

Fort Street Protected Bicycle Lanes Project Design Update

April 24, 2017

City of Victoria - Vision

Active & Multi-Modal Transportation Network

- Safety
- Health & Social Connectedness
- Growth and Demand
- Economic Development
- Climate Change
- Affordability

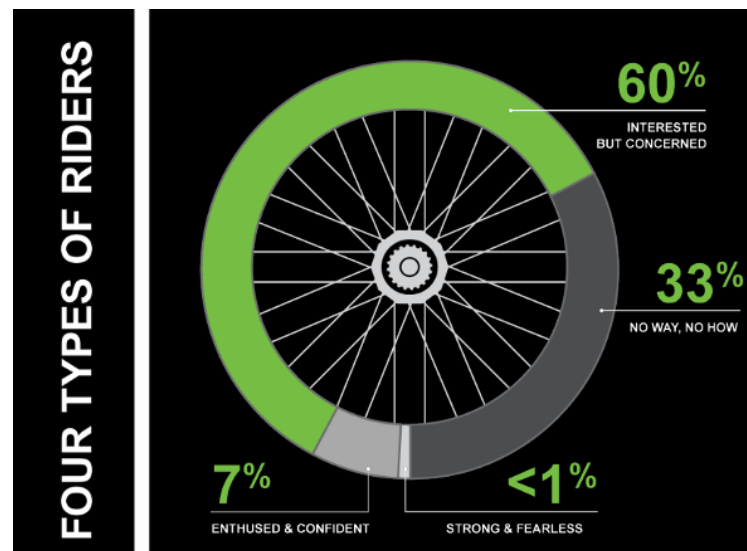


Background – Modal Split

	2006	2011	2038 Regional Target	2041 OCP Target
Percentage of All Trips by Transit, Bicycle and Walking	-	50%	-	60%
Percentage of Trips to Work by Transit, Bicycle and Walking	46%	50%	-	70%
Percentage of All Trips by Bicycle	-	4%	25%	-
Percentage of Trips to Work by Bicycle	-	11%	-	-

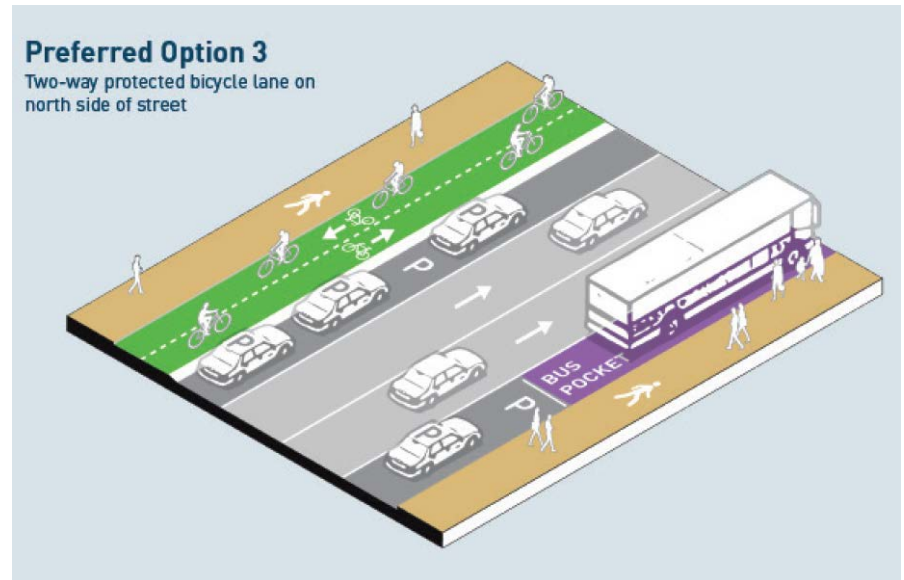
Why All Ages & Abilities?

- Cycling should be an option for “All Ages and Abilities” (safe and comfortable)
- Increase Mode Share
 - All Trips
 - Trips to Work
- Goal is for more people like Isabella to choose cycling
- Supports a *Vision Zero* transportation safety approach



Current direction

- To shift transportation mode split and accommodate growth by managing demand and supporting walking, cycling and public transit
- To build a 24km All Ages & Abilities bicycle network in the City
- To focus the first phase of the network in the downtown core - including Fort Street
- To construct a bi-directional protected facility on the North Side of the street



Pandora – ready to open next week!



Fort Street – concerns raised

- Emergency access
- Commercial truck / bus turning movements
- Traffic volumes and impacts of going to one general purpose travel lane in 500/600 blocks
- Locations and number of commercial and passenger loading zones
- On street parking composition, including accessible stalls and taxi zones
- On street parking loss
- Construction-related impacts & scheduling

Fort Street - addressing concerns

- Confirmed police and fire department turning movements, access to lanes, and emergency protocols
- Met with commercial service providers & piloted turning movements with transit busses and refrigeration trucks
- Confirmed vehicle volumes (including left hand turns off Fort, in particular) and available roadway capacity; re-ran transportation models
- Reached out to service providers & proposed changes to design
- Continued dialogue on parking composition; established new fire hydrant pilot zones for taxis, met with Disability Resource Centre
- Continue to look for ways to minimize impacts to parking
- Seeking input on construction scheduling

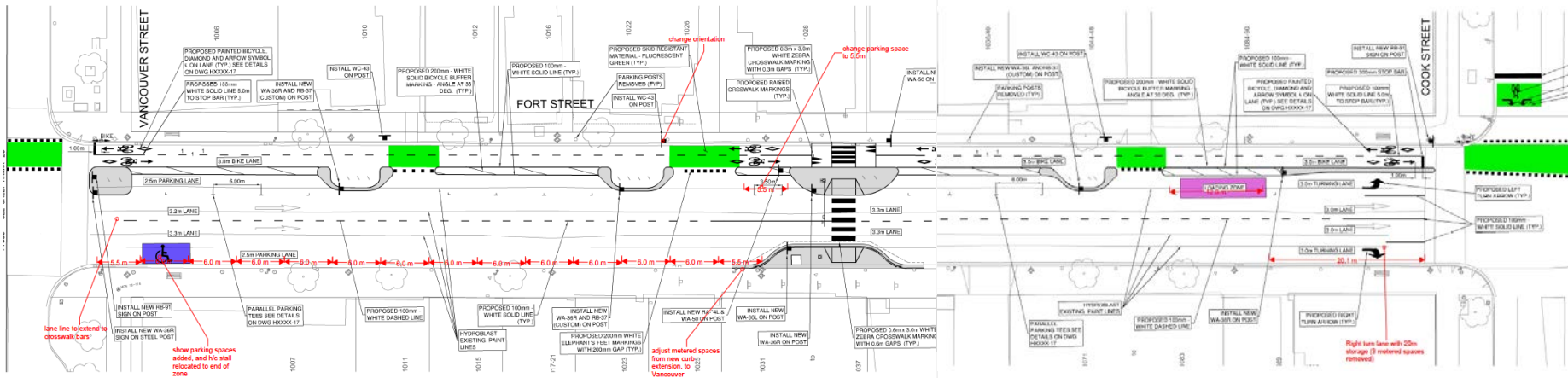
Fort Street – Status

- **60% detailed design**
- Presentation to Council – May 2017
- Construction scheduling: stakeholder session – May 2017
- Tendering – Summer 2017
- Construction – Fall 2017 to Spring 2018

Project Update - Fort

1000 Block – Vancouver to Cook

- 6 parking stalls proposed for removal
- New commercial loading zone location
- New mid-block crossing
- New accessibility enhancements



900 Block – Quadra to Vancouver

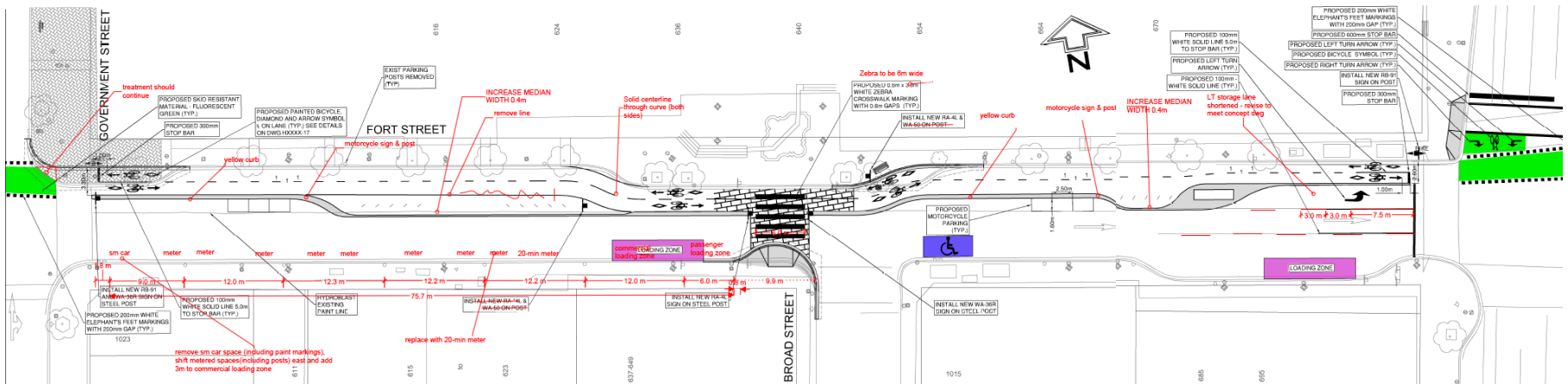
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800 Block – Blanshard to Quadra

- [illegible]

600 Block – Government to Douglas

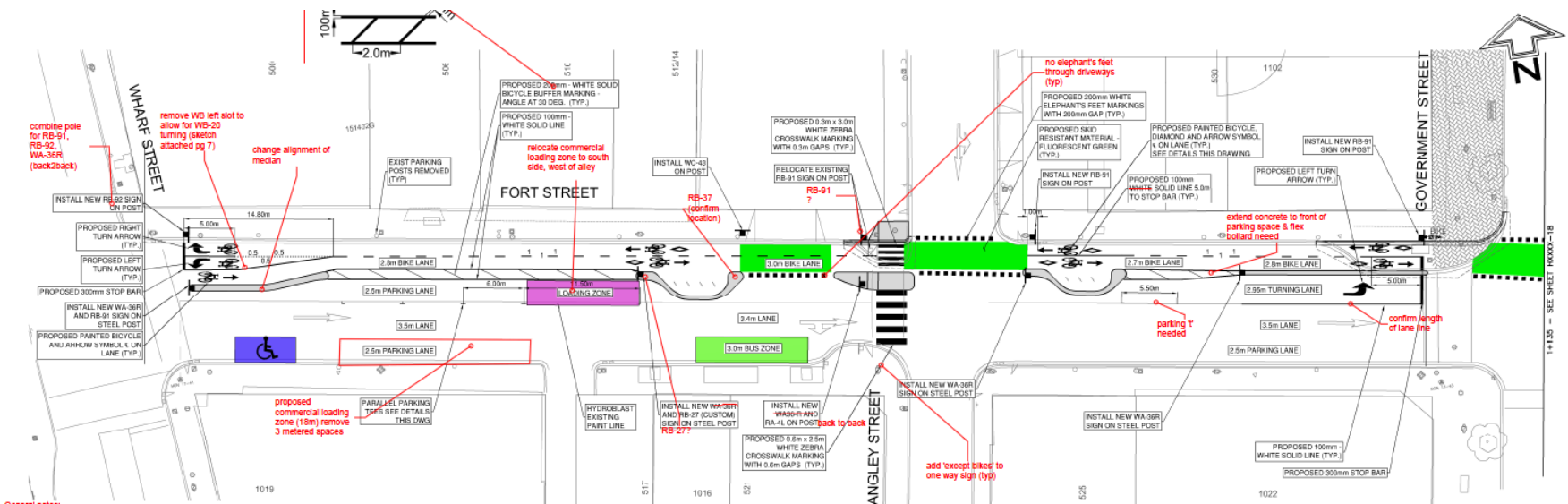
- 12 parking stalls proposed for removal
- New motorcycle parking
- New accessibility enhancements
- New 20 minute parking zone



Project Update - Fort

500 Block – Wharf to Government

- New loading zone location – preference on south side
- 7 parking stalls proposed for removal
- New accessibility enhancements



Thank you.

Pandora - Lessons Learned

- Public realm improvements
- Bike lane and pedestrian crossings - design treatments
- Construction process
- Parking composition review
- Development-related accommodations

- Celebrate with us – try them for yourself

May 14, 2017 11:30am – 1:30pm