

Nareka Jacques

From: Sarah Frumento <[REDACTED]>
Sent: June 24, 2025 11:52 AM
To: Municipal Hall
Subject: Fwd: Fw: Agenda Item 11.3: Central Saanich Speed Reduction

I now realize that this email I sent in January also must not have gone through.

I'm resending it now so that it can also be included with correspondence at the next meeting and I hope both this email and the one I forwarded earlier can be included on any upcoming meetings where speed reduction and/or the speed regulation bylaw is on the agenda.

Thank you,
Sarah

----- Forwarded message -----

From: Sarah Frumento <[REDACTED]>
Date: Tue, Jun 24, 2025 at 11:44 AM
Subject: Fw: Agenda Item 11.3: Central Saanich Speed Reduction
To: Sarah Frumento <[REDACTED]>

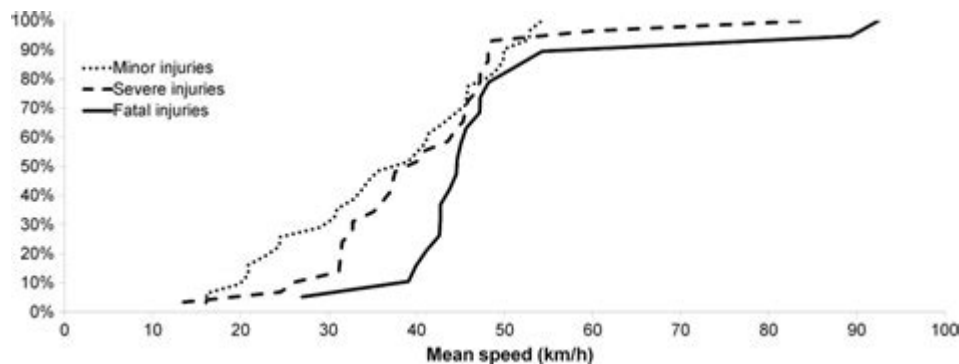
----- Forwarded message -----

From: Sarah Frumento <[REDACTED]>
Date: On Mon, Jan 27, 2025 at 10:15 AM
Subject: Fw: Agenda Item 11.3: Central Saanich Speed Reduction
To: Ryan Windsor <ryan.windsor@csaanich.ca>, Gordon Newton <gordon.newton@csaanich.ca>, Chris Graham <chris.graham@csaanich.ca>, Bob Thompson <bob.thompson@csaanich.ca>, Niall Paltiel <Niall.Paltiel@csaanich.ca>, Sarah Riddell <sarah.riddell@csaanich.ca>, Zeb King <zeb.king@csaanich.ca>, Municipal Hall <Municipal.Hall@csaanich.ca>
Cc:

Dear Mayor and Council,

Just a note to say how pleased I am to see that Central Saanich is making progress towards with speed reductions.

As noted in the staff report, there is a significant difference in the chance of survival for vulnerable road users at 30 km/hr versus higher speeds and the chance of severe injuries increases pretty sharply at 30 km/hr.



Speed	Chance of survival	
30km/hr	         	90%
40km/hr	         	60%
50km/hr	         	10%

For this reason, I encourage you to consider 30 km/hr on all roads where there is no separated space for vulnerable road users. For instance on Wallace, where the sharrows are going in between West Saanich and Stellys, people on bikes will be sharing the roads with motorists due to the space constraints - therefore the speed limit should be reduced to a speed at which those vulnerable road users will be least at risk.

Of course, speed limit reductions only go so far. I was happy to see this was also acknowledged in the report and that we cannot put all of the responsibility on CSPA to enforce the reduced speed limits. As such, it will be imperative for Central Saanich Engineering to put in traffic calming measures on roads where the road design (i.e., wide lanes) will encourage motorists to travel at higher speeds because the road will feel like it is meant for those speeds.

It is my opinion that the speed limit should be 30 km/hr through both Brentwood Bay and Saanichton Village, as well as on the section of Wallace that connects them (at least until a suitable alternative route is completed).

As you well know, climate change is here. We need to make it comfortable for more people to walk or ride their bike to the local villages.

I was also glad to see that Engineering is working with Communications in order to have an effective roll-out. Good communication is key. Educate the public about the why, don't just announce it. Explain the evidence (ie., the physics/science) behind these changes and that it is not just an arbitrary decision to reduce speed limits designed to frustrate drivers into driving less, as some people seem to interpret every change.

It's great to see the three Es here (Education, Enforcement, and Engineering). Just remember that Engineering safe roads is the most effective (over Education and Enforcement).

Thank you, I look forward to seeing these changes happen.

Sarah Frumento
Hovey Road

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