

Development of a Bicycle and Pedestrian Project in the Gulf Islands

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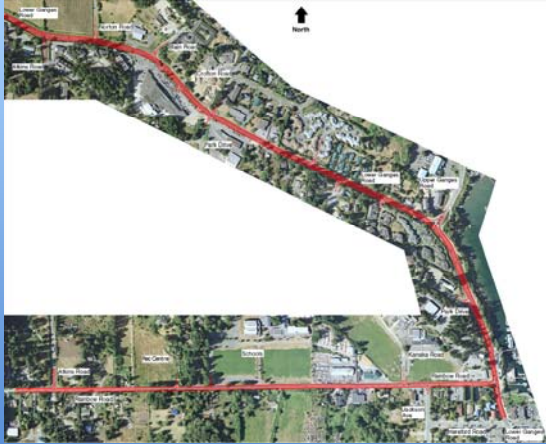


Overview

- Project background
- Jurisdiction and administrative issues
- CRD on Salt Spring Island
- Regional transportation strategy
- Walk/Bike vs. drive
- Design Criteria
- Public consultation
- Preferred design
- Implementation



Overview

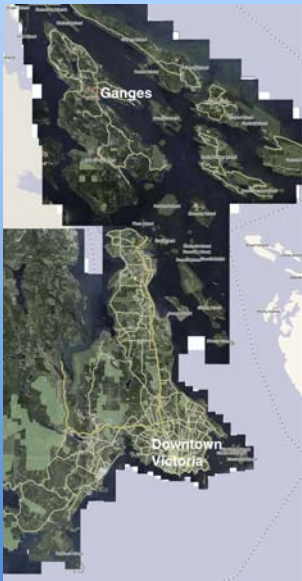


Project background

- North Ganges Transportation Management Plan
- Bicycle & pedestrian facilities
- No sidewalks or shoulder
- Elderly pedestrians
- Encourage bike and pedestrian use

Jurisdiction and Administrative Issues

- Salt Spring Island is an unincorporated area (one of 3 Electoral Areas) situated within the CRD (Greater Victoria urban area)
- The CRD is the local government for Salt Spring & has jurisdiction over regional & local services except for:
 - Some jurisdiction & responsibilities specifically retained by the province, or are within federal jurisdiction (e.g., roads, forestry, agriculture, mining, environmental protection, fisheries)
 - Land use planning & regulation falls under the jurisdiction of the Islands Trust (preservation of all the Gulf Islands)
- Regional Districts may request expanded authority from the province established in local bylaws with the consent of the province & electorate
- Funding for each local service remains separate with limits in each bylaw



CRD on Salt Spring Island

- CRD pop. 350,000 of which Salt Spring Island comprises approx. 10,000 in 4,320 households (2006)
- Total Assessed value for local taxation is \$2.9 billion (2006)
- Participates in 22 general government or mandated services provided by the CRD (eg. regional parks, emergency response, regional information services)
- 18 additional local island wide services (eg, animal control, building inspection, public library, *Transit & Transportation*)
- 9 specified local area services (eg. Local water systems, sewer, fire)
- Also is part of the Capital Regional Hospital District (40% regional health services capital)



TravelChoices - A Long Term Transportation Strategy for the Capital Regional District

Objectives:

- To integrate land use and transportation
 - Achieved by implementation of the Regional Growth Strategy and Local Official Community Plans
- Enhancing alternatives to driving alone
 - Strategies to achieve travel mode shift through greater use of the priority modes (walking, cycling and transit)
- Managing roadway investments
 - Maximizing efficiency of commercial vehicle and public transit mobility within existing roadway system

Mode Shift Targets - walk/bike vs. drive (Based on the Goals of TravelChoices)

Mode Shift

24-Hour Targets:

- Pedestrian increase from 11% to 15%
- Cycling increase from 2% to 5%
- Transit increase from 8% to 10%
- Vehicles **reduce** from 79% to 70%

24-Hour Volume

Targets:

- Pedestrian increase from 138,000 to 240,000 (1.7X)
- Cycling increase from 29,000 to 80,000 (2.8X)
- Transit increase from 89,000 to 160,000 (1.8X)

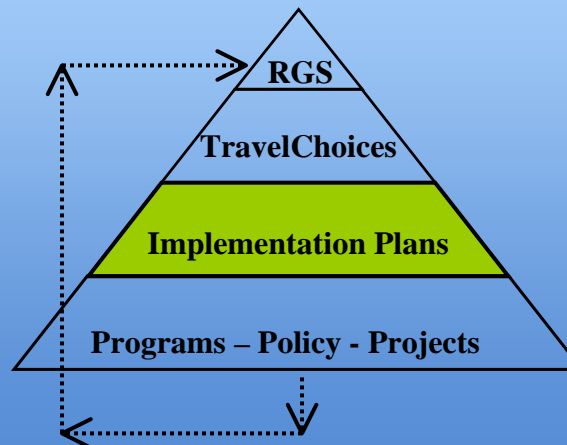


TravelChoices Implementation & Investment Plan

TravelChoices Strategy is strategic in nature

Policy direction is required to enable its implementation. Requires more detailed short-term and long-term implementation plans.

The CRD Board approved a 5 yr TIP in 2006 to enable applications for Gas Tax Funding.



Design Criteria

- Target user groups
- Compatible with future transit service
- Restricted right of way
- Preserve native vegetation
- Semi-rural vs. “downtown” urban environment
- Safety improvement
- Stageability

Design Criteria

- Target user groups
 - Elderly and school-age pedestrians
 - Utilitarian and touring cyclists
- Land use decisions have placed seniors housing without consideration of pedestrian and transit service
 - Require sidewalks
- Appropriate provision for elementary, middle and high school students, especially on Rainbow
 - Minimizing crossing roads, bike lanes vs. paths
 - Water taxi “surge volume”
- Consideration of various cyclist uses, “commute” and shopping vs. tourism
 - Routing, shared roadway vs. bike lanes

Design Criteria

- **Compatible with future transit service**
 - Transit service was proposed but not yet approved
 - Consideration of stop location and design implications
 - Stops not specifically identified
- **Restricted right of way**
 - Identified property issues
 - Parking on street or angled partly on road right of way
 - 20m right of way – no road relocation
- **Preserve native vegetation**
 - Native Arbutus, Douglas Fir etc.
 - Indicated preferred side for widening (Lower Ganges Road)

Design Criteria

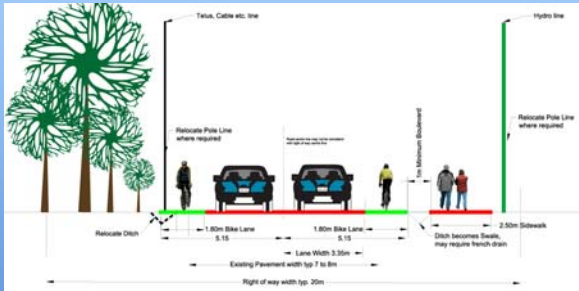
- **Semi-rural vs. “downtown” urban environment**
 - Gulf Islands = Rural ambiance
 - Reduced road standards
 - No sidewalks or shoulders
- **Safety improvement**
 - No safe place for pedestrians or cyclists on roadways
 - Intersection safety – crosswalks etc.
- **Stageability**
 - Limited cash flow, multi-year project
 - Need to show tangible early results
 - Link to existing vs. area of highest demand
 - Pedestrian areas different to cyclist preference

Preferred design

Design Options

- 1. Combined bike and pedestrian shoulder
- 2. Bike lanes
- 3. Sidewalk adjacent to curb
- 4. Separate sidewalk
- 5. Combined sidewalk/bike path (off road)
- 6. Paved vs. gravel surface (sidewalk)

Design criteria



- 2.5m sidewalk
- 1.8m bike lanes
- Hard surface sidewalk
- Wheelchair accessible

- Crosswalks at intersections
- Crosswalk protection as required

Design criteria

- 2.5m sidewalk
 - Required for wheelchairs to pass
- 1.8m bike lanes
 - Retain narrow roadway lanes (3.35m)
- Hard surface sidewalk
 - All weather use by wheelchairs
- Wheelchair accessible
 - ADA compliant crosswalk features (ramps, controls etc.)
- Crosswalks at intersections
 - Crosswalks along major road, crosswalk across where required
- Crosswalk protection as required
 - Signs, amber flashers, high intensity overhead lighting as required

Public consultation

- Local Steering Committee
 - Community, interest groups, Islands Trust, Min of Transportation representation
- Two Open Houses
 - “What are the issues” and “Some possible solutions”
 - Recommended and rejected solutions
- Flyer prior to open houses
 - 4 pages, included key plan, text, response form
 - Distributed to all households and businesses via newspaper inserts
- Response form
 - With flyer
 - At Open Houses
 - Provided information and solicited input
- High level of support in community

Implementation

Bylaw 3438 Establishing Community Transit and Transportation Service for Salt Spring Island adopted July 11, 2007

Bylaw 3450 Establishing an Advisory Commission for the Service adopted August 8, 2007

Budget for Services approved for 2008, Transit Service operating January 2008

Partnership Agreement reached between Island Pathways & Electoral Area to use local funds and Community Works 'Gas Tax' Funds to begin construction of Trails

Master License of Occupation Agreement being finalized between MoT and CRD for construction of works within road right of way

10 year Capital Plan will be developed for 2009

Summary

- Creation of an administrative and funding mechanism
- Identification of user needs
- Design for user needs
 - Aging pedestrians
 - Cyclists
 - Users of mobility aids
 - Students (elementary to high school)
- Recognizes "Gulf Islands" road standards
- User safety
- Staging of construction