

Hello,

Thanks for your interest in our Community Drop In! We will be taking a break for August. The next Community Drop In is **Tuesday October 15** from **11:30-1:00pm** in my office at City Hall. The schedule for the year is here: www.victoria.ca/dropin

Below is a list of topics that members of the public who dropped in requested we discuss. There are also other items of interest that were shared or requested by participants at the Drop In in the "Links" section Please also see actions that I'll follow up on and responses from staff on previous requests.

Thanks for participating in our community,

Lisa

Agenda - Community Drop In – October 1st 2019

1. Homeless winter needs
2. Climate Action
3. Amphion Street between Leighton and Oak
4. Housing and Hospitals Committee and more money for Regional Housing First Program
5. Affordable housing

Items I will follow up on:

1. Send list of credible influencers who can speak to climate change from a fresh perspective:
 - faith-based and stewardship groups
 - public health advocates
 - workers in the resource sector (forestry, fishing)
 - grandparents
 - businesses
2. Request that blankets, socks and Depends of all sizes, be dropped off at Our Place. **Please do this if you can!**

Links discussed at Drop In

[City of Victoria Housing Strategy](#)
[GenSqueeze](#)

Items I have followed up on:

Q: Are there incentives from BC Hydro or others for home builders to put electric charging stations in?

A: There was a previous funding program for installation of Level 2 charging stations but it has now ended. The current incentives available are focused on electric vehicle purchases. There is, however, a great resource courtesy of Plug In BC related to planning and hosting a charging station here: <https://pluginbc.ca/charging-stations/planning-hosting-a-charging-station/>

Q: Can you send the press release and detailed information as to the effects of the City's initial enforcement efforts?

A: See attached.

Q: Could we consider extending bus 72 route so it goes right to the airport? What would it take to achieve this?

A: Thank you for your question about service to the Victoria International Airport. The Victoria Regional Transit System currently provides service to the Airport on two routes: the 87 Saanichton/Sidney via Dean Park and 88 Airport/Sidney. Both of these routes allow customers to transfer at the McTavish exchange from and to the three routes that serve downtown Victoria: the 70, the 71 and the 72.

The exchange and park & ride at the McTavish interchange was developed to facilitate transfers between buses that serve downtown Victoria and local buses that serve neighborhoods on the Peninsula and airport. Ideally all major transportation modes would be connected to downtown via direct transit service, but we have to balance this with demand for transit services to other destinations.

There is considerably more demand for a direct route to the Swartz Bay Ferry Terminal and Sidney (nearly 2,000 passenger trips per day). Changing these routes to serve the airport as well as the ferry terminal and Sidney would make the routes less direct and less attractive for a significant number of passengers. A 10-15 minute deviation to the airport for the routes 70, 71 & 72 Swartz Bay would be generally unpopular with existing transit users (approximately 4,000 passenger trips per day). This would likely result in an overall loss in ridership as less people would choose to take a circuitous route between downtown Victoria and Sidney or the Ferry Terminal.

Why doesn't the demand to the airport warrant its own route?

- A review of transit planning literature highlights that the primary market for transit services to airports is the airport employees and surrounding employment areas, as most airport users travel to the airport only a few times a year and a high portion of air travellers choose alternative forms of ground transportation (e.g. private vehicle, rental car, taxi, private airport shuttle, etc.).
- The cost involved in providing a direct route to the airport would be substantial due to the distance between downtown Victoria and the airport (route length), the long span of hours that would require service (service span), and the frequency that would be expected for a reasonable quality of service.
- The current ridership to the airport (about 100 passengers per day) and surrounding industrial areas does not warrant a dedicated route.
- The Victoria Regional Transit System can provide cost effective, frequent, and reliable service between downtown and the airport by transferring from one bus to another bus at McTavish Exchange.

The Victoria Regional Transit System recognizes the value of linking all modes of transportation. However, for a system at the scale of the Victoria Regional Transit System, frequent reliable service involving a transfer between busses provides the highest level of cost-effective service. Future service improvements are being developed to enhance services where we are currently experiencing passenger pass ups or into areas not currently served.

Q: What is the status of the Roundhouse development? What is required in terms of delivering the restored heritage building and vision for that site?

A: Council approved a residential tower on Development Area 3 a few months ago, however a Building Permit has not yet been received to move this development to the next phase. In accordance with the Master Development Agreement, the upgrade of the Heritage Designated Roundhouse must be the next phase.

Q. Why was a speed bump put in on Linden Street (near May)? And why aren't there speed bumps on Moss Street? Can these be considered as people fly down the street.

A. A speed hump was installed on Linden adjacent to Chapman Park this summer when other road work was being completed. The speed hump was installed and intended to reduce speeds next to the park. Traffic Count data showed that speeds were in excess of the posted speed limit (30km/hr). We are in the midst of creating a 'traffic calming/liveable street program' to work with neighborhoods. Traffic calming is one of the most common requests we receive in the City's Transportation Engineering Section. In order to serve all our residents in an equitable and transparent way, staff will be developing a new process to receive, prioritize and respond to traffic related concerns throughout the City. As part of this program development, staff will be focusing their resources on developing program criteria and collecting data around the city in order to respond to the streets with the highest needs.

Q. What can be done to stop people walking when the hand sign is flashing? And/or do we need to move to a right turn signal on all downtown intersections to give pedestrians the ability to clear safely and then have cars go? Is this an easy thing to do? Could it be considered?

A. Engineering, Education, Enforcement and Evaluation are all part of the pillars to make a transportation system work efficiently. Enforcement and Education are important to remind pedestrians of their obligation to follow the traffic signal and pedestrian device. Pedestrian countdown signals have been installed in number of locations in the City of Victoria to improve pedestrian signal understanding, and have particular benefit for vulnerable users such as seniors, children and mobility-challenged pedestrians. The City of Victoria has considered creative ideas like 'No Right on Red' and other ideas such as 'Leading Pedestrian Intervals'. Leading pedestrian intervals are a strategy that assigns pedestrians an exclusive 3 to 6 second pedestrian signal to being crossing the street before vehicles get a green light. Impacts on the overall transportation system would need to be carefully considered, but yes – we are always looking for creative and neat ways to improve safety while maintaining a reasonable level of service for all modes.

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Lisa Helps, City of Victoria Mayor

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“Grown-up politics means accepting the tensions and complexities of our lives together without pretending there are easy solutions, universal rules ... That means relearning the habits of complexity against the siren calls of a soundbite, quick-fix culture.” - Jonathan Sacks