

# Interurban Rail Trail at Red Barn Market

## A Saanich Centennial Trails Project: 2005–2006

The Interurban Rail Trail is proposed to cross a busy two-way commercial driveway at the Red Barn Market on West Saanich Rd, a busy secondary highway in rural Saanich where a new trail will be built adjacent to the roadway for several hundred metres. Two-way trails or sidepaths cutting across driveway type intersections are not a preferred design, but can work if traffic volumes are low. In some circumstances, design treatments can also be effective at controlling conflicts. Safety research indicates that cyclists are much more likely to collide with motor vehicles when riding on sidewalks or sidepaths crossing poorly controlled intersections like driveways. This analysis looks at changing alignments on the trail or introducing special design treatments.

### Key Recommendations

#### Option 1:

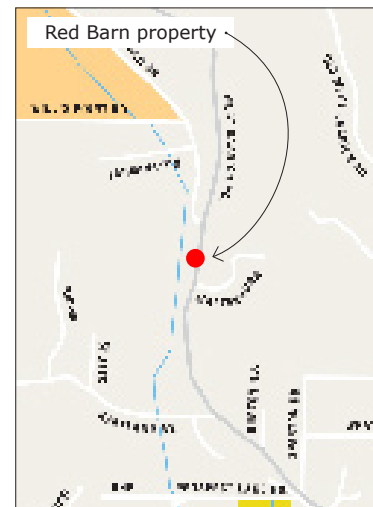
An option to route the trail behind the market should be explored with the Red Barn and/or property owners of the wetland west of the market. Use of a boardwalk could be considered for bikes and pedestrians along the wetland. Saanich has good examples of trail infrastructure successfully introduced into sensitive environments. This could also be a unique feature of the trail. Clear links to the market would be needed to provide access for trail users.

#### Option 2:

Special treatments at the approach and through the driveway may be required to support the consultant's proposed alignment.

### Observations

The proposed was the focus of much discussion at the open house held to present design options for the Interurban Rail Trail Phase II from Prospect Lake Rd to Willis Point Rd. Many cyclists expressed concerns that heavy traffic on West Saanich Rd and uncontrolled turns into and out of the market driveway pose a significant hazard for cyclists that will be using the trail. Saanich BAC members are recommending that a trail alignment behind the Red Barn be considered to eliminate this exposure. Sufficient clearance from the Red Barn may be available for a trail. Employee parking behind the building could be moved if the trail were to use this right-of-way. Space may be available at the south end of the property where a small parking lot has already been incorporated into the site. Both to the south and north of the the property there appears to be sufficient undeveloped land available to accommodate a change in alignment.



### Research methodology

Assessment of comments and suggestions at Centennial Trails Open House, Saanich Bicycle Advisory Committee discussions.

Site observations

Performance research on sidewalk/sidepath cycling safety issues.

### Discussion of Results

Many comments from cyclists at the open house focused on concerns about the crossing of the Red Barn driveway.

BAC members favour the option to route the trail behind the Red Barn. Informal observations indicate that significant numbers of vehicles are entering or leaving the market across the proposed trail alignment.

### Conclusion and Recommendations

Routing the trail behind the Red Barn may be a desirable option to eliminate conflicts with vehicles entering or leaving the parking lot. Safety research indicates that the proposed design may pose a significant hazard, particularly for cyclists.

Routing the trail behind the Red Barn may be a costly challenge. Red Barn operations currently use the driveway behind the building for employee parking and shipping/receiving.

Further analysis of off-property corridor adjacent to the wetland needs to be conducted to determine its feasibility for the trail corridor.

Trail sections on the south and north sides of the Red Barn property would have to be realigned to accommodate any changes in the routing of this trail segment.

Further information on traffic counts in/out of the driveway would be useful in assessing potential exposure to traffic conflicts.

Red Barn parking and shipping/receiving should be analyzed to determine if this alignment is feasible. Wetland should be assessed for potential to support a trail.

### Appendices and References

AASHTO, TAC and other bicycle infrastructure guidelines consistently recommend against two-way pathways across driveway intersections. See: Transportation Association of Canada, American Association of State and Highway Transportation Organizations guidelines, etc.

Research on performance of two way trails through uncontrolled intersections. See: <http://www.bicyclinglife.com/Library/riskfactors.htm>

Illustrations of locally used treatments and designs of sensitive infrastructure (trestles, boardwalks etc) and special facilities will be posted to the CBWS website.



Employee parking and freight operations crowd the driveway behind the Red Barn.



Space at the overflow parking is underutilized and could provide for staff parking



A corridor adjacent to wetlands west of the Red Barn should be explored further to determine if it is suitable to accommodate a trail.