Appendix A - Engagement Summary for the Fort Street Bike Lane Project

Fort Street was established as part of the All Ages and Abilities bicycle network through the 2015/2016 Biketoria process. In May 2016 Fort Street was confirmed as part of Phase 1 of the Bicycle Network implementation.

The City conducted stakeholder engagement on the Fort Street Bike Lane project between October 2016 and April 2017, as a part of the functional design development process. This summary focuses on comments and concerns received since December 2016. A summary of the October – December engagement feedback was previously provided to Council in December 2016.

Business representatives along the corridor raised the following concerns/issues in late December/early 2017:

- Level of initial engagement during the AAA network planning process
- Rationale for bike lanes, including the two-way design, on Fort Street
- On-street parking loss
- Commercial loading zone locations and number
- Construction-related impacts
- Rationale for bikes lanes on the north side of Fort Street in the 500 block

In April 2017, the City received general comments from stakeholders, including:

- Concerns that stakeholders on Fort Street were not involved in previous consultation efforts
- Desire for the bicycle facility to be built on an adjacent corridor, rather than on Fort Street
- Interest in design elements that would minimize on-street parking loss
- Concerns that proposed travel lane widths were too narrow
- Concerns about potential traffic disruptions, due to utility work or construction activities
- Consideration for speed humps on the bike lanes
- Consideration for a speed limit on the bike lanes
- Consideration for HandyDART parking and loading/unloading
- Interest in a coordinated promotional campaign for Fort Street, prior to and during, construction
- Support for enforcement and education activities to promote accountability of all roadway users
- Support for a communication campaign advising that parking is still available on Fort Street

The City recognizes that some stakeholders were not aware of the previous #Biketoria network development consultation and engagement. The rationale and analysis for the selection of Fort Street as well as summary report on engagement efforts undertaken in 2015 and 2016 has been shared with stakeholders and is on the City's website.

Many of the comments/concerns on the design are addressed in the report. The City has based the design on best practices in engineering standards for protected bicycle facilities.

- Raised speed humps will be implemented at various locations along the corridor, consistent with the Pandora Avenue design
- Posted speed limits are in effect for the roadway, including the bicycle lane

Leading up to and during construction, the City will work with DVBA and other partners to promote access and available parking along the corridor. The City will work closely with all stakeholders to minimize construction impacts, by close control of traffic, schedule, signage, aesthetics, and daily issues. The City will also work with Victoria Police to identify needs to support enforcement and safety along the corridor. This includes deploying educational campaigns for road users leading up to and after opening.

Block-by-block specific comments, along with staff actions/comments, are listed below:

Existing Conditions	What We Heard	Incorporated Into Design, & Rationale	Not Incorporated Into Design, & Rationale
500 Block			
The 500 block of Fort Street currently has: • 23 metered parking stalls • 1 accessible stall and • 1 Bus Zone There are no Commercial Truck Loading Zones on this block.	Concerns about reducing traffic to a single lane Concerns about parking and loading zones Concerns about turning movements of large delivery vehicles and BC Transit busses A request to relocate the bike lane to the south side of the street in this block	A new Commercial Truck Loading Zone is proposed for the south side west of Langley Street, located in partnership with delivery service company input/assistance. Operational trial runs with buses and commercial vehicles were performed to confirm turning movements/design geometry and clearances.	Staff modelled traffic volumes and the proposed lane configuration, to ensure the design is functional, and that an appropriate Level of Service (traffic flow) is maintained for turning movements/traffic flow. A south side bike lane design with parking on both sides of the street would require 2m of additional road width, to accommodate a median/pedestrian refuge between the Bus Zone and the bike lane (similar to the Bus Zone design on Pandora Avenue). The Bus Zone in this block is required, to provide convenient transit access. Moving the bike lane to the south side of the street would eliminate most if not all parking on the north side of the street, or necessitate widening the street/narrowing sidewalks.
600 Block			
The 600 block of Fort Street currently has: • 25 metered parking stalls, including 1 accessible stall and 1 small car stall • 2 Commercial Truck Loading Zones There is no Bus Zone on this block.	Concerns about parking loss on the north side of the street Concerns about loading zones Concerns about access to a BC Hydro vault that is frequently serviced Concerns about traffic congestion Concerns about emergency vehicle access	6 new motorcycle stalls - to be located where there is insufficient width to provide full-size vehicle parking spaces A new Passenger Loading Zone has been added Bike corrals/bicycle parking has been added Staff confirmed access to the BC Hydro vault can be accommodated Surface treatments at the Fort/Broad crosswalk have been modified to slow cyclists and reinforce requirement for drivers to yield to pedestrians Possible use of the bike lane by emergency vehicles during	Staff explored options to accommodate parking on the north side within the existing curb-to-curb space - there is not enough road width to accommodate without sacrificing safety (confirmed through independent ICBC review). Providing 8 parking stalls and one Taxi Zone on the north side of the street would require relocating the curb, and reducing the sidewalk width (estimated cost - $500,000). Staff modelled the proposed lane configuration, to ensure the design is functional, and that an appropriate Level of Service (traffic flow) is

Existing Conditions	What We Heard	Incorporated Into Design, & Rationale	Not Incorporated Into Design, & Rationale
		peak traffic periods was confirmed	maintained for turning movements/traffic flow.
700 Block			
The 700 block of Fort Street currently has: • 31 metered parking stalls • 2 Commercial Truck Loading Zones • 1 Passenger Loading Zone • 1 Taxi Zone, and • 1 Bus Zone	Concerns about left-turn lane storage capacity Desire to keep the parklet Desire to optimize as much parking as possible	A total of 3 parking stalls are to be removed, to accommodate the two-way protected bike lane on the north side of the street and provide a longer left turn storage lane at Blanshard Street (December 2016 design proposed removing 4 stalls) The parklet has been moved 6m west to avoid conflict with underground utility access The Passenger Loading Zone at the west end of block has been replaced with parking	Feedback for this block has been addressed in the proposed design
800 Block			
The 800 block of Fort Street currently has: • 35 metered parking stalls • 3 Commercial Truck Loading Zones, and • 1 Bus Zone	Strong support for mid-block crossings Concerns around parking losses Concerns about parking stall time limits Concerns about future development, and traffic congestion during construction	3 parking stalls are to be removed, to accommodate the new mid-block crossing, the two-way protected bike lane and a longer left turn storage lane at Quadra Street (December 2016 design proposed removing 5 parking stalls) The Commercial Truck Loading Zone on the south side at Quadra Street has been converted to parking, and space for right-turn vehicles (the 2 remaining Commercial Truck Loading Zones on the block are retained) The City can adjust on-street parking composition and time limits as a part of regular parking operations The mid-block crosswalk has been relocated slightly, to add more parking on the north side of the street	All feedback for this block has been included in the proposed design Staff modelled the proposed lane configuration, to ensure the design is functional, and that an appropriate Level of Service (traffic flow) is maintained for turning movements/traffic flow.

Existing Conditions	What We Heard	Incorporated Into Design, & Rationale	Not Incorporated Into Design, & Rationale
		The City will work closely with all stakeholders to minimize construction impacts, by close control of traffic, schedule, signage, aesthetics, and daily issues.	
900 Block			
The 900 block of Fort Street currently has: • 34 metered parking stalls • 3 Commercial Truck Loading Zones • 2 Bus Zones	Low demand for small-car parking spaces/ desire to optimize street parking Support for mid-block crossings Concerns about future development, and traffic congestion during construction	Small car stalls included in the December 2016 design have been removed from this block The bulb on the south side of the mid-block crosswalk has been enlarged to accommodate landscaping and benches In consultation with BC Transit, the bus zone at the east end of the block has been removed, and replaced with parking	All feedback for this block has been included in the proposed design Staff modelled the proposed lane configuration, to ensure the design is functional, and that an appropriate Level of Service (traffic flow) is maintained for turning movements/traffic flow.
1000 Block			
The 1000 block of Fort Street currently has: • 40 metered parking stalls • 1 accessible stall • 1 Commercial Truck Loading Zone, and • 1 Passenger Loading Zone There is no bus zone on this block.	Concerns about north-side to south-side cycling transition east of Cook Street Concerns about future development, and traffic congestion during construction	Bike corral bicycle parking has been added to reduce costs of concrete in bicycle buffer and enhance accessibility to bike racks The bike lane transition from north side to south side has been moved to the Fort/Linden intersection, a safer location to make this movement The City will work closely with all stakeholders to minimize construction impacts, by close control of traffic, schedule, signage, aesthetics, and daily issues.	The Commercial Truck Loading Zone will remain in the same location, to provide additional left turn storage length when it is not in use Staff modelled the proposed lane configuration, to ensure the design is functional, and that an appropriate Level of Service (traffic flow) is maintained for turning movements/traffic flow.