

Nareka Jacques

From: Sarah Frumento <[REDACTED]>
Sent: June 24, 2025 12:52 AM
To: Municipal Hall
Cc: Zeb King; Bob Thompson; Chris Graham; Gordon Newton; Niall Paltiel; Mayor Ryan Windsor; Sarah Riddell; CSEngineering
Subject: Fw: Support for Central Saanich Speed Regulation Bylaw 2227

Hello,

I sent the following email on Friday, however, I just had a chance to look and didn't see it included with the revised agenda for the meeting on June 23rd, where the Speed Regulation was on the agenda.

It just hit me that I never received confirmation that my correspondence was received.

So, I'm resending it now, from my old email address in case this one didn't go through for some reason, as I know this is being discussed again on Wednesday and I want to make sure council knows there is support for reduced speed limits from the community.

Thank you,
Sarah Frumento
Hovey Road

----- Forwarded Message -----

From: Sarah Frumento <[REDACTED]>
Date: On Friday, June 20th, 2025 at 4:08 PM
Subject: Support for Central Saanich Speed Reduction Bylaw 2227
To: Municipal Hall <Municipal.Hall@csaanich.ca>

Dear Mayor, Council, and Staff,

I am in full support of the Central Saanich Speed Reduction Bylaw 2227 and I encourage you to support it, without further delay, as shared at the council meeting on May 26th (including the correction to the map as described during the meeting) in order to have the best chance that this is in place before the upcoming school year.

As noted in the staff report, reducing speed limits is a critical **first** step to improving road safety. It's not woo-woo, it's physics: a person who is hit by a driver travelling above 30 km/hr has a much lower chance of survival. And, on our roads where there is often no separation between active transportation users and motorists (i.e., active transportation users are using the same paved surface as drivers), it is particularly important that motorists are travelling at safe speeds.

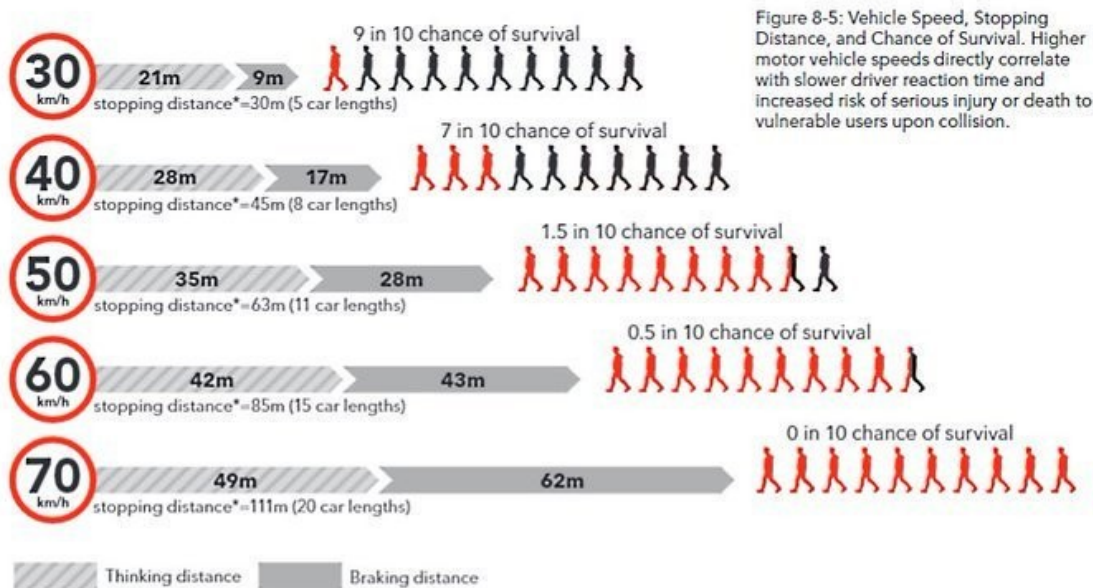


Figure 8-5: Vehicle Speed, Stopping Distance, and Chance of Survival. Higher motor vehicle speeds directly correlate with slower driver reaction time and increased risk of serious injury or death to vulnerable users upon collision.

*Stopping distances during wet conditions. Single car length=5.6m. Based on a 2.5s reaction time, representing 90th percentile of drivers.

source: Adapted from World Health Organization, 2008. Speed management: a road safety manual for decision-makers and practitioners. Transportation Association of Canada, 2011. Geometric Design Guide for Canadian Roads Part 1. 1.2.5.2 - 1.2.5.4.

As I'm sure you know, changing speed limits alone will not change driver behaviour. Enforcement and education are part of the next step solutions but the most effective next step will be to put traffic calming measures in place. It is well known that people will drive at a speed that 'feels' appropriate based on the road design regardless of whether or not it is truly safe. Enforcement and education will only go so far. Putting traffic calming measures in place must be a priority but reducing speed limits is a great first step and I am pleased to see this Bylaw coming to council.

Please, I encourage you to make your decision based on evidence for what will make our roads, and community, safer and not on opinions.

Thank you,
Sarah Frumento
Hovey Road

"The information contained in this transmission may contain privileged and confidential information of the District of Central Saanich. It is intended for review only by the person(s) named above. Dissemination, distribution or duplication of this communication is strictly prohibited by all recipients unless expressly authorized otherwise. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. Thank you."