

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 July 24** from 11:30-1:00pm in my office at City Hall.

Thanks for participating in your community,

Lisa

Agenda - Community Drop In July 10 2018

1. Decriminalization of possession of small amounts of drugs
2. Pedestrian safety
3. Bikelanes

Links shared at Drop In

Walk On Victoria <http://www.walkonvictoria.org/>

Active and Safe Routes to School Program <https://www.crd.bc.ca/project/regional-transportation/active-safe-routes-to-school>

Guatemala School Bike Program <https://www.globalcitizen.org/en/content/bringing-hope-and-bikes-to-girls-to-get-to-school/>

Items Mayor Will Follow Up On

1. Check with Chief Medical Health Officer Dr. Stanwick on his take on decriminalization
2. Connect with Walk On Victoria about how we can inspire people driving cars and riding bikes to create a safer environment for pedestrians
3. Ask as part of 2019 police budget for a business case to be developed for traffic police or downtown traffic safety ambassadors; would they pay for themselves in issuing tickets to enforce common violations, like cars blocking cross walks, right turning on red, cyclists running crosswalks, etc, etc!

Items Mayor Has Followed Up On (There's a lot of material here; thanks to staff for their thorough answers!)

Q. What is the traffic plan for Richardson in the amended Fairfield Plan?

A. Richardson Street is identified as part of the City's All Ages and Abilities (AAA) bicycle network. The Fairfield Plan reflects design goals for this corridor. Specifically - a shared use road treatment that would include features to reduce vehicle volumes and slow vehicle traffic to make a safer and more comfortable environment for pedestrians and cyclists. Local transit service is proposed to remain on Richardson.

Q. What is the plan for engagement on Gonzales plan and when is the plan coming back to Council?

A. Staff have developed a mid-level summary to better explain what's in the latest draft of the Gonzales neighbourhood plan. This will be mailed to all owners and occupants in the neighbourhood and should be arriving by mid-July. Following the mail out, we will be seeking feedback through a series of walking events (late July/early August) and a follow up survey. The latter part of August will be spent finalizing any changes derived from the last round of feedback with an aim to have the plan back in front of Council in early September.

Q. Could there be a facilitated discussion with the residents of Gonzales like the one held in Fairfield?

A. The events mentioned above will each combine a one-hour walk and one-house discussion format, or an option for people to simply join a discussion.

Q. What does the OCP envision for the Fort Street Heritage Corridor?

A. The OCP envisions the Fort Street as a mix of higher- and medium density mixed use (residential and commercial) developments described in the Core and Urban residential areas of the plan. The OCP also designates Fort Street from Blanshard Street to St. Charles as a Heritage Corridor (see OCP p. 226-228) which applies a number of urban design guidelines address building design, sensitivity to heritage buildings, and relationship to the pedestrian realm.

Q. What are the differences in meaning between “façade” and “street wall”

A. “Façade” refers to any exterior plane of a building, and may be a front, side or rear façade. “Street wall” refers to that part of a building’s street-facing façade which is closest to a street. For example, if a building steps back after the second storey, it would have a two-storey street wall.

Mayor Directive: Clarify conflict of interest policy for city initiated working groups, eg. Local Area Plan Working Groups

Dept Response: The City does not have conflict of interest guidelines for working groups currently. These could either be established via a general policy or individually within the approved terms of reference that accompany project plans for individual projects. That said, the specific terms of conflict for these types of groups would need to be thought through carefully as these groups typically are made up of stakeholders, who by definition have some stake in the process or decision that under typical definitions would quite often place them in technical conflict.

Mayor Directive: Ensure in all city committees (eg CALUC, Advisory Design Panel, Board of Variance etc) the Chair reminds members of conflict of interest provisions

Dept Response: Bylaws for Advisory Design Panel, Board of Variance, etc. do not currently contain specific Conflict of Interest provisions, however our understanding is that as Council endorsed advisory committees the general Conflict provisions within the Community Charter

that apply to Council would also apply to members of these bodies. While the chair does not currently make specific statements about conflict at every meeting, a discussion on conflict is part of the orientation for committee members and current practice by these groups has consistently included members recusing themselves from files where a conflict is identified.

For the CALUCs, Conflict of Interest is covered in the CALUC Terms of Reference document that was agreed to by the CALUCs and approved by Council. <http://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Documents/CALUC%20Terms%20of%20Reference.pdf>. As the CALUCs are independent organizations, discussion on inclusion of this as all meetings would require further discussion with CALUC members and/or direction from Council. We can do this during our discussions with them in September.

Mayor Directive: Bring staff's attention again to the need for a four way stop at Oswego and Simcoe (provide them with the printed information I received)

Dept Response: When reviewing an intersection for the suitability of a 4-way stop, transportation staff refer to the Manual of Uniform Traffic Control Devices for Canada (MUTCD). The MUTCD lays out a warrant process, in other words, a check list, to help transportation practitioners apply 4-way stops in appropriate locations. By simplifying the driving task through uniformity in the design and application of traffic control devices, we help to improve safety, serve the convenience of the road user (all road users, not just motorists), and promote efficient movements of people and orderly flow of traffic.

The warrant for the installation of a 4-way stop control considers;

- equal traffic volumes on all approaches, exceeding 200 vehicles per hour
- delay in excess of 30 seconds to motorists on the "minor" leg
- Collision history of 5 or more collisions a year that may be prevented by a multi-way stop installation

Staff have reviewed the intersection of Oswego at Simcoe on numerous occasions and determined a 4-way stop is not warranted at this intersection. Traffic volumes on Oswego are higher than Simcoe (no approach exceeds 100 veh/hr). Observed delays on Simcoe are minimal. A review of collision data provided by the Victoria Police Department suggests there's been 1 collision reported at this intersection in our last 5 year data set (2012 to 2016).

A research paper titled "Multi-Way Stops – The Research Shows the MUTCD is Correct" reviewed over 70 technical papers researching multi-way stops. The study finds, among other things, that;

- multi-way stops do not control speeds.
- stop compliance is poor at unwarranted multi-way stops
- unwarranted multi-way stops increased speed some distance from the intersection

- safety of pedestrians is decreased at unwarranted multi-way stops, especially small children

For these reasons, we take a cautious approach to changing traffic control at intersections with limited collision history. I'm unaware of any changes to the road environment or area land use that would have impacted the relatively safe track record of this intersection.

The most important factor in pedestrian safety is pedestrian awareness. A safe crossing requires an exchange of information between the pedestrian and driver through body language and eye contact. While the City of Victoria continues to provide significant enhancements to crosswalks throughout Victoria, pedestrians that wait for an appropriate crossing opportunity and make eye contact with motorists provide the greatest benefit to their own safety.

Mayor Directive: Have better signage at the end of the school zone on Oswego

Dept Response: Transportation staff refer to the Manual of Uniform Traffic Control Devices for Canada (MUTCD). By simplifying the driving task through uniformity in the design and application of traffic control devices across the Province, we help to improve safety, serve the convenience of the road user and promote efficient movements of people and orderly flow of traffic. The school zone on Oswego is signed as per the MUTCD and is enforceable by the police.

Mayor Directive: Put in a pedestrian counter at that intersection

Dept Response: Transportation staff have undertaken peak hour manual counts at this intersection which captures all users. The Transportation section does not own any automatic pedestrian counting equipment at this time. Transportation and IT staff are reviewing options for data collectors that capture all modes, however, it is not anticipated these will initially be deployed in neighbourhood settings. Staff are aware that pedestrian volumes are high in James Bay.

Q: Can we have signage along horse carriage routes so people expect the horses?

A: It's possible, however, impractical. The vehicle for hire bylaw restricts horse carriages to operate in a specified area however, this area includes all of James Bay, a substantial portion of Fairfield, and parts of Old Town (with time of day restrictions). Static signs that warn of infrequent conditions or general possibilities, like horse carriages, are routinely ignored by drivers and have been proven to have no impact on driver speeds. They may also indicate that those hazards don't exist in areas that don't have those signs. Over signing City Streets may also lower drivers respect for important regulatory signs like stop signs and crosswalk signs. For those reasons the City uses them sparingly; where collision history suggest the additional warnings are appropriate. There is no collision history related to horse carriage operations that suggests such signs are warranted.

Mayor Directive: Find out when / if the smiley faced speed sign is going in Cook Street Village and where.

Dept Response:

The Speed reader board program is on hold due to suitable mounting locations and resourcing issues.

Mayor Directive: Bring staff's attention again to the parking situation on the east side of Heywood at Southgate. Neighbours feel a few parking spots should be removed to reduce congestion at the corner.

Dept Response: This issue was brought to the Transportation Sections attention and it was discovered that during a recent project at this intersection the center line wasn't painted as per the plan. Instructions have gone to the City Paint dept. to adjust the center line (I suspect this is already done) to widen the southbound lane on Heywood at the intersection. Staff are comfortable that additional parking does not need to be removed as the intent of the intersection realignment was to tighten the intersection to help control vehicle speeds and to improve the pedestrian experience. Removing additional parking will effectively widen the road and allow for faster vehicle movements.



Q. During the many events in James Bay which result in road closures it is very difficult to get in and out of the neighbourhood. What can the city do to help with this?

A. Events involving road closure are reviewed by the Special Event Technical Committee (SETC) pre and post event with the goal of minimizing impacts on residents and businesses, . City transportation planners, VicPD, Fire, BC Transit are all represented on the Technical Committee and all weigh in on event specific mitigation strategies. The committee is very aware of the unique challenges relating to access and egress from James Bay. Permission to close Douglas and Government St access is not given often and never without Victoria Transit, City Transportation and VicPD operational oversight and advanced planning. Event organizers, and these SETC partner agencies, work together to determine the most reasonable approach to providing advanced warning through on street signage, postal code notification mail drops, door to door flyer delivery, email notification to businesses and broad notification / advertising through online and traditional media sources.

Q. Why are so many events held in James Bay?

A. This really depends on what one would consider a special event. For example, the James Bay Neighbourhood Association considers each arriving cruise ship an event. Relatively speaking, James Bay has a similar number of events as Fernwood and Fairfield and far fewer than Downtown. If one considers the Legislature grounds and Ogden Point as James Bay event venues, then these would constitute a significant portion of James Bay's tally. Neither of these properties are owned or managed by the City. Ogden Point event activity is permitted through the Greater Victoria Harbour Authority and the Legislature grounds are permitted through the Province.

The City of Victoria is a busy Capital with more event related obligations and requests than neighbouring municipalities, and as a result, shoulders much of the burden and benefit of increased event activity. Events and festivals are vital aspect of community life. Events of provincial and or national significance often take place in the downtown and the Legislature. Certainly the closer one lives to the centre of the core, the more often event related impacts will be felt. City staff work diligently to balance public safety, public access and community interests, and very often limit or deny access event organizers seeking to impact public space.

Q: What is the fee for having a parklet in a parking spot? What is the cost e.g. for the one on Fort Street?

A: Below is the pricing for a parklets as the Sidewalk Café regulations were updated in 2018.

Background:

Sidewalk Cafés Regulation Bylaw annual Licence fees:

Area 1 – mostly downtown (roughly, the area bounded by Pembroke, mid-800 block between Blanshard and Quadra, Belleville, and the Inner Harbour)

Area 2 – rest of the City

Annual Licence fees constitute:

(a) an administrative fee of \$50.00; and

(b) an occupation fee.

The occupation fee for a Sidewalk Café shall be the sum of the following:

(a) for any portion of Sidewalk used by the Sidewalk Café:

(i) \$6.20 per square foot in Area 1, as set out in Appendix 1,

(ii) \$3.80 per square foot in Area 2, as set out in Appendix 1,

(b) for any portion of Roadside used by the Sidewalk Café:

(i) \$12.40 per square foot in Area 1, as set out in Appendix 1;

(ii) \$7.60 per square foot in Area 2, as set out in Appendix 1; and

(c) for any portion of Roadside used by the Parklet:

(i) \$6.20 per square foot in Area 1, as set out in Appendix 1,

(ii) \$3.80 per square foot in Area 2, as set out in Appendix 1.

The trial period was approved by City Council in 2015. The Sidewalk Café Regulations were updated in 2018 to include parklets, partially in response to the success of the trial.

Fees:

The 700 block Fort Street parklet (roadside) occupies 303 sq. ft.

Fees would be $303 \times \$6.20 = \$1878.60 + \$50.00$ administrative fee = \$1928.60 annually.

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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.” -

Archbishop Desmond Tutu