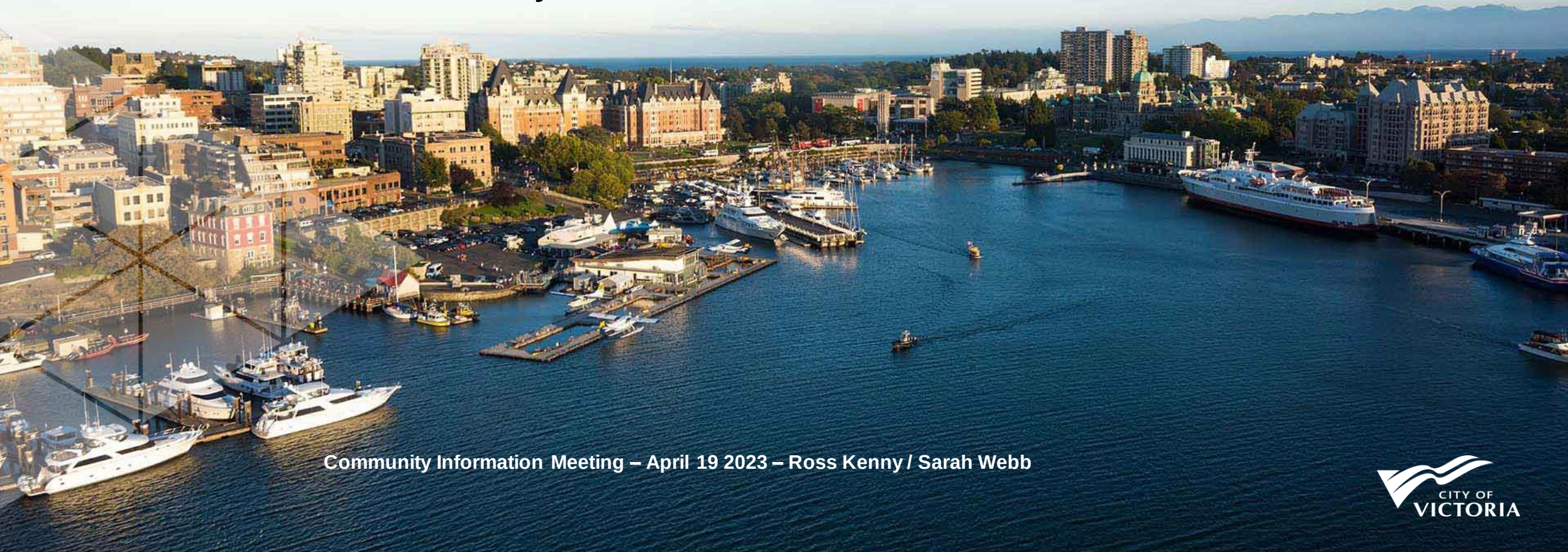
2023

CITY OF VICTORIA | Engineering and Public Works - Transportation

Fort Street East

Cook St to Foul Bay Rd



Community Information Meeting – April 19 2023 – Ross Kenny / Sarah Webb

CITY OF VICTORIA

The City of Victoria is located on the homelands of the Songhees and Esquimalt People.

We Have Heard Your Concerns

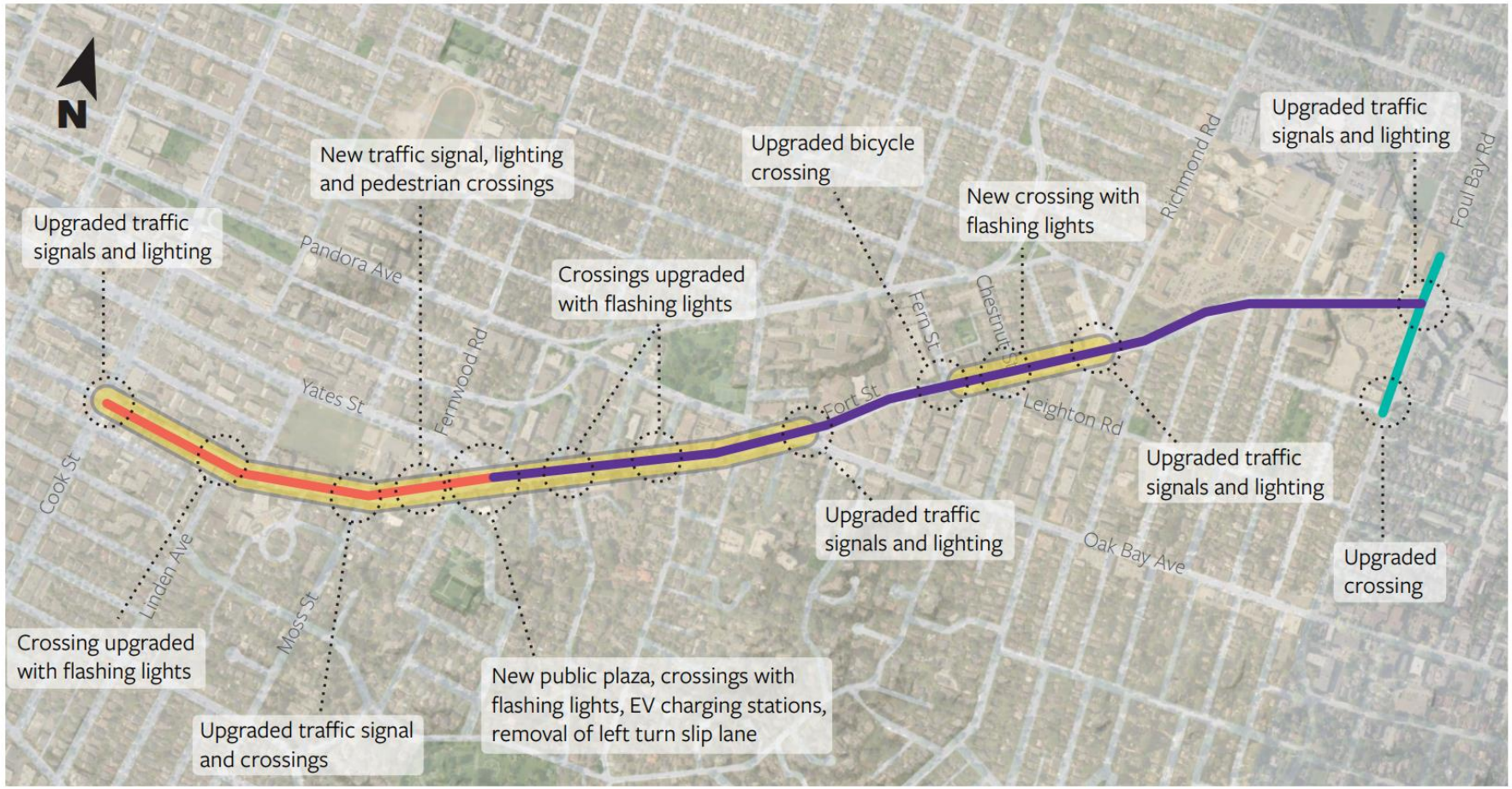
- Residents want to know more about the rationale for Fort Street
  - Corridor selection
  - Design approach
  - Specific decision to remove slip lane at Yates

- Residents support further traffic calming on Rockland Avenue
  - Continue to build on previous interventions

Before We Dive In…

- Transportation is an important issue to our entire community
- Road safety matters to Council, residents visitors, and City staff
- The City has a process for allocating resources based on where there are the greatest public safety risks and greatest need for asset renewal
- All projects need to be planned and prioritized – we serve all neighbourhoods which have different needs and priorities

Fort Street Design Overview



Legend

- Two-way protected bike lanes
- One-way protected bike lanes
- Painted bike lanes
- Road paving

Fort Street Design Process

- City-identified Priority Corridor
  - Road and traffic signal replacement, bike lane upgrades, pedestrian safety
- Multi-Stage Design Development
  - Public consultation from August 2020 – January 2021
  - RNA invited to promote / meet with staff – September, October, November 2020
  - Focus on design features and project scope; not whether or not project should proceed
- What we heard
  - Fernwood is critical for circulation
  - People generally do not feel safe walking or cycling or rolling on slip lanes
  - Overall support for speed reduction
  - Desire for intuitive connection between 2-way and 1-way routes
  - Interest on new trees and landscaping to soften streetscape

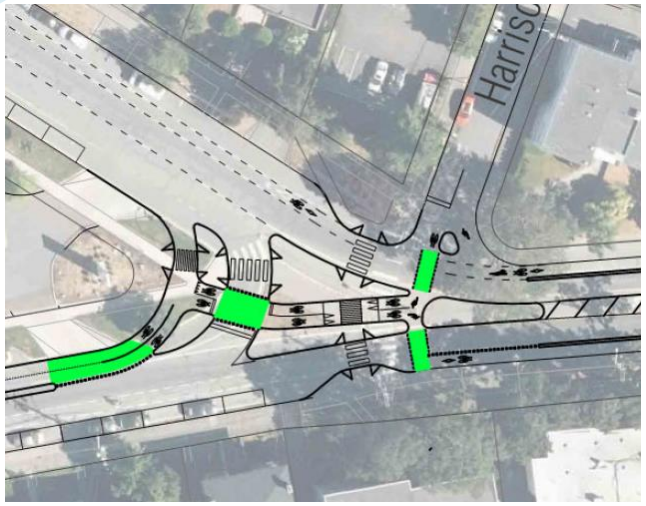
Current Conditions – Yates at Fort

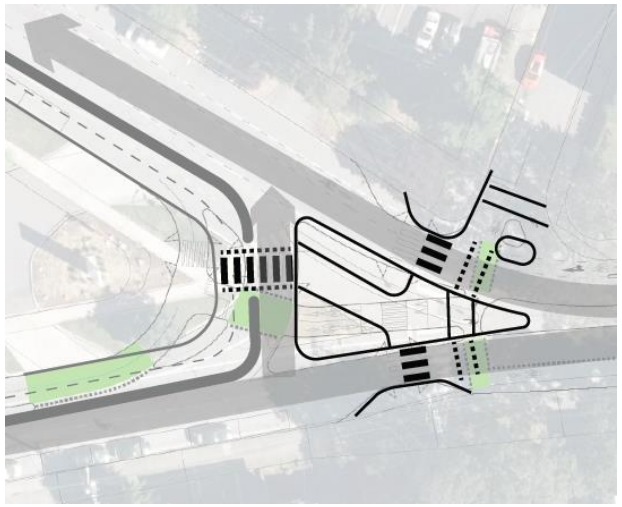
- Current situation does not meet our road safety or accessibility objectives
- Counter flow lane was established for Fire service / previous fire hall access but provides poor pedestrian environment
- ICBC is supporting / funding removal of slip lanes across BC
- Approximately 25 vehicles per hour; total daily use is less than a local street volumes

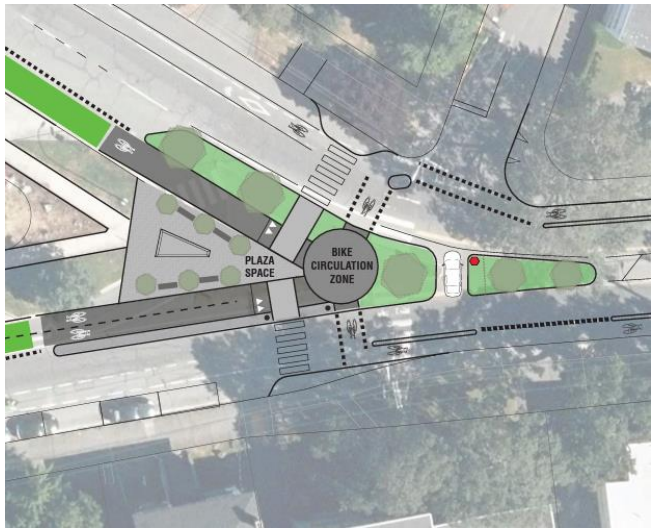
Design Goals and Constraints

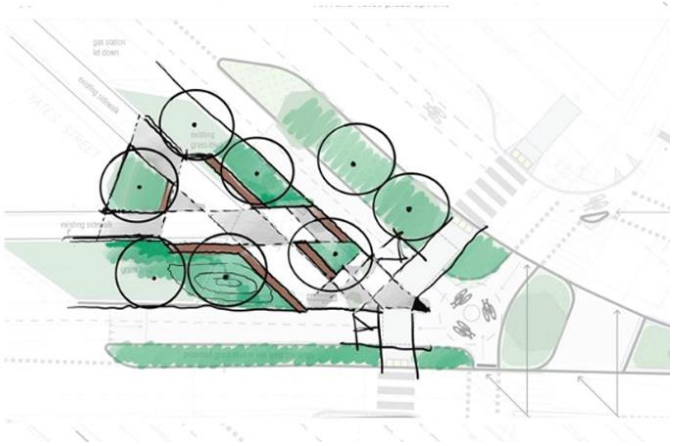
- Intuitive and safe design for all users
- Safe and accessible pedestrian crosswalks
  - Maintain separation between walking and cycling; walking and motor vehicles
- Safe and obvious bicycle connection
  - 2-way bike lane to 1-way bike lanes
- Future proof for future AAA cycling connection on Yates Street
- Public Space opportunities and street trees
- Keep transit and motor vehicles flowing
- Design around existing features: driveways, trees, hydro poles
- Local Access including transit stops / castle access

Design Evolution





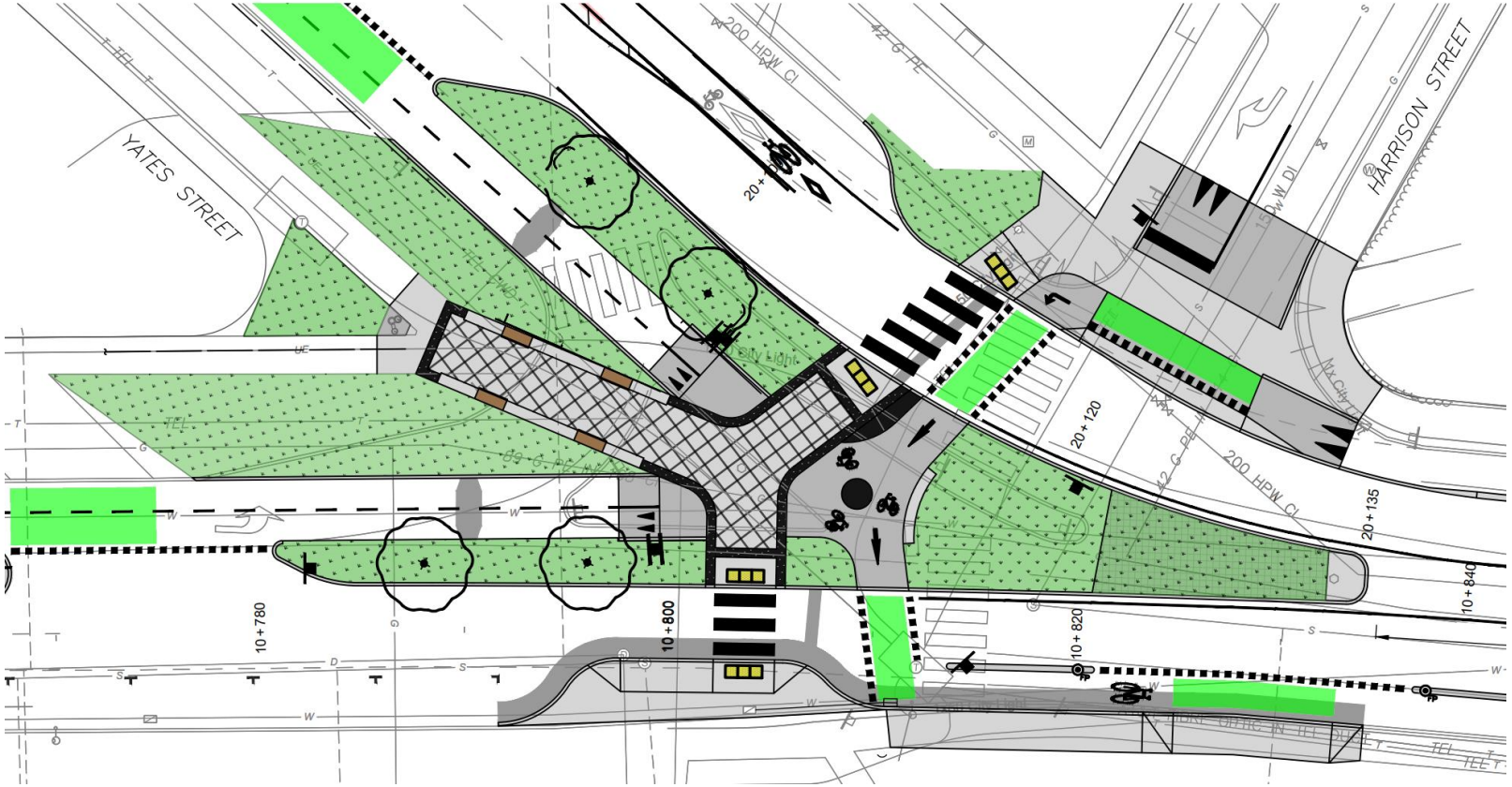




Professional Review & Judgement

- Consultant and staff concerns around driver workload at turnaround
- Approaches that retained the slip lane:
  - Did not accommodate large vehicles
  - Increased risks to vulnerable road users
  - Impacted vehicle/transit reliability on Fort Street
  - Limited opportunities to add trees / landscaping / placemaking
- Staff did not take closure lightly

Final Design



- New public space
- Gateway with seating and banner poles
- Aligned, accessible crosswalks with good sightlines
- Transition area for people on bicycles
- Future proof design for Yates Street - minimize future costs/construction
- Traffic signal at Fernwood; relocated tour bus stop for access to the castle

Rockland Avenue

- Over 2km long
- Oak Bay Avenue to Cook
- Narrow sidewalk, parking and 2 travel lanes
- Several constraints: rockwalls, trees, steep grades
- Known archeological and historical sites
- Challenged sightlines
- Important neighbourhood collector
- City-identified Greenway

Community Concerns

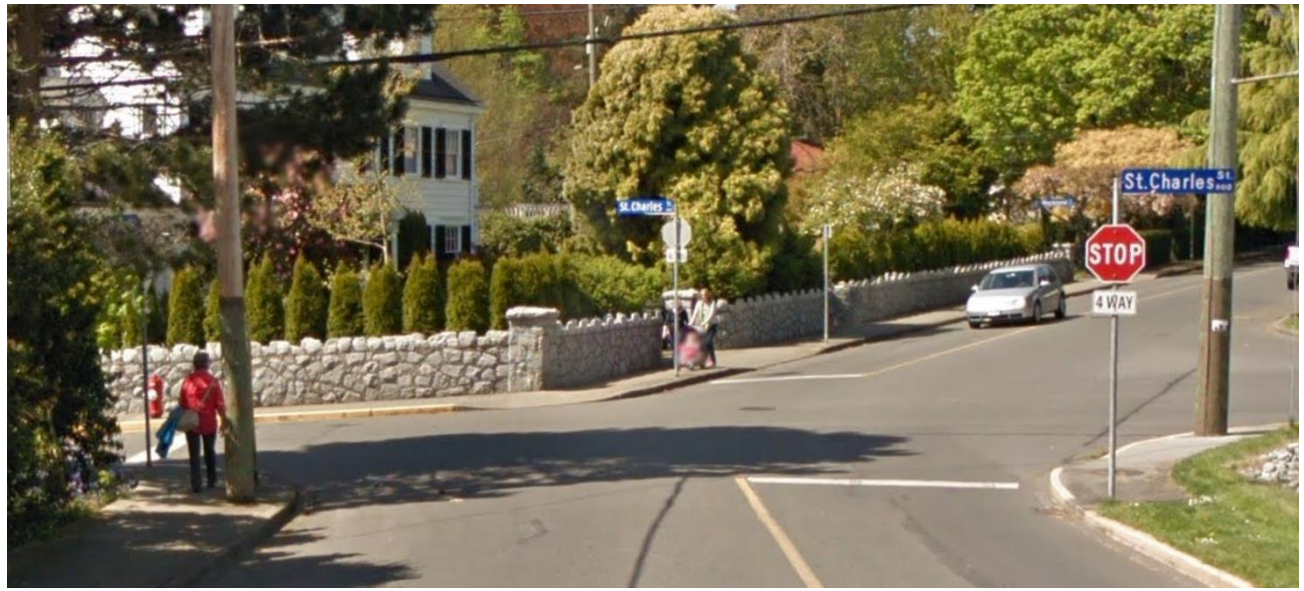
- Vehicle Volumes and Vehicle Speeds
  - Concerns that Fort Street changes will negatively impact Rockland
  - 85th percentile speeds range from 40 to 50km/hr
  - Vehicle volumes have been relatively steady; within expected ranges for Collector Street

1100 block:	**1700 block:**
1981: 4,340 vehicles per day	2012: 1,350 vehicles per day
2021: 3,316	2020: 1,206
2022: 2,967	2021: 1,385

- Desire for Further Traffic Calming
  - Limited options as Rockland is an important connection for emergency services
- Concerns about Safety
  - Low history of collisions when compared to other streets in municipality

Safety vs Feeling of safety

- Narrow sidewalks mean pedestrians walk in the road
  - Hard to walk side by side or pass
- Parking on north side puts moving traffic directly adjacent pedestrians
  - No buffer from traffic
- Rock walls further narrow sidewalk and create pinch points
- Difficult sightlines
- Vegetation obstructions



ICBC Crash Map – 2017 - 2021

Future Changes

- We spend a lot of time talking about traffic. Should we be talking about pedestrians?
- How would the RNA like to be involved?
- Staff are considering:
  - Additional centre medians – various locations
  - Pop-up sidewalk to narrow road and improve pedestrian comfort (example below - Simcoe Road)
  - Crosswalk at Linden
  - Crosswalk upgrade / gateway at Oak Bay Ave
- Trade offs
  - Parking
  - Ease of driveway access
  - Limited city budget & other neighbourhood priorities