



The Corporation of the District of Central Saanich

REGULAR COUNCIL REPORT

For the Regular Council meeting on Monday, January 27, 2025

Re: Central Saanich Speed Limit Reduction Plan

RECOMMENDATION(S):

Direct staff to draft a bylaw to update the District of Central Saanich's road speed limits based upon the Proposed Network Speed figure for presentation in Q2 2025.

PURPOSE:

Seek Council approval to continue with the Central Saanich Speed Limit Reduction Plan.

BACKGROUND:

On July 22, 2024, Council directed staff to report back on Vision Zero review of District of Central Saanich roads and explore the implications of a 30km zone between West Saanich Rd. and Stelly's Rd. on Wallace Dr.

Reducing speed limits is a critical first step to improving road safety in village and residential areas. Studies show reduction in speed reduces the impacts of a collision for pedestrians, cyclists and drivers alike. Collisions at 30 km/h have a 90% survival rate compared to 15% at 50 km/h. Reduced speeds give a greater reaction time which helps prevent serious crashes and injuries.

DISCUSSION:

The District employs the Traffic Safety Committee (TSC), long-term capital planning, transportation master planning and active transportation planning for the implementation of improvements over existing levels of service. In conducting work through the TSC, a speed reduction strategy was identified as a priority program to address growing needs for safety enhancement throughout the municipality's transportation network.

Accordingly, the District is preparing a speed reduction plan intended to slow drivers down, increase reaction time, and harmonize speed limits within the municipality and with other municipalities. The speed reduction rollout will also help the District work towards the goals of Vision Zero and support road safety goals outlined in the Central Saanich Active Transportation Plan (ATP), Official Community Plan(OCP), and the Accessibility Plan (AP).

Design Considerations

Development of the Central Saanich Speed Reduction Plan considered the criteria used in other neighbouring municipalities' speed reduction programs as baselines for establishing consistent and predictable speed limits when moving throughout the region. Reference standards include Manual of Unified Traffic Control Devices, Transportation Association of Canada design guidelines, BC Active Transportation Design Guidelines and the District's Active Transportation Plan in combination with Central Saanich Police Services (CSPS) and Engineering insight to prepare a speed limit plan for the municipal network.

Through this program, individual roads will be assigned speed limits based on their road classification of Local, Collector/Arterial, Minor or Major TAC Classification and include the following design criteria:

- Rural or Urban Road
- Modal Mixing
- Crossing point frequency
- Activity level
- Existing road design speed and volume
- Nature of traffic (residential, commercial, Agricultural)
- Addressing known areas of prevalent speeding issues
- Annual operating effort – additional bylaw or police enforcement to enforce reduce speed limits for roads that feel “safe” to vehicle drivers to drive at a faster speed

Attached is a map of Central Saanich Roads with proposed speed limit reductions.

Implementation

Reducing the speed limits along Collector/Arterial roads and our active transportation corridors would be prioritized. These roads are to be generally lowered to 40km/h from 50km/h with sections of existing 40km/h roads would be reduced to 30km/h, such as Wallace Drive between West Saanich Road and Benvenuto Avenue.

The initial phasing of speed limit sign replacement will use existing sign locations for direct replacement of signs to the new speed limits along major roads like West Saanich Road, Mt Newton Cross Road, East Saanich Road, Keating Cross Road, Wallace Drive, Stelly's Cross Road and the detour route of Central Saanich and Tanner Road. For example, there are currently 42 signs for 50km/h in Central Saanich that require replacement based on the speed reduction rollout.

Minor roads, local streets and cul-de-sacs are generally unsigned and characterized as not having a continuous yellow line will in most cases be reduced to 30km/h through Bylaw where not already such. Roads currently signed at 30km/h will remain posted at that speed limit.

A detailed plan for the systematic implementation of new speed limits will be prepared through the first quarter (Q1) of 2025, in consultation with Central Saanich Police Services. The plan will be used for education and notification to the community of the upcoming changes in Q2 of 2025.

Staff propose to implement new speed limits on priority roads in late Q2 and continue through the summer months when extended daylight hours provide the best driving conditions and visibility.

Additional Measures and Enforcement

While police enforcement is effective, the resources of the CSPS are limited. The TSC is proposing additional calming measures to be installed in specific locations where adherence to posted speed limits

is not observed (i.e. Central Saanich Road south of Mt Newton Cross Road). These measures include speed humps, speed tables, road narrowing, vertical delineators, traffic circles, stop signs, signalized intersections, surface treatments, pavement markings, speed reader boards, and education programs.

Effective speed reduction tools used in successive combination can be found on Marchant Road where reduction to 40km/h and installation of a speed reader board further required the installation of a speed hump to adequately manage driver behavior. This strategy will be applied elsewhere throughout the District based on careful assessment of the conditions along the roadway.

Additional traffic calming measures are a response to observed issues and carried out with other projects and the Active Transportation Plan in consideration. As they are responses to issues, detailed multi-year rollout plans are not possible.

IMPLICATIONS:

Regulatory Requirements

The BC Motor Vehicle Act establishes a default speed limit of 50km/h with a Municipality. The Act also states that a Municipality may direct the rate of speed at which a person may operate a motor vehicle on a highway within the Municipality. All roads within Central Saanich jurisdiction currently posted at speeds other than 50km/hr have been established through the adoption of Bylaws.

Therefore, prior to the implementation of speed limit changes in Central Saanich, Staff will present a Bylaw for consideration of the establishment of the speed limits proposed through this program in Q2,2025.

Financial/ Resource

It is estimate that costs associated with sign replacement are around \$250 per sign including new sign and installation costs, and approximately \$500 for full sign installation which includes the sign, pole, base, and installation costs. Replacement costs for existing signage will run around \$10,500. A more detailed outline of costs for new signage is under review. Funding for speed sign replacement is estimated at \$20,000 and available in established budgetary amounts for General Transportation Upgrades in the Financial Plan.

Additional calming measures to be installed in specific locations where adherence to posted speed limits is not observed is managed through a capital budget line that allows the TSC to be responsive.

Communications

The Engineering and Communications teams will work together to develop a communication plan focused on informing and educating the Central Saanich community about the speed limit changes and the Municipality's rollout process. This plan will include clear messaging of the speed limit changes using various communication channels to ensure the community is well-informed. The strategy will prioritize transparency, outlining key details of the changes and their benefits, as well as a timeline for implementation. Adoption of speed limit reduction in neighboring jurisdictions has been well received.

As speed limits are a professionally designated constraint, considering many factors other than corridor user's feeling, public engagement under the IA2P framework would lead this to an informing the public instead of consulting.

OPTIONS:

Option 1 (recommended):

Direct staff to draft a bylaw to update the District of Central Saanich’s road speed limits based upon the Proposed Network Speed figure for presentation in Q2 2025.

Option 2:

Request additional information from staff, which will be presented at a future Council meeting.

CONCLUSION:

Reducing speed limits is a critical first step in improving community safety and reducing the number of serious crashes and fatalities within the municipality. Engineering is working with Central Saanich Police Service, Bylaws and Communications to prepare an effective rollout strategy for speed reduction in Central Saanich that starts by addressing major corridors and that fits within annual budgets, draws from outside grants, and District resources.

Report written by:	Amy Lafontaine, ASCT, Active Transportation Project Coordinator
Respectfully submitted by:	Dale Puskas, P.Eng., Director of Engineering
Concurrence by:	Ian Lawson, Chief Constable
Concurrence by:	Christine Culham, Chief Administrative Officer

ATTACHMENTS:

Appendix A: Proposed Road Speed Network