

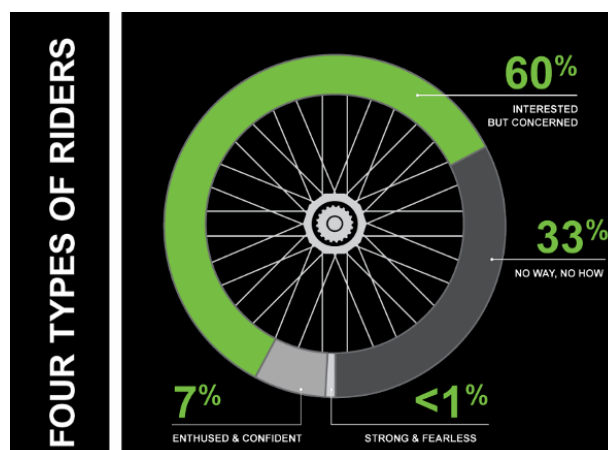
# Fort Street AAA Bike Lane

PROJECT UPDATE & DESIGN APPROVAL

JUNE 8 2017



## WHY BUILD IT?



## What did we hear?

- Why Fort?
- Why bi-directional?
- What about
  - safety?
  - emergency services?
  - operations?
  - loading zones?
  - Accessibility?
  - Parking?
- ...and what about the design?



Vancouver: Dunsmuir  
Seattle: 2<sup>nd</sup> Ave  
Chicago: Dearborn



## What did we learn?

- Many stakeholders do not support bike lanes
- Many do not agree that Fort Street is the right location
- Many value GPV lanes and parking above bikes
- Many stakeholders actively engaged on the design treatments and were supportive
- Construction risks must be carefully managed
- We must always:
  - be ready to tell the story
  - find ways to have meaningful discussions with key influencers – early.
- **Balance competing requirements assures compromise and lack of consensus.**
- **Retaining parking in 600 block would tip many into a position of support.**



Photos source: twitter, NACTO.



## Purpose

The purpose of this report is to present the design of the Fort Street protected bike lanes and seek Council direction to proceed to construction.



## Background

- Official Community Plan & Strategic Plan Direction
- 2014 – 2016 Network Planning
- Approved 24km AAA Network
- Phase 1 completion by 2018
- Pandora Avenue complete
- Fort Street – 2<sup>nd</sup> proposed protected bike facility downtown
- Part of City's transportation investments and improvements



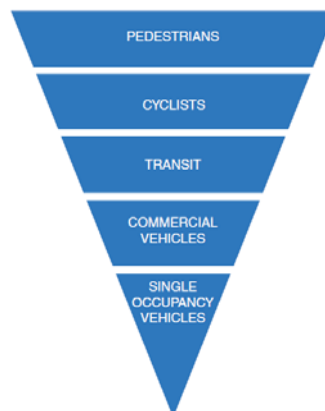
## Community Engagement

- Engagement activity highlights
  - **2014/2015/2016 (network alignment and conceptual design):** Technical Advisory Committee, Public Forums (5), pop-up booths, Community Association presentations, on-line survey, updates through website and social media, Inter-Agency meetings
  - **2016 (functional design):** 2 open houses, 1 pop-up, multiple 1 on 1 stakeholder meetings, updates on website and social media
  - **2017 (detailed design):** 2 open houses, 1 workshop, walking tours, multiple 1 on 1 stakeholder meetings, meetings with delivery companies, reviews by City advisory committees, operational reviews by agencies
- Ongoing engagement: regular project updates, construction planning meeting, communications during construction, educational campaign
- Outstanding concerns
  - **500 block** – Request for bike lanes on south side
  - **600 block** – Request for parking on the north side



## Design Approach

- Complete-street design
- Accommodate all road users
- Address multiple objectives
  - Transportation
  - Climate Action
  - Community Health
- Maintain traffic flow, minimize parking loss and address operational needs
- Improve cyclist safety, pedestrian accessibility, transit operations
- Enhance the public realm in the downtown core



## Design Features

- Physically protected bike lanes
- Bicycle signals at intersections
- New mid-block crossings
- Enhanced existing crossings
- New landscape features
- New street furnishing enhancements
- New parking alignments
- Accessibility features & enhancements



## Accessibility Working Group

- Accessibility Working Group (AWG) reviewed the Fort Street Bike Lanes design at their meeting Monday, February 6
- AWG feedback and what has been included in the design
  - **New Audible Pedestrian Signals**
    - Fort/Government, Fort/Quadra, and Fort/Vancouver
  - **Curb Letdowns and Truncated Domes**
    - All the curb let downs will be designed to facilitate access for people in wheelchairs and people with visual impairments
    - Truncated dome pilot project at Fort/Government
  - **Bus Stop at Fort/Vancouver**
    - AWG was opposed to the removal of the bus stop at Fort and Vancouver
    - BC Transit staff attended the April 3 AWG meeting and explained that there is currently very low usage at this stop, however it may be re-introduced in future if usage increases



## Value Engineering

- Strategic concrete use placement
- Design of bicycle parking corrals
- Bollard types and locations
- Strategic surface / paint treatments
- Automated counting equipment



## Coordination with other projects

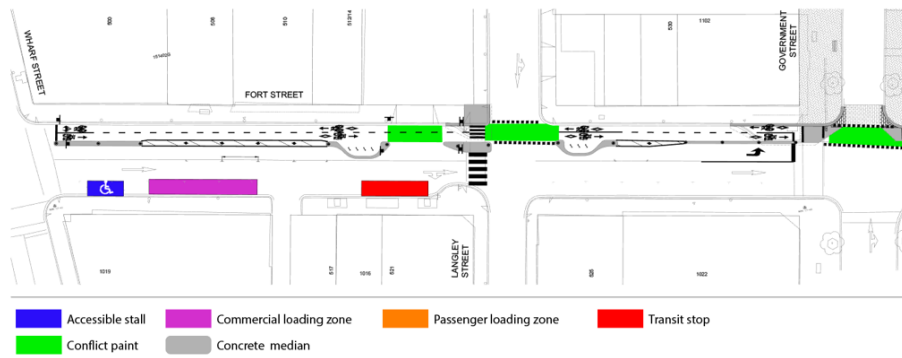
- 500 block water main replacement
- 700 block sidewalk repairs
- Re-paving of eroded asphalt

Reduces construction disruption and replaces aging infrastructure



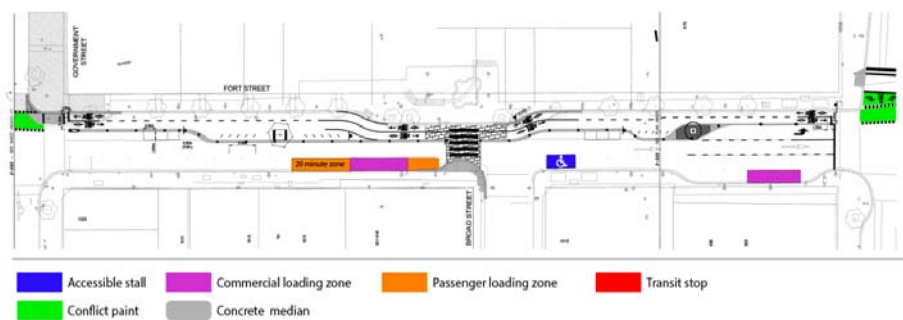
## Design Summary – 500 block

Fort Street 500 Block : Wharf to Government



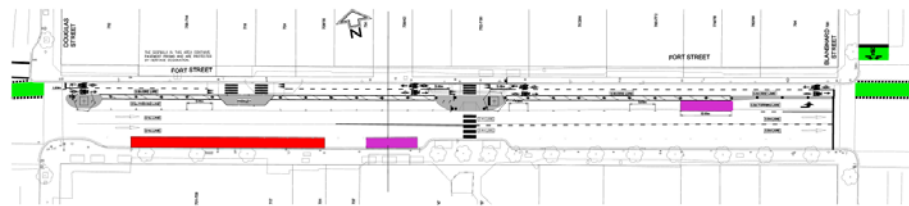
## Design Summary – 600 block

Fort Street 600 Block : Government to Douglas



## Design Summary – 700 block

Fort Street 700 Block : Douglas to Blanshard

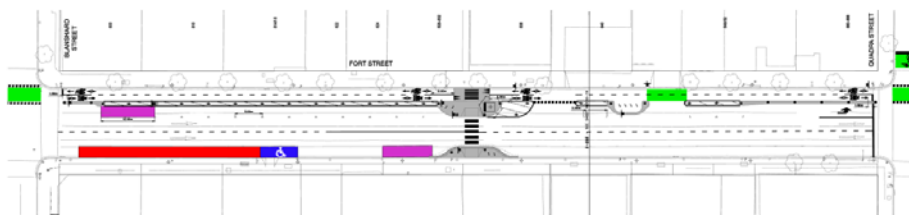


- |                  |                         |                        |              |
|------------------|-------------------------|------------------------|--------------|
| Accessible stall | Commercial loading zone | Passenger loading zone | Transit stop |
| Conflict point   | Concrete median         |                        |              |



## Design Summary – 800 block

Fort Street 800 Block : Blanshard to Quadra



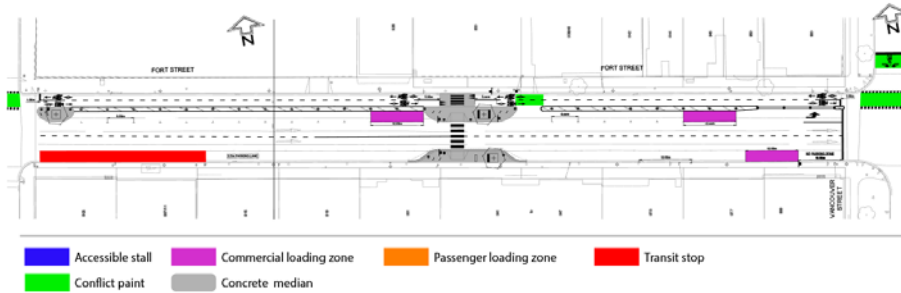
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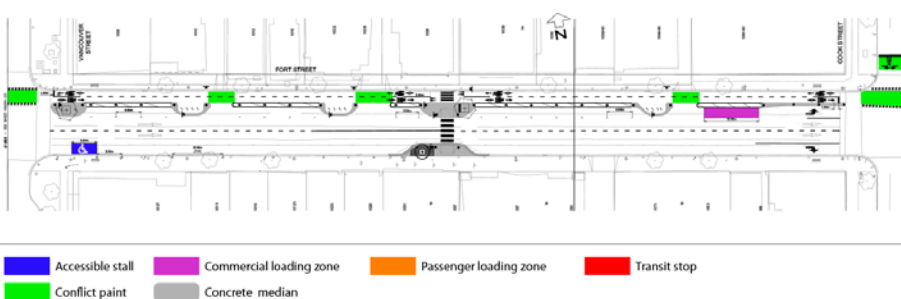
## Design Summary – 900 block

Fort Street 900 Block : Quadra to Vancouver

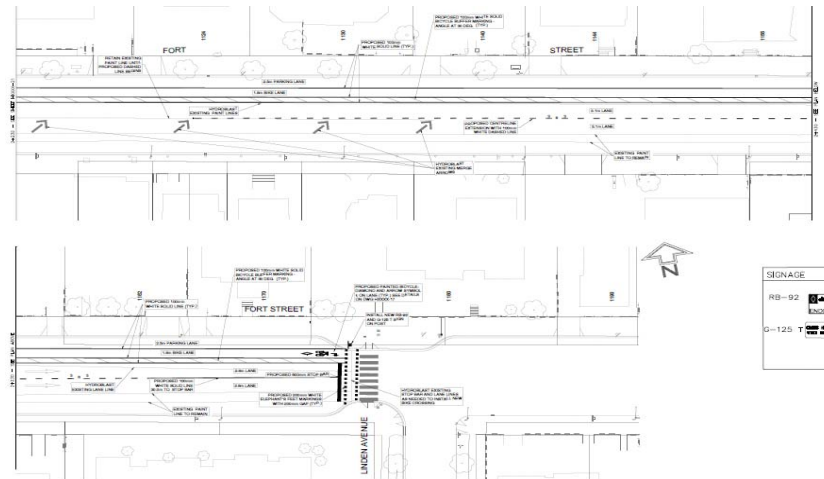


## Design Summary – 1000 block

Fort Street 1000 Block : Vancouver to Cook



## Transition Lane – 1100 block



## Proposed Project Schedule

- Completion of design drawings and tender documents
  - June / July
- Tender project
  - July / August
- Award project and begin construction
  - August / September
- Complete project
  - 2018



## Financial Overview

AAA Bike Lane	\$1,500,000
Public Realm Enhancements	\$125,000
New Mid-Block Crossings	\$275,000
Aging Infrastructure Replacement	\$200,000
Construction Contingency (20%)	\$400,000
<b>Sub-total Construction Cost Estimate 90% Design</b>	<b>\$2,500,000</b>
Market Adjustment Factor (10%)	\$250,000
Engineering Fees - Contract Administration & Inspection (10%)	\$250,000
Project Contingency (10%)	\$250,000
<b>Total Project Cost Estimate</b>	<b>\$3,250,000</b>



## Options

- Option 1 – Staged implementation of Complete Streets design
- Option 2 – Full implementation of Complete Streets design
- Option 3 – Implementation of staged of Complete Streets with proposed parking solution for 600 block
- Option 4 – Defer project
- Option 5 – Cancel project



## Recommendation

### That Council direct staff to:

Approve the value-engineered, "complete streets" AAA Bicycle Facility in 2017/2018, and implement the three 800-1000 block crosswalk upgrades in future years

Amend the 2017 Financial Plan to allocate an additional \$270,000 from the Gas Tax Reserve to fund the Fort Street project, and authorize staff to proceed to tender a construction contract as outlined in this report

Amend the 2017 Financial Plan to allocate an additional \$110,000 from the Accessibility Capital Reserve for accessibility features for the Fort Street Bike Lane project.