

# Lochside Trail at Mt. Newton X-Road

## Trail counts and traffic flow observations

The Lochside Trail ends at Mt. Newton Cross Road in Central Saanich. Cyclists travelling north on Lochside are on-road from this point. This report presents user counts and traffic flow observations and provides recommendations to improve the utility for cyclists of the transition from the trail to on-road bicycle lanes.. For southbound cyclists, the turn from the road onto the trail presented another challenge that required special treatments to increase the visibility of the trail and improve safety for trail users.

Recommendations were provided to Central Saanich, Capital Regional District Parks staff and to Boulevard Transportation who were contracted for detailed design of the bike lanes and other project elements.

### Key Recommendations

- A specialized left turn pocket for cyclists travelling south was recommended for installation on Mt. Newton Cross Rd to provide a turning point onto the trail.

\* Constructed 2004.

- Recommended that crosswalks be maintained at current locations. Discussions first identified the median refuge protecting the left turn pocket for cyclists be incorporated into a pedestrian crosswalk. Existing crosswalks located at Highway 17, a short distance west, and at Lochside Drive, 100 metres east.

\* This recommendation was accepted in the final design.

- Recommended recessed stop bar on Hernwood Road, to improve trail alignment through intersection where the trail enters the roadway. Many cyclists pass behind vehicles overshooting stop bar onto Mt. Newton. Recommended coloured bike lane across mouth of Hernwood Rd to highlight conflict zone, trail alignment.

\* Recessed stop bar eliminated in final design. Coloured bike lane eliminated in favour of alternate treatment - in pavement "buttons" to channel cyclists.

- Designer proposed a free right turn for southbound cyclists from Lochside Drive onto Mt. Newton X Rd.

\* Eliminated in final design

- Recommended textured intersection at Mt. Newton/Lochside Drive intersecti-



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Capital Bike and Walk Audit and Review provides analysis and recommendations to enhance cycling and walking conditions in the Capital Region. Engineering for appeal and safety grows participation and contributes to public health and environmental sustainability.

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otion along with a coloured, through bike lane across curving north across the intersection and maintenance of existing free left turn with priority over traffic westbound on Mt. Newton.

\* Textured, coloured intersection treatment and all way stop constructed 2004.

### Research methodology

#### Bicycle and Pedestrian counts and observations.

Date/Time: Monday May 23, 2004 – 10:15 a.m. to 11:15 a.m.

Conditions: Holiday Monday. Sunny, hot weather.

Hundreds of cyclists passed through the intersection during the 3 hours observed. Singly or in groups as large as 7, cyclists of all ages and some variety of skill levels were using the trail and Lochside Drive. Most appeared comfortable following vehicle style movements on Mt Newton X Rd.

Counts were conducted where the trail feeds Mt. Newton eastbound at Hernwood Rd. Southbound cyclists enter the trail from Mt. Newton.

Most users appeared to be recreational cyclists. Few pedestrians were observed, most by local residents walking to and from very local destinations (McDonalds, Waddling Dog, apartment building, reserve community).

Some bicycle traffic heading west or feeding into the corridor from west of the highway was also noted. Many of those traveling west towards Saanichton or south onto the highway were racing or fast touring cyclists.

Treatment options recommended are in use elsewhere in the region, with the exception of the through bike lane, which is a European design.

### Sites Description

See diagram and photos.

### Discussion of Results

The sample indicates significant use along the corridor. Dozens also stopped at McDonalds (which is well positioned alongside the trail and is equipped with good, well located bicycle parking).

The junction of the trail and Hernwood Rd posed challenges for both motor vehicle and bicycle traffic. The poor placement of the trail mouth feeds cyclists across exiting traffic, sometimes between vehicles where drivers have moved ahead of the stop bar (no stop sign is posted on Hernwood).

Those turning south (left) onto the trail from Mt. Newton most often approached the turn as a vehicle would. Cyclists moved into a left turn position before crossing into Hernwood to access the trail. Very few crossed at or near Lochside Drive and approached the trail against the flow of traffic.



Northbound cyclists exiting the trail often threaded through traffic exiting Hernwood Rd., a movement that will be discouraged by routing them onto the bike lane along Mt. Newton.



Most cyclists approaching the trail (southbound), executed a two step approach to the turn – moving into the centre of the travel lane and then to the left turn slot – before turning left onto Hernwood at the trail mouth.



Cyclists traveling in both directions often congregate near the trail mouth, causing some congestion, sometimes blocking cyclists coming off of Mt. Newton.

There is a bus stop east of Hernwood on the south Side of Mt. Newton. BC Transit schedules show infrequent stops, (hourly) during peak recreational cycling times, assuming that trail users are most likely to be recreational riders. The most number of stops per day at the bus stop is recorded on the south side of Mt. Newton on weekdays (23 visits to the stop).

### Conclusion and Recommendations

Changes to the trail/road intersection, the addition o bike lanes, and the reconfiguration of the Mt. Newton/Lochside intersection were completed in the summer of 2004.

Further recommendations:

Recongifure trail mouth at Mt. Newton to facilitate south bound left-turns onto the trail further to the west of the Hernwood intersection. The current 90 degree turn from the refuge is frequently ignored in favour of a more direct movement through the mouth of Nernwood Rd, increasing the potential for conflict with vehicles exiting onto Mt. Netwon.

Remove on-street parking or create parking bays on Mt. Newton and Lochside Drive frontages of the apartment block on the north side of Mt. Newton to complete the bike lanes on Lochside and to elimnate parking over the bike lanes on Mt. Newton.

Dash bike lanes eastbound on Mt. Newton further back from the intersection. Most cyclists are turning left and need to merge with left-turning vehicles.

### Appendices and References

- Examples from other jurisdictions

Left turn pocket for cyclists exist in Saanich on Lochside Drive near Cordova Bay Rd., on Interurban Road for cyclists turning onto the Galloping Goose trail ramp, and recently on Foul Bay Rd in Oak Bay for cyclists turning west onto Haultain St. U.S. examples were also used to inform designs for this treatment option.

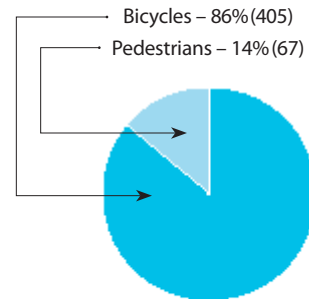
Textured and coloured pavement at intersections are in use at several locations in greater Victoria.

Coloured bike lanes to highlight potential conflict zones have been pioneered in Portland, Oregon and are in use in Vancouver, BC.

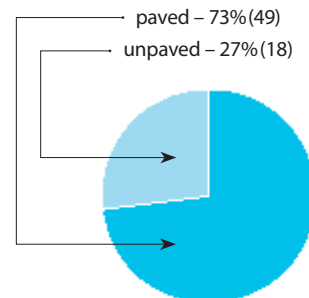
- Contact for further information.

[www.capitalbikeandwalk.org](http://www.capitalbikeandwalk.org) will include research references and other information on this project and unique design elements.

Time period A (7am–9am)  
Total bicycles+pedestrians (n=472)

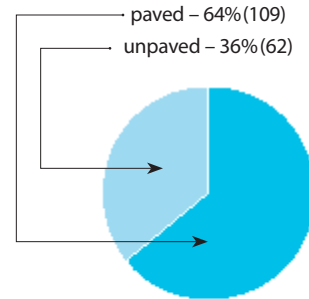


Time period A (7am–9am)  
Pedestrians: paved vs unpaved (n=67)



Appendix

Total Pedestrians Northbound  
Paved vs unpaved (n=171)



Trail Movements	counts	percentage
Total cyclists	251	90% (all users)
Pedestrians	29	10%
Estimated daily cyclists	750 – 1000	
Estimated daily pedestrians	>100	

Motor Vehicle counts from other sources are assumed sufficient.

**Trail Movements**

Northbound cyclists (Trail to Lochside Drive)	113	45% (cyclists)
Northbound cyclists (From west of hwy)	10	4%
Southbound cyclists (Mt. Newton to trail)	98 (*12 – wrong way)	39%
Westbound cyclists	17	7%
Other cyclists (trailer park, south to trail from west, north from trail to hwy., west to hwy.)	13	5%
Total cyclists	251	90% (all users)
Pedestrians	29	10%
Estimated daily cyclists	750 – 1000	
Estimated daily peds.	>100	

Motor Vehicle counts from other sources are assumed sufficient.



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