

Public Safety Committee
City of Nanaimo

List of areas of possible interest:

1. Some of the topics that the PSC may address will likely have an overlap with the RDN and it would be helpful to know if the RDN has a similar committee or would want to participate in some form with our committee. This might facilitate a faster and better exchange of information.
2. Traffic issues:
 - A. Bus stop locations.

The local bus service is important and continually growing. There seems to be a lack of planning with respect to the location of stops and their effect on other traffic.

At the south corner of Uplands and Hammond Bay Rd. the bus stop is immediately after the intersection with no pull-out. Also, it is directly across from a raised median such that when the bus stops it backs up traffic which, in some cases, blocks the intersection. This is also directly in the vicinity of the fire hall.

As buses often have bikes loaded or unloaded at the front the duration of stops can be less than quick. This stop could be moved farther away from the intersection.

Along Hammond Bay Rd. there are frequent bus stops but very few where the bus can pull over and the result is lengthy lines of cars behind buses. This creates situations where motorists try to pass where unsafe and also creates animosity towards the system.

At least every third stop should be one where the bus can pull over without blocking traffic. At the intersection of Williamson Rd and

Hammond Bay for example there was a recent development where the City could have presumably required the developer to put in a pull-out. There is a concern that there is a lack of future planning in this area and it is not as if either general traffic or bus passenger traffic is ever going to decrease.

It would be interesting to have feedback from bus drivers on this issue.

B. Round-about issues:

The round-about at Mary Ellen Drive is a great improvement over the former stop sign approach. That being said there is an issue with traffic coming off the highway at speed and not slowing sufficiently for the safe usage of the system. The situation is aggravated by shrubbery at the Chapters corner of the intersection which obstructs drivers from possibly seeing pedestrians. Consideration should be given to a speed bump at this approach from the highway.

The round-about at Rutherford and Nelson is near Randerson Ridge school and is two-laned. It is posted for traffic to slow to 30km but this is largely ignored particularly by traffic on Rutherford where in each direction there is a long run-up to the intersection where vehicles tend to build up speed. A proper slow speed is essential for the safe use of a roundabout especially one with multiple lanes.

The situation is particularly unsafe for pedestrians including the many children who use this intersection. Speed bumps on the approaches from both sides of Rutherford Road should be considered.

C. Lost Lake Road

It is acknowledged that when the City of Nanaimo expanded in the 70's it inherited some marginal road systems. Lost Lake Road has speeding issues and a general lack of sidewalks or even a safe shoulder.

A number of traffic-calming methods have been placed on the road to address the speeding issue. I respectfully submit that while the speed bumps on Lost Lake Rd are a good alternative the raised obstructions that have been placed in the center of the road are unsafe and should be replaced with speed bumps.

Anything placed in the middle of a road will eventually be struck by some motor vehicle either due to carelessness, impairment, distracted driving, road conditions, medical emergency or speeding.

While you can say the driver is at fault what also happens is that a passenger is injured or the vehicle ricochets into an "innocent" vehicle.

On Lost Lake Rd the placement of the cement barriers in the middle of the road (excepting the roundabout at Burma Rd) also creates choke points where cars cannot swing out to safely pass cyclists or pedestrians.

D. Utility pole placement

There are locations in the City (East Wellington Rd) where utility poles are immediately adjacent to the traffic lane. If possible, the City should be able to require the utility to re-locate the pole or at least put reflective safety devices on it.

E. Yield sign at Departure Bay Rd and Hammond Bay Rd

For traffic going north on Departure Bay Rd and turning right onto Hammond Bay Rd the "Yield" sign is not visible until a vehicle is already into its turn. Locals are perhaps used to this but it presents as an unnecessary hazard for visitors and tourists. If it is not possible to place the sign in a more visible location possibly yellow "Yield" letters could be placed on the pavement.

3. Wildfire Safety:

A. It was learned from the Lahaina fire that buildings with metal or other fire-resistant roofing had a much better chance of surviving a

major fire incident. The City may wish to regulate that new construction of schools, senior care homes, warehouses and recreation facilities have such roofing.

- B. Drone technology is improving constantly and modern drones can be multi-purposed for use in detecting fire hot-spots, search and rescue, aerial mapping, environmental protection and other uses.

It would seem advisable for the City to have its own drone or drones and trained personnel to operate same or to at least partner with Search and Rescue and/or the RCMP to have access to such a resource.

- C. New City Works Yard:

With concerns for future weather emergencies and earthquakes it would be helpful to know to what extent provision for dealing with such matters has been integrated into the planning for the new works yard. Also, if there is a contingency plan for working with the RDN to coordinate resources and if there is a need for a satellite facility in case one facility is cut-off or damaged.