



The Corporation of the District of Central Saanich

REGULAR COUNCIL REPORT

For the Regular Council meeting on Monday, May 26, 2025

Re: Central Saanich Speed Reduction Bylaw 2227

RECOMMENDATION(S):

1. *That the Central Saanich Speed Reduction Bylaw 2227, 2025 be introduced and read a first time.*
2. *That the Central Saanich Speed Reduction Bylaw 2227, 2025 be read a second and third time.*
3. *That the Central Saanich Speed Reduction Bylaw 2227, 2025 be considered at a subsequent Council meeting.*

PURPOSE:

To introduce the Central Saanich Speed Reduction Bylaw 2227 for initial readings.

BACKGROUND:

The District of Central Saanich Traffic and Safety Committee's primary mission is to enhance traffic safety and respond to immediate concerns within the community. Through that mandate, the Committee introduced the Central Saanich Speed Reduction Pilot at the Regular Council Meeting of January 27, 2025. Council passed a motion directing staff to prepare a Speed reduction Bylaw for the pilot.

Accordingly, Staff present Bylaw No. 2227 to establish speed limits throughout the municipality for Council's consideration.

DISCUSSION:

Reducing speed limits is a critical first step to improving road safety in critical village and residential areas. Studies show that 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. Over the years, the District has lowered speeds on several roadways independent of the connectivity throughout the road network. This project establishes a comprehensive speed network that considered factors such as applicable road classifications, volumes, conflict points, multi-modal uses, school zones, arterial, urban and rural settings in a consistent and predictable pattern. The speed limits shown on the road network Schedule A of Bylaw 2227 presents the resulting speeds limits with local contexts where applicable. For example, the arterial road sections such Mt Newton Cross Road, East Saanich Road, Wallace Drive, Stelly's Cross Road would be reduced to 40Km/hr, urban roads such as Hagan, Sluggett, Marchant, Rodolph and Buena Vista would be reduced to 30Km/hr.

In accordance with Council's direction, the section of Wallace Drive between West Saanich Road and Benvenuto Avenue will be lowered at a consistent speed limit of 30Km/hr across the school zones, playground and municipal parks to create a consistent and uniform speed limit. The corridor of Wallace Drive, East of West Saanich Road through the section of multi-modal use defined with sharrows will be reduced to 30Km/hr as directed by Council's motion of January 27, 2025.

ROLLOUT PLAN:

Subject to adoption of Bylaw 2227, Engineering will finalize the rollout plan for the implementation of speed sign installations in June through August, with the intention of completed rollout in time for back to school in September. The plan includes replacing approximately 50 existing signs with 40km/h and 30km/h signs and installing a total of 150 new signs. It is estimated that it will take District forces approximately 300 hours of labour to complete the signage installation, which we plan to conduct over a 6-10 week period.

The priority streets outlined below were determined through collaboration with Central Saanich Engineering, Public Works, and Central Saanich Police Services. Signs will be placed on roads based on classification and traffic volumes, proximity to schools, community gateway locations, and areas of high enforcement as recommended by police.

Priority Roads

1. Wallace Drive
2. Keating Cross Road
3. East Saanich Road
4. Mt Newton Cross Road
5. Central Saanich Road
6. Veyaness Road
7. Stelly's Cross Road
8. West Saanich Road
9. Tanner Road

The District is working in coordination with the District of Saanich and North Saanich during our speed limit reduction rollout. The District of Saanich plans to amend their Streets and Traffic Regulation Bylaw to include new speed limits on the shared boundary roads at Dooley and Bear Hill. Roads leaving or entering the District will be signed consistently to the adjacent speed limit. Due to jurisdictional boundaries, corridors under the jurisdiction of the Ministry of Transportation and Transit (MOTT) will remain at their currently posted speeds. MOTT will review their posted speed limits independently and make changes in accordance with their procedures.

A key aspect of the program is its collaboration with municipalities to support speed reduction measures and the replacement of outdated signage. ICBC has co-funded projects such as the installation of speed humps, speed reader boards, and the upgrade of traffic signs to enhance visibility and compliance, particularly in school zones and high-risk areas

While signage is the primary expense in the current rollout, additional traffic calming infrastructure may be needed in corridors where speeding persists. Features such as speed humps, vertical delineators, or curb extensions carry additional costs but offer long-term safety benefits and may reduce the need for ongoing enforcement. Traffic calming measures will be incorporated over time as required, with funding sought through further cost sharing opportunities with ICBC and Vision Zero Grant Funding programs.

IMPLICATIONS:**Financial/Resources**

Total material expenses for this rollout are estimated around \$40,000 consisting of approximately 100 new sign poles and 200 new speed signs.

The Insurance Corporation of British Columbia (ICBC) has agreed to cover up to 75% of the material costs through the ICBC Road Improvement Program. ICBC has invested over \$225 million in road safety through this program, leading to thousands of infrastructure upgrades across the province.

Staff time on the installation and replacement of signage will be allocated to maintenance activities and funded through established core budget accounts. The material costs not funded by the ICBC program, estimated at \$10,000 will be funded through the General Transportation Upgrade GL of \$150,000 in the 2025 approved budget.

COMMUNICATIONS:

Communications has in-house resourcing to support the speed reduction and will launch an education campaign prior to the roll out.

The communications plan is focused on communicating the benefits of speed reduction and the timing of implementation, as well as alignment with neighboring municipalities and best practices. Timely updates will be provided to educate road users on new signage and travel changes, promote road safety and encourage safer driving habits and demonstrate the commitment to the community input received over the past few years from the Traffic Safety Committee and through various planning initiatives (Active Transportation Plan, Accessibility, Age-Friendly) and other agencies.

Some negative public reaction is expected, particularly from drivers concerned about slower travel times and the unintended consequences of road rage, passing vehicles, or fines. The plan includes proactive messaging to explain the “why” behind the changes; Engineering Department’s timely consideration and responses to concerns and tracking of sentiment; and timely corrections of inaccurate information online or in the media.

Alongside engineering measurement, communications monitoring will include media coverage and public sentiment; volume and tone of community interactions; and effectiveness of misinformation response.

Communications will be varied to reinforce the on-road signage reminders. It will include print information in the community (posters, newsletters); community displays at events; news releases; dedicated webpages (speed reduction, road rules, markings; social media (Instagram, Facebook); and continued integration with Central Saanich Police Service public education campaigns.

CONCLUSION:

The Central Saanich Speed Reduction Pilot represents a proactive, evidence-based approach to enhancing road safety for all users. With strong community engagement, strategic rollout planning, and cost sharing opportunities with ICBC, the District is well-positioned to implement meaningful change. This initiative lays the foundation for safer streets, improved livability, and a long-term commitment to reducing traffic-related injuries and fatalities

Report written by:	Amy Lafontaine, ASCT, Active Transportation Project Coordinator	(Report Author)
Respectfully submitted by:	Dale Puskas, P.Eng., Director of Engineering	(Report Director)
Concurrence by:	Emilie Gorman, Director of Corporate Services	(Co-Director)
Concurrence by:	Ian Lawson, Chief Constable	
Concurrence by:	Christine Culham, Chief Administrative Officer	Christine Culham,

ATTACHMENTS:

Appendix A: Central Saanich Speed Reduction Bylaw 2227

Appendix B: Schedule A to Bylaw 2227