talking about a huge cost for construction but deciding is critical. We are going to have to do something for COVID-19. I think we need to decide around the loop as a pilot project and do the consultation. Start the ball rolling and the option to do nothing is not an option.

Mayor Naish: Mr. Spear, can you comment on Coastal Link and the connectors going forward with the Town? Are we seeing expanded road construction outside of town? We are only going to get one shot at this. In reflection of the comments, the connector from Katy's Cove to the Cemetery is critical and is a missing link that needs to be solved.

Councillor Gumushel: I would like to thank CAO Spear and Councillor Groulx on this project. We have some funding and it is pretty exciting. Thank you to our Councillors and former Councillor Dan Boyd. Remember the Safe Streets concepts. This is great news and lots of hard work went into it. Thanks.

Deputy Mayor Henderson: I am just wondering if we are eliminating parking on one side of the street, is there an opportunity for parking for trails? If there is a large lot available, could we look at parking to support this? Can this money be used for trail parking?

CAO Spear: I cannot answer that but would be easier if it was off-road where you created it like Katy's Cove but downtown, I am not sure. I will follow up.

Councillor Groulx: This is the same thing; we must be careful and see for active transportation trails. If you start throwing in the paving of lots and roads, running a risk of losing the funds to active transportation trails. We need to be careful with navigation.

2. PW210202 COVID-19 Downtown Plan for 2021

- F. NEW BUSINESS**
- G. QUESTION PERIOD**
- H. COUNCILLORS' AND DEPUTY MAYOR'S COMMENTS**
- I. MAYOR'S COMMENTS**
- J. CLOSED SESSION**

K. ADJOURNMENT

Motion: Motion: 062 - 02/21
Moved by Councillor Bishop
Seconded by Councillor Groulx

At 6:55 p.m. that the meeting be adjourned.

6 - 0

Carried



Doug Naish, Mayor



Paul Nopper, Clerk

