

Hello,

Thanks for your interest in our Community Drop In! Here is a list of topics that members of the public who dropped in requested we discuss. Please also see actions to follow up on, information received back in response to your queries. The next **Drop In is Tuesday January 23** from 11:30-1:00pm in my office at City Hall.

Thanks for participating in your community!

Lisa

Agenda - Community Drop In January 9 2018

1. Questions re: inter municipal business license
2. Leaf piles on City boulevards
3. New Business - International Handicrafts
4. Public Hearings
5. Support for Bike Lanes on Dallas Rd.

Items Mayor will follow up on:

1. Connect Drop-In Participant with Intercultural Association and other potential supports

Items Mayor has followed up on:

Q: Send out the costs of police dispatch at the new 911 regional dispatch centre and send out the cost in the 2018 police budget for CREST

A: The 2018 Police Budget for CREST is \$735,000. I will double check with E-Comm to make sure I have the most up to date information but, based on the last cost estimates I had received, annual costs to VicPD for the Regional Communications Centre will be \$2,755,880, plus \$157,090 in transitional costs in the first year. These amounts do not, however include the costs of services excluded from the E-Comm Agreement, which represent an additional cost of \$161,200 that VicPD would need to retain in their budget to continue those services. Total costs for VicPD would therefore be approximately \$3,074,170 in the first year of operations. In comparison the 2018 proposed budget for the Communications Centre within VicPD is \$3,196,107. I will follow up with E-Comm and let you know if those costs have changed as I am not part of that working group and don't receive regular updates.

Q: Alert staff to the possibility of traffic being diverted from Cook Street to Linden between Richardson and Rockland as a result of the bikes lanes on Cook and ask what measures are in place to prevent and/or monitor this.

A: Maintaining acceptable levels of service for motorists is one of the primary objectives of all our road designs; AAA bike routes are not an exception. A significant shift in traffic from Cook to Linden is not anticipated but staff will respond to any issues that arise.

Q: Suggest to staff the crosswalk signs be not only reflective but also glow in the dark! (Good idea!) –

A: The City uses the highest grade of “retro reflective” sign materials. Retro reflective means light is reflected back to its source making them appear almost lit when hit by car or bike lights. When there are no vehicles present, there is no hazard so it’s unclear if there’d be any additional safety benefit to glow in the dark signs. Glowing signs are typically reserved for emergency situations where lighting may be subject to failure. It is an interesting suggestion, however, and Engineering will explore.

Q: At the crosswalk at St. Lawrence and Erie can there be a rumble strip or something to warn people that a crosswalk is ahead.

A: The new mid-block crosswalk on Erie Street (under construction) will be equipped with crosswalk signs and new LED street lighting. There are good sight lines which provide opportunities for pedestrians and motorists to make eye contact, and “exchange information” before a pedestrian should enter the road. Rumble strips are not used as a crosswalk warning system and would not likely be recognised by the travelling public as an advanced warning to a crosswalk.

Q: At Kingston and Superior there is a stop sign that is not adhered to. Can the city paint a zebra crossing or some other mechanism that will allow drivers to more easily understand that this is a pedestrian crossing?

A: Marked crosswalks are planned for the south and east legs of this intersection. They will be installed early in the New Year.

Q: Ask staff when upgrades are planned for the sidewalk between Ogden Point and Shoal Point

A: Staff are currently developing a 5 year implementation strategy to advance the David Foster Harbour Pathway. No time line has been identified for upgrading this section at this time.

Q: Follow up on suggestion that new crosswalk at St. Lawrence and Superior needs flashing lights in advance of it to let people know there is a crosswalk ahead, also same thing at stop sign at Kingston and Superior - people run this stop sign regularly

A: Flashing beacons are not warranted. There is a “stop sign ahead” sign on Kingston approach. “30km/h” advisory speed sign and “curve warning” sign on Kingston approach. Only 1 collision reported to VicPD in the last 5 years (2012-2016).

Q: Ask staff to examine green paint on roads as to whether it causes slipping

A: The green products used are designed specifically for this application; cycling, pedestrian and traffic use. When applied as per manufacturer’s directions, they should not increase slip hazards. They are designed to mitigate slipping hazards. During winter conditions however, any surface may be susceptible to freezing and ice.

Q: Follow up with staff to request a smiley speed reader sign along Dallas Road to prevent taxis from speeding

A: Will add to list of requested locations. Currently deployed to encourage compliance in reduced speed zones.

Q: Could residents from Fisherman's Wharf be allowed to park in residential only spots on streets close by from May to October when they lose their parking at the Wharf

B: If the Greater Victoria Harbour Authority has plans that temporarily displace resident parking, the GVHA should fully explore their opportunity to accommodate these residents on-site or in the adjacent Robbins controlled parking lot. Residential Parking Only areas are reserved for residents who front directly onto the parking zone.

Q: At Erie and Dallas place a sign in advance of the crosswalk that says, "Crosswalk ahead"

A: The new mid-block crosswalk on Erie Street (under construction) does not require advanced warning signs. Erie Street has a posted speed limit of 30km/h and sight lines exceed requirements for 50km/h.

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Lisa Helps, Victoria Mayor

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"Resignation and cynicism are easier, more self-soothing postures that do not require the raw vulnerability and tragic risk of hope. To choose hope is to step firmly forward into the howling wind, baring one's chest to the elements, knowing that, in time, the storm will pass." -