

Preet Chaggar

From: Jaye Lee [REDACTED]
Sent: Monday, May 12, 2025 10:44 AM
To: Council; Mayor Dean Murdock
Subject: (External Email) Re: Proposed Changes to BC Traffic Act

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Please add this letter to correspondence for public record on meeting minutes.

Regards,
Jaye Lee

On Mon, May 12, 2025 at 10:33 AM Jaye Lee [REDACTED] > wrote:
Dear Saanich municipal Councillors and Mayor,

It has been brought to my attention that this subject will be discussed in Council on Monday night. Although just announced on your website on Thursday. I was quite shocked to see how fast and quietly this had been expedited. I imagine if most Saanich residents actually knew about this, they would be shocked and upset as well.

The opinions expressed by bicycle lobbying groups such as HUB Cycling and the BC Cycling Coalition do not reflect the opinions of the vast majority of Saanich residents, for whom you are supposed to be representing.

Please do not misrepresent your municipality. The anti-motor vehicle agenda of this minority group should not be advocated by the municipality of Saanich. You should be advocating for the will of the majority, and the majority of your constituents rely on motor vehicle conveyance. They do not support changes that reduce their mobility or cause them to spend an unnecessary amount of time in transit.

Two of these opinions that I (and a large number of constituents) find especially offensive and shocking are:

1. Defaulting the speed limit to 30km/h instead of 50 unless otherwise posted; and
2. Banning right turns on red lights.

These potential changes are NOT wanted by the vast majority. They would directly add to our transit times spent on roads, increasing fossil fuel use, increasing greenhouse gas emissions, while decreasing our quality of life and our ability to afford basic necessities such as food and shelter.

The public transit system in Greater Victoria is highly inadequate and bicycles are not a direct/feasible replacement for motor vehicles, especially for the disabled and elderly. Not to mention businesses that are required to travel in order to provide necessary services.

Advocating for these changes, saying that they are wanted by "Saanich", when in reality they are wanted by an extremely small special-interest group, would be a blatant and bold lie.

PLEASE DO NOT MISREPRESENT OR MISLEAD THE CONSTITUENTS IN YOUR MUNICIPALITY.

The proper path would be to hold a public vote or a referendum to confirm the Public opinion if you wish to advocate for extreme changes to the Motor Vehicle Act.

Please be honest with yourselves and to the public when stating who actually wants these changes.

Jaye Lee

█ Wascana St.

Saanich, █

P.S. Please read this letter during the meeting on Monday, and count our 4-person household as being strongly against this advocacy initiative.

Preet Chaggar

From: Jaye Lee [REDACTED]
Sent: Monday, May 12, 2025 10:34 AM
To: Council; Mayor Dean Murdock
Subject: (External Email) Proposed Changes to BC Traffic Act

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Saanich municipal Councillors and Mayor,

It has been brought to my attention that this subject will be discussed in Council on Monday night. Although just announced on your website on Thursday. I was quite shocked to see how fast and quietly this had been expedited. I imagine if most Saanich residents actually knew about this, they would be shocked and upset as well.

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Please be honest with yourselves and to the public when stating who actually wants these changes.

Jaye Lee

█ Wascana St.

Saanich, █

P.S. Please read this letter during the meeting on Monday, and count our 4-person household as being strongly against this advocacy initiative.

Preet Chaggar

From: Jeanette Hunt [REDACTED] >
Sent: Monday, May 12, 2025 11:13 AM
To: Council
Subject: (External Email) Input for May 12, 2025 Council Meeting (Speed Limit reduction and Elimination of Right Hand Turns at Red Light)

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hi there,

I am a long-time resident of Saanich (I was born and raised here). I understand that there is a motion on the table during this evening's council meeting to recommend the reduction of the speed limit to 30km for residential roads and to eliminate the ability for vehicles to make a right hand turn at a red light.

I would like for my email to go on record that I am highly opposed to both of these recommendations (reduction in the speed limit as well as the inability for vehicles to make a right hand turn on red lights). Both of these recommendations will negatively impact the flow of traffic. In addition they will also negatively impact the efficiency of service delivery vehicles.

Thank you for taking the time to read my email.

Sincerely,

Jeanette Hunt

Preet Chaggar

From: Jason Holmes [REDACTED] >
Sent: Monday, May 12, 2025 9:44 AM
To: Council; Mayor Dean Murdock
Subject: (External Email) BC MVA Updates

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hi, I heard that one of the things being discussed at tonights meeting would be a change to move the default speed limit from 50 to 30 km/hr and to reduce or remove right turn on red. I am in support of both these initiatives.

Thank you!

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Jason Holmes
[REDACTED]

Preet Chaggar

From: Pam Harrison [REDACTED]
Sent: Monday, May 12, 2025 10:13 AM
To: Mayor Dean Murdock; Council
Cc: Mena Westhaver; Teale Phelps Bondaroff; Colin Plant; Councillor Judy Brownoff; Karen Harper; Nathalie Chambers; Susan Brice; Zac De Vries
Subject: (External Email) LRRS Public Input Item F1 Advocacy for Changes to MVA May 12th Council

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Mayor and Council

LRRS supports advocacy for changes to the Motor Vehicle Act through letter writing and Union of British Columbia Municipalities (UBCM) resolutions.

LRRS is not in a position to comment, on such short notice, on the specifics of all the Recommendations contained in Councillor deVries' memo of February 20, 2025.

From reading Councillor deVries' memo, and the input from the TAC meeting of February 27, 2025, and from scanning the Position Paper by the Road Safety Law Reform Group of British Columbia from June 1, 2016, it is clear that these are decisions that require careful deliberation. The TAC comments especially indicate that more work needs to be done to reach consensus by that group. We also look forward to the view from Engineering.

The research may be clear but if we are unable to bring the public on board, the changes may not be successful.

We recognize that is a long process, not happening overnight. We realize that this motion is to "consider recommendationsregarding advocacy", not to change anything overnight. It is about a process. Initiatives from our Council to hasten the modernization of this document are welcomed. We have already seen the benefits of some changes, for example the safe passing distance.

So we are strongly in favor of the municipality, through Council, taking the initiative to advocate through letter writing and motions to the UBCM for changes to the MVA to make roads safer for everyone, especially vulnerable users.

LRRS can make the following specific observations:

RE: Recommendation 1: renaming the Act: This is supportable. Road Safety Act better reflects safety for the full spectrum of road users.

RE: Recommendation 2: empowering municipalities to adopt a default speed limit without the necessity of signing every street or block; and Recommendation 3: adopting a default provincial speed limit of 30 km/h for local (no center line) streets :

In our rural area we have benefitted from Saanich reducing several Collector roads from 50 km/h to 40 km/h and/or 30 km/h. However, this has left numerous smaller Residential or even Collector roads,

some of which are single lane or no-through or very winding and narrow, still at 50 km/h. They should more appropriately have a limit of 30 km/h. Remaining at 50km/h is not defensible, but we understand the cost of having to sign every road or block (in more urban areas). Finances could be used more wisely.

Making the default speed the safer, slower speed makes sense, while allowing the municipality to increase speed limits on local streets on a case-by-case basis by bylaw and posted signage. We do note that assigning 30k to a road but doing nothing to enforce that quite slow speed does create (is creating) problems. But it does not mean that the speed itself is wrong.

RE: Recommendation 12: a ban on right turns on red lights at all intersections:

We support further discussion of this. There appears to be a strong body of research affirming that this will enhance safety for vulnerable users at intersections. We are well aware of the risks to cyclists when drivers turn right, quite unaware of a cyclist behind them either in a bike lane or simply riding as far to the right as they are able. Most of us have encountered this dangerous situation, including with large trucks. With increasing and welcome bike lanes and increasing numbers of users in those lanes, drivers need to be hyper vigilant. Many are, but a significant number of us are not. We need to err on the side of safety for the most vulnerable. However, this will have impacts to traffic flow and idling time and will not be well accepted by drivers without solid education towards change in driving culture. We fully support ongoing work on this.

RE: Recommendation 8: clarification on when riding on a sidewalk is permitted.

This is long overdue, but like all bylaws a change will not be effective unless enforced. The fact that some cyclists do not use the bike lanes available to them is frustrating to those drivers who are already against the installation of this infrastructure. So, again, we support advocacy for clarification on this.

Two other observations:

Definition of vulnerable users: (from the Position Paper document). Please advocate for the inclusion of Equestrians as Vulnerable Users. We recognize that they are not a frequent cohort on our roads but especially on rural roads they are a valued and respected user, and extremely vulnerable. We have yet to see them fully recognized, and in many situations they do need to use public roads to get to the equestrian paths. Saanich has areas which are a good example of this.

Trucking: LRRS would really like to see a discussion opened on truck use on roads which are signed as non-Truck Routes, but which are frequently used by large trucks not travelling to or from a legitimate local delivery. In many cases these are large vehicles, over the center line, or on an unlined road taking most of the pavement space. There is little appetite for enforcement, which is cumbersome and time consuming for the police. Is this an area that can be tackled through modernizing the MVA?

Thank you for Council's work on this.

Sincerely

Livable Roads for Rural Saanich

Preet Chaggar

From: [REDACTED]
Sent: Monday, May 12, 2025 8:39 AM
To: Council; Mayor Dean Murdock
Subject: (External Email) Council Zac deVries - changes to MVA

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

I would like to express that I am opposed to the memo from Councilman Zac deVries asking council to lobby the Province of BC to make changes to the speed limits of 30 in residential areas and stopping right hand turns on a red light.

Sincerely
Patricia Barbon
Saanich Resident

Preet Chaggar

From: Paul Litton [REDACTED]
Sent: Monday, May 12, 2025 8:26 AM
To: Mayor Dean Murdock; Council
Subject: (External Email) Advocacy for changes to the MVA - Opposed!

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

I have been a Saanich resident for more than 10 years.

I'd like to express my opposition to the memo from Councilor de Vries regarding advocacy for changes to the Motor Vehicle Act, specifically recommendations 2, 3 and 12. I am against asking the province to make the default speed 30km on residential streets and I am against eliminating the red light right-hand turn.

Please begin to listen to the people of Saanich!

Regards
Paul Litton

Preet Chaggar

From: Canada K [REDACTED]
Sent: Monday, May 12, 2025 8:16 AM
To: Council
Subject: (External Email) 2025 advocacy of changes to the MVA

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hello. As long to its resident, I would like to note my concern and caution to that proposed ideas, adjusting the MVA, including reducing the speed limit to 30 in appointed areas as well as the no turns on right hand lights on major thoroughfares. Saanich is heading towards an era of massive development and population increase and densification which if looked at realistically, and not a fantastical dreamy aspiration to become the next Amsterdam, will result in an increase in car usage not a decrease. These proposed changes will increase the already high levels of traffic, congestion and user frustration. Due to the size of the municipality, despite living near a hub of amenities many residents especially families, students and those in the workforce travel outside of Saanich regularly. Economical Solutions that safely separate pedestrians or those travelling not by car but do not slow or delay but enhance vehicle traffic flow must be considered.

Please consider this logic. Thank you, Karin.

Preet Chaggar

From: Scott Andrews [REDACTED]
Sent: Monday, May 12, 2025 7:31 AM
To: Council
Subject: (External Email) Support for Advocacy on Motor Vehicle Act Amendments

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Mayor Murdock and Members of Council,

I am writing as a Saanich resident to express my strong support for the Transportation Advisory Committee's recommendation regarding advocacy for changes to the Motor Vehicle Act (MVA), as outlined in the Council agenda for May 12, 2025 (Item F.1).

Modernizing the MVA to better reflect the needs of all road users—including pedestrians, cyclists, and transit users—is long overdue. The current legislation prioritizes motor vehicle traffic in ways that no longer align with our community's commitment to road safety, sustainability, and equity. Adopting a "safe systems" approach and revising outdated definitions and responsibilities would better protect vulnerable road users and support active transportation goals.

In particular, the safety of cyclists must be a top priority. Too often, people on bikes are placed in harm's way due to unclear rules or infrastructure that doesn't reflect modern best practices. Aligning the MVA with evidence-based safety measures would help reduce collisions, encourage more people to choose cycling as a mode of transportation, and contribute to broader climate and public health objectives.

I urge Council to move forward with strong, clear advocacy to the Province of British Columbia through formal correspondence and Union of BC Municipalities (UBCM) resolutions. Saanich has shown leadership on active transportation and climate action—now is the time to use our voice to help shape safer and more inclusive provincial road laws.

Thank you for your attention and your continued work on behalf of the community.

Sincerely,

Scott Andrews
[REDACTED] Obed Ave
[REDACTED]
[REDACTED]
[REDACTED]

Preet Chaggar

From: Peter Spindloe [REDACTED]
Sent: Monday, May 12, 2025 6:48 AM
To: Council
Subject: (External Email) in support of Item F.1. for today's (May 12, 2025) Council Meeting

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hello Saanich Council,

I support the motion to advocate for the Province to update the Motor Vehicle Act. This act has many challenges including not reflecting the realities on the road, and being out-of-step with what research and evidence tells us about road safety. It requires so many changes that it's hard to know where to start, so I appreciate that various groups have narrowed down the list, including the committee that made the recommendation that put this item on today's agenda.

I appreciate that the specific recommendations center around what's a "default" and what's an "exception." In many cases the current act enshrines the more dangerous option as the default and requires extra signs to choose the safer option. These recommendations take a step to make the safer option ("no right on red" for example) and make it the default. There are situations where a right on red, for example, is appropriate so an exception can be implemented via a sign, but it's important which one is the default.

I urge you to support this motion. It will take significant effort to get the province to act on the MVA, but I believe that advocacy from municipalities is one of the most effective ways to see it happen.

Thank you,
Peter Spindloe

Preet Chaggar

From: Douglas Baer [REDACTED] >
Sent: Sunday, May 11, 2025 10:02 PM
To: Council
Subject: (External Email) Advocacy for Motor Vehicle Act Changes

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Re: Council meeting 12 May 2025, Agenda Item F.1

11 May 2025

Dear members of Saanich Council,

I wish to speak in general support of the recommendations from Councillor Zac DeVries submitted to and endorsed by the Transportation Advisory Committee as articulated in Mr. DeVries' memorandum dated 20 February 2025 concerning proposed changes to the Motor Vehicle Act. The Act is, in my view, in need of some changes to both clarify road user responsibilities and to adjust those responsibilities in a way that will make roads safer, especially for vulnerable users.

I speak to Council as a two-and-a-half decade resident of Saanich living in a car-centric, "low walkscore" neighbourhood where I experience transportation options both as a car owner and as a cyclist. I occasionally use transit, but this option is restricted by the absence of good, frequent transit service to my area in Saanich. I think my multi-modal transportation experience allows me to see elements of the debate currently playing out in the community from both the perspective of drivers and the perspective of cyclists and pedestrians. Based on communication and conversations in my own neighbourhood (Broadmead), I would make the observation that the more strident submissions to Council arguing against all of the TAC recommendations and, in some instances, angrily denouncing Council, represent a non-trivial minority of residents but a minority which is nonetheless greatly outnumbered by residents wanting to be able to walk or cycle safely on Saanich streets, wanting to see a diminution in noise levels generated by fast-moving vehicles on their residential streets and wanting to be assured that their children can safely walk or cycle to school or other destinations. I would also note that the small motor vehicle driver inconveniences referenced as problematic by this group pales in comparison to the impact of streets which are perceived to be or indeed are unsafe on the comfort and usability of alternative transportation options.

I have read the memorandum from Angila Bains regarding the format of the recommendations outlined in Mr. DeVries' 20 February 2025 memorandum. While I am not versed in the legal intricacies of Council procedure, I would hope that Council would debate the substantive issue at its 12 May meeting rather than referring the matter back to the Transportation Advisory Committee and then placing it on the agenda of a June Council meeting. It seems to me that Council can easily provide a thumbs-up/thumbs-down assessment of each of the recommendations now that the public has been engaged in this matter and then, assuming at least one or more of the recommendations is endorsed, instruct Mr. De Vries and/or the Transportation Advisory Committee to rewrite the UBCM motions in conformity with the style guidelines articulated in Ms. Bains' memorandum. As I understand it, individual Council members can bring motions to UBCM without endorsement from Council. Though I would discourage such a practice in cases where a municipal council has voted against such a motion and while I would encourage UBCM participants to first seek endorsement from their respective Councils, in this instance an "approval in principal" should suffice. Bringing the matter back to Council in June would be a waste of Council's time.

I would like to specifically address some of the recommendations which Council is considering. I assume that Council will wish to either vote on the recommendations individually or entertain amendments to the omnibus (approval all recommendations) motion which would alter or delete some of the recommendations.

The most important recommendation, in my view, is recommendation #2, empowering municipalities to adopt a default speed limit for unsigned highways within municipal boundaries. The current default speed limit, 50kph, is clearly unreasonable and unsafe for non-arterial roadways. The problem is severe in Saanich inasmuch as many residential streets are extra-wide (in my neighbourhood, they all meet the road width specification standard for arterial roads) but have no sidewalks. The Active Transportation Plan designs to add sidewalks to busier streets is a long term project and is not likely to be anywhere near completion until four to five decades from now at the current rate of construction. Even if residential streets have sidewalks, the 50kph increases the evening noise level (with an impact on sleep for some residents) and creates hazards for children playing in the neighbourhoods. While relatively few injuries are recorded on any given street, by and large one serious injury is one serious injury too many. Council members have undoubtedly seen or been shown data indicating the relative fatality rates, especially for pedestrians, for accidents occurring at 50kph, 40kph and 30kph. While it is true that some motor vehicle braking might occur before a vehicle strikes a pedestrian and thus the modal speed for accidents in a 50kph zone might be more like 40kph, this factor is countered by the fact that at least some collisions will still occur “at speed” or indeed above the posted speed limit since a speed limit of 50kph does not imply that no drivers will exceed this limit.

Reducing speed limits is not a panacea. As I understand the transportation literature, street redesign is far more important than speed limit reductions. However, the intention of both is to reduce speeds, and this can best be done by using every tool at the disposal of transportation planners.

I am generally in favour of the approach of **giving municipalities the ability to adopt a default speed limit** as the way to cut speed limits on non-arterial roads. I am not sufficiently knowledgeable regarding the geography of low-density rural communities elsewhere in B.C. to be able to categorically say that a single province-wide default speed makes the most sense. However, if there is to be a province-wide default, in my view, it should not be 50kph. A minor problem with implementing #2 (give municipalities the ability to set defaults) with or without #3 (reduce the province-wide default) occurs in contiguous municipalities such as those in the CRD: what if Victoria adopts 30kph and Saanich adopts 40kph? Would this lead to confusion? Would this impose a requirement that both municipalities provide additional signage so that drivers crossing the municipal boundary in either direction are given adequate notice of the new rule system they are entering? Clearly, the best approach would be to aim for a region-wide default speed limit and to encourage or compel region-wide action rather than piecemeal one-municipality-at-a-time approaches.

Council members will undoubtedly hear from motor vehicle drivers who feel passionately about their ability to make right turns against red signal lights (**right turn on red**), recommendation #12. Municipalities already have a number of tools at their disposal to remove the ability of drivers to make right hand turns against red traffic lights. The first of these is the ability to remove “slip lanes”, which allow drivers to make right turns without even stopping (yield rather than stop) and are highly dangerous for cyclists and pedestrians in almost all instances. Saanich can play its part by speeding up programs to remove slip lanes. The second is the ability to add “no right turn on red” signage to any intersection. This second facility would be further enhanced by recommendation #11, allowing the use of red arrow traffic signals to signify when a right-turning vehicle is prohibited from turning (I would not limit the use of red arrows to right turns; there may be instances where it makes things clearer for drivers for left turns as well). Other jurisdictions allow red arrow signals but B.C. does not; a full 3-light signal with “right turn” or “left turn” signage is required and this form of signage is not as clear to drivers as is the case where a red arrow is used. The current restriction simply does not make sense. On the main question – should there be a province-wide ban on right turns on red (?) – I am somewhat agnostic. I would note that in almost all right-turn-on-red situations one sees signage, “bicycles excepted”. Recommendation #12 does not call for a cyclist exception. Frankly, as a cyclist, I would find it extremely frustrating not to be able to


make a right turn on red after coming to a full stop and believe that, using this mode of transportation, I am generally not a serious danger to pedestrians as is the case with motor vehicles.

Two recommendations deal with crosswalks and pedestrian controlled signals. One (recommendation #9) suggests that cyclists can briefly enter a sidewalk if there is no cyclist-specific “beg button” at an intersection. To its credit, at many intersections Saanich has installed cycle-sensitive sensors in the road so that a cyclist entering an intersection will trigger a green light for a side street entering a dominant main thoroughfare. Saanich even provides a cyclist icon painted on the road to let cyclists know that these sensors are in place. Unlike sensors in use by the Ministry of Transportation and Transit for highway crossings within its jurisdiction, these sensors actually work for cyclists, though I cannot verify that they will work for even the lightest alloy frame bicycles. I generally agree with the recommendation, but want to make it clear that it should not be used as a replacement for a good program to provide streetside “beg buttons” or more bicycle-specific sensors at intersections in Saanich.

Few things are more frustrating for cyclists than encountering a crosswalk which will get them across a busy street but finding that the crosswalk was designed for pedestrians only. It is even worse when the cyclist is riding along an official cycling “corridor” (route). Saanich has far too many crosswalks without “elephant’s feet” markings and pays far too little attention to how these crossings might be situated to benefit both cyclists and pedestrians. Recommendation #10 would take the legally ambiguous status of elephant’s feet markers and “make them legal”, but the far greater issue is the creation of such crossings where needed. Since there is already fairly good motor vehicle driver compliance – in general, motorists will stop for cyclists crossing a road when yellow flashing signal lights are activated (perhaps a bit less so at crosswalks with no signals) – by and large this improvement will only be consequential in cases such as disputes over the assessment of fault in accident scenarios.

I will briefly conclude this letter by re-iterating my general request that Council endorse Mr. de Vries’ recommendations but also by noting that a successful outcome for UBCM resolutions involves far more than passing a motion and then forgetting about it. For each of the key recommendations, Council members – either individually or collectively – need to lobby the government for the improvements being sought. At the very least, meetings with the Minister should occur. The Motor Vehicle Act was initially written without the same sort of due care and attention to non-motor-vehicle uses of public transportation corridors as was given to cars and trucks (hence the Act’s name – it’s not even called the Highway Traffic Act) – but times have changed. I hope that Saanich Council will see fit to represent the positive side of this change.

Doug Baer
Victoria BC



Preet Chaggar

From: DANIEL PATSTONE [REDACTED]
Sent: Sunday, May 11, 2025 8:23 PM
To: Council
Subject: (External Email) Advocacy for changes to MVA

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hi,

I am against council advocating for the indicated changes to the Motor Vehicle Act! I believe these changes would cause even more traffic issues in Saanich and increase the instances of road rage and accidents. Drivers are getting more and more aggressive and frustrated with the current traffic issues in the municipality. As a driver, it is getting ridiculous trying to get around Saanich. It is particularly challenging travelling to and from work from Gordon Head!

Sincerely,
Kate Patsone
[REDACTED] Feltham Rd

Preet Chaggar

From: [REDACTED]
Sent: Sunday, May 11, 2025 5:49 PM
To: Mayor Dean Murdock; Council
Subject: (External Email) Support for MVA Advocacy May 12th

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hi mayor and council! I'm extending my support for everything in the MVA advocacy letter.

Please consider the following things when making your decision:

- The ratio of speakers in favour/opposed is not an accurate measure of community opinion, and never will be. Those in favour, consider working families for example, are less likely to be able to attend meetings. Please do not vote based on a tally.
- The measures up for advocacy here are not matters of opinion, they are proven policy choices.
- Your vote has two potential objectives: To advance good policy, or to satisfy potential voters. The vocal opponents of these changes cannot be swayed by anything less than a moratorium on street improvements.
- Knowing this, it's much wiser to focus on improving Saanich for everyone, knowing that voters are not motivated only by anger, but also by hope and the positive change that results from good policy. Every time a vote like this comes up, it is a decision between hope and fear.

Thanks for all you do, have a nice day, and please vote for good policy.
Finn Kreischer

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Sent with Tutanota, the encrypted, privacy-respecting mailbox.

Preet Chaggar

From: Blair Surridge [REDACTED]
Sent: Sunday, May 11, 2025 4:16 PM
To: Council
Subject: (External Email) Re: 2025 Advocacy for changes to the motor vehicle act

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Saanich and Major and Council,

We have two new drives in our house and we would be in favour to changes in the motor vehicle act which would get rid of the 2nd road test needed to obtain a full license. This is a simpler process which will reduce wait times. New drivers must have a clean record while gaining experience driving which is the most important thing when learning.

I am not in favor of "no right hand turns on red lights". This will lead to more cars just sitting and idling on the road plus traffic congestion is a major issue in Victoria already. People get frustrated and end up making bad decisions when there is reduced traffic and then the roads end up being far less safe. No right turns on a red light is not common and this change would lead to a lot of confusion.

If people are aware of there surroundings when driving this is not an issue. We have been teaching our children to be aware of their surrounds and anticipate what to do when approaching an intersection. We cannot just keep adding rules on top of rules to try and make things safer without addressing the issue which is driver inattentiveness or distracted driving.

Also, please do not lower the speed limit to 30 km/hour in all residential areas. This is a playground area and school zone speed and we have been teaching our new drives that this speed is needed due to the possibility of children in the area.

thankyou...

Blair Surridge
[REDACTED] Albina Str

Preet Chaggar

From: Adrian & Lauren MacInnis [REDACTED]
Sent: Sunday, May 11, 2025 3:42 PM
To: Mayor Dean Murdock; Council
Subject: (External Email) Speed limits

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear mayor and council,

Please find this email as opposition to the proposed change to speed limits in our city. The speed limits of 40 kmh are already below where they should be. Cars have more technology and abilities now than they did when limits were 50kmh. They should be back to 50 and definitely do not need any further reductions.

I am a professional driver and in my 50's and am having a real hard time driving anywhere anymore. I think council needs to listen to the people of the city and not just a minor group to make decisions that affect us all.

Bike lanes and the reduction of travel lanes are a complete mess and waste of time and money, and while related is a topic for another time.

Please listen to the citizens before you make us all crawl even more than we do.

Adrian MacInnis
Saanich resident.

Preet Chaggar

From: Christine Surridge [REDACTED]
Sent: Sunday, May 11, 2025 3:29 PM
To: Council; Mayor Dean Murdock; Planning
Cc: GTCA Board
Subject: (External Email) Re: 2025 Advocacy for Changes to the Motor Vehicle Act

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

To Mayor Murdock, Saanich Council, and Saanich Planning Dept,

I am writing in regarding the 2025 Advocacy for Changes to the Motor Vehicle Act.

I am in favour of the proposed changes to the driver licensing program. Having had three of my four children obtain their driver's license over the past 6 years, I am very familiar with the current process. I believe the proposed changes would be a dramatic improvement and an overall better approach with the aim of producing better, more conscientious drivers.

Reading further about advocacy for better road safety, I see a couple of items that concern me. Firstly, a province-wide ban of all right hand turns on red lights. I understand there is a push to use means other than cars to get around, but there will still be cars on the roads and good traffic flow is extremely important. We are already seeing the negative consequences of reduced vehicle lanes and the removal of some slip lanes. Traffic becomes terribly backed-up, even outside of traditional rush-hour times. All that extra idling of cars is only making our carbon footprint worse. If we can't turn right on a red light anywhere that problem will only be magnified.

When it comes to turning right on a red light, yes there can be accidents. These accidents are not always the fault of the vehicle driver. How many times have we all seen pedestrians walking along looking at their phone, wearing either big headphones or small ear buds. That makes it really hard to be fully aware of your surroundings. How many times have we seen cyclists who don't follow the rules of the road? I see plenty, but the topic of biking is a whole other subject that I won't dive into further at this time.

The second is the idea of giving residential areas a default speed limit of 30km/hr. A speed of 40km/hr is perfectly reasonable in residential areas. We don't need what amounts to giant playground zones everywhere. In fact, I think it is important to keep school and playground zones as distinct as possible from the surrounding areas.

No matter what is done there will be accidents because we are only human and we all make mistakes. The more rules we put in place, the more people feel like nothing bad can happen to them, the less likely people are to really pay attention to their surroundings. No matter who has the right of way, there is an ownness to make sure it is safe to proceed. Yield to unsafe behaviour. It is better to avoid an accident than be right. These layers of "protection" in the form of banning anything deemed unsafe is only whittling away at our survival instincts.

Sincerely

Preet Chaggar

From: Christine Astle [REDACTED]
Sent: Sunday, May 11, 2025 2:44 PM
To: Council
Subject: (External Email) Request to speak on the recommendations around the motor vehicle act

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

I'd like to register to speak about the recommendations around the motor vehicle act.

However, if I can't make it, my comments are as follows:

I support these recommendations. We need to start considering the safety of all users when looking at these pieces of public infrastructure, not just the perceived convenience of a handful of drivers who aren't informed about the actual impact on things like lowering speed limits - and who cannot imagine travelling any other way besides a personal vehicle.

I'm someone who walks, cycles, and drives (in that order) to go about my business. And most of the most dangerous parts of my travel involve excessive speed on both collectors and local streets and right-turning drivers not giving pedestrians or cyclists the required right of way. Add to that slip lanes, and that would cover most danger spots.

Regarding speed limits specifically:

- I know some people say that lowering speed limits doesn't do anything without enforcement. However, studies show that is not, in fact, the case. Lowering speed limits alone does actually impact speeds - maybe it doesn't make everyone go 40, but they go 50 instead of the 60 they used to do. Though I do think we might need temporary, educational signs to inform people of the change if we lower the speed limit on local roads.
- Lowering speed limits also doesn't impact travel times as much as people think it does. One recent study was done by the Royal Newfoundland Constabulary. Even at highway speeds, the difference in travel time was negligible. In cities, it's around half a minute a day. That's not a gain we should be willing to endanger people's lives over.

So let's listen to people who can imagine a city that serves its people first and not noisy cars.

Best regards,
Christine Astle
[REDACTED] Shelbourne Street

Preet Chaggar

From: Andrea LaPointe [REDACTED]
Sent: Sunday, May 11, 2025 12:38 PM
To: Council; Mayor Dean Murdock
Subject: (External Email) May 12 Council Meeting

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hello,

With regard to the Advocacy for Changes for the Motor Vehicle Act please add my name to the NO! column.

I am not interested, and do not support, my elected council lobbying for these changes. I have a variety of reasons for this. I'll try to keep this short and say that I agree with the letter submitted by Graham Wright in his capacity as a spokesperson for the Greater Victoria Drivers Association.

I would like to emphasize a couple of points though. First, your parking plan, or lack thereof, is creating unsafe streets. How about you fix that first by ensuring that every development has adequate onsite parking? If every development has at least one spot per unit then people can use their spot for a car, a scooter, a motorcycle, or they could loan it out to a unit that has more than 1 vehicle. I get that you have a vision, but a vision does not equal reality. Let's get the cars off our narrow streets and leave space for safe active transportation.

Second, there is a risk for people the minute they walk out of their front doors. I am not interested in living in a bubble wrapped society. The road rules as they are now function quite well with few conflicts and you will never have zero accidents. Humans make mistakes. Stop making rules for the lowest common denominator. I see a lot of onus being placed on drivers to anticipate and react perfectly in every situation. I understand that cars cause the most damage, however, EVERY road user whether 4 wheels, 2 wheels, motorized or not, and pedestrians, have a responsibility to be accountable for their own safety. Be aware of your surroundings.

Lastly, no right turns on red? Good grief! I hate these intersections in Victoria. Regardless of whether a cyclist or pedestrian is present the cars sit and wait. When the light finally turns green you have only 7 seconds to get as many cars through and that is usually only 2, maybe 3, if people are moving through bumper to bumper. Combine this with short right or left turns lanes and you have a situation where one of the straight travel lanes is being blocked by people waiting to turn right.

So, again, NO I do not support any changes to the motor vehicle act. You've done enough damage already.

Thanks,
Andrea

Preet Chaggar

From: K Whitworth [REDACTED]
Sent: Saturday, May 10, 2025 12:14 PM
To: Council
Subject: (External Email) 2025.05.12 - Council Agenda item F.1. - Advocacy for Changes to the Motor Vehicle Act

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Mayor and Council:

I am **opposed** to the multiple recommendations within Councillor DeVries' memo for the following reasons.

- Many of the recommendations are quite impractical and are for the most part, unenforceable.
- Recommendation #3 (#7 in position paper). My neighbours and I have had no issue living on a residential street that for the last 18 months has been subjected to constant construction vehicle movement going to/from the fire hall. Prior to the construction, there was no need to lower the speed limit, as everyone was respectful.
- Recommendations #11 and #12 in my opinion, only cause more idling and possible backlog, which in turn, cause air pollution.

This overreach is unnecessary because you cannot change people's attitudes, nor can you change their mindset when they are behind a wheel.

Enough, already.

Katherine Whitworth
Viewmont Avenue
Saanich, BC

Sent from [Outlook](#)



Virus-free. www.avast.com

Preet Chaggar

From: Jeff Thomson [REDACTED]
Sent: Friday, May 9, 2025 5:05 PM
To: Council; Mayor Dean Murdock
Subject: (External Email) "2025 Advocacy for Changes to the Motor Vehicle Act"

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Saanich municipal Councillors and Mayor,

I just heard that this subject will be discussed in Council on Monday night. Just announced on your website on Thursday. I was quite shocked. I imagine if most Saanich residents *actually* knew about this, they would be shocked as well.

The opinions expressed by bicycle lobbying groups such as HUB Cycling and the BC Cycling Coalition **do not** reflect the opinions of the vast majority of Saanich residents, for whom you are *supposed* to be representing.

Please do not misrepresent your municipality. The anti-motor vehicle agenda of this minority group should not be advocated by the municipality of Saanich. The majority of your constituents rely on motor vehicle conveyance, and do not support changes that reduce their mobility or cause them to spend an unnecessary amount of time in transit.

Two of these opinions that I (and a large number of your constituents) find especially offensive and shocking are:

1. Defaulting the speed limit to 30km/h instead of 50 unless otherwise posted; and
2. Banning right turns on red.

These potential changes are NOT wanted. They would directly add to our transit times spent on roads, increasing fossil fuel use, increasing greenhouse gas emissions, while decreasing our quality of life and our ability to afford basic necessities such as food and shelter.

The public transit system in Greater Victoria is highly inadequate and bicycles are not a direct/feasible replacement for motor vehicles.

Advocating for these changes, saying that they are wanted by "Saanich", when in reality they are wanted by an extremely small special-interest group, would be blatantly and boldly lying.

PLEASE DO NOT MISREPRESENT THE CONSTITUENTS IN YOUR MUNICIPALITY.

Hold a public vote or referendum to confirm the Public opinion if you wish to advocate for extreme changes to the Motor Vehicle Act.

Thanks,

Jeff Thomson
[REDACTED] Wascana St.
Saanich, [REDACTED]

P.S. Please read this letter during the meeting on Monday, and count our 4-person household as being **strongly against** this advocacy initiative.

Preet Chaggar

From: Cindy Marven [REDACTED]
Sent: Friday, May 9, 2025 4:11 PM
To: Council
Subject: (External Email) support for no right turns on red; max 30km

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hello,

Unfortunately, I can't come to the meeting on Monday, but I'd like to let you know of my support for having no right turns on red and also max 30 km/hr. This will help make the streets much safer and more inviting for pedestrians and cyclists - often who are younger / older / with disabilities.

I walk, bike, use transit and drive as a last resort (or when needed) so I fully appreciate the benefit of these potential changes.

Another change I'd love to see is to remove the pedestrian beg buttons from busy crossings along Shelbourne. I often cross at Feltham and Shelbourne and there is a lot of pedestrian traffic there and nearby bus stops. I've missed many busses because of the beg buttons - arriving as the light turns green in my favor, but no pedestrian signal.

I live in the Gordon Head area near Lambrick park.

Thank you for all the fantastic improvements for pedestrians and cyclists in Saanich!

Best,
Cindy Marven

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Cindy Marven (she/her)

Living and working on the unceded lands of the Lekwungen-speaking peoples and the Songhees, Esquimalt, and Saanich First Nations whose ongoing historical relationships with the land continue to this day.

Preet Chaggar

From: Jan Lynch [REDACTED]
Sent: Friday, May 9, 2025 10:08 AM
To: Council
Subject: (External Email) Proposed changes

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hello,

I support the proposed change for making 30 km/h the default speed limit. As a driver and a cyclist, I feel that my fellow drivers often forget that driving is a privilege and many of us treat it as a right to which we are entitled over the rights of pedestrians and cyclists.

I do not yet support a blanket prohibition of right turns on red lights. I could imagine supporting them if there were dedicated right turn only signals that are coordinated with dedicated left turn signals e.g. the right turn lane of west bound McKenzie having a signal while the (delayed) left turn signal for the south bound lane of Quadra is lit.

The timing of lights at Saanich Rd at McKenzie currently requires a very long wait for a relatively short light. If right turns on red were not allowed, it could easily become a two light wait (which would be extremely long and frustrating) and there would no way for a cyclist to legally bypass all the cars to reach the short bike lane.

Thanks for considering these issues.

Regards,
Janet Lynch

Preet Chaggar

From: Dennis Churchill [REDACTED]
Sent: Friday, May 9, 2025 9:51 AM
To: Council
Subject: (External Email) 30 km/h

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Saanich Council,

I see that you all will be considering advocating for default 30 km/h and no right turns on red. As a driver, cyclist and pedestrian I am in full support of this and encourage council to advocate with the provincial government for these great ideas.

Dennis Churchill
Gordon Head

Sent with [Proton Mail](#) secure email.

Preet Chaggar

From: Jennifer C [REDACTED]
Sent: Thursday, May 8, 2025 10:12 PM
To: Council; Mayor Dean Murdock
Subject: (External Email) Changes to BC Traffic Act

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

I am writing to object to the proposed changes to the BC Traffic Act to permanently prohibit ALL right hand turns on red at every intersection in the province and also defaulting the speed limit to 30km/h instead of 50 unless otherwise posted.

This city is becoming a permanent idling zone, causing more traffic snarl ups will increase this. You should be looking to keep traffic moving not attempting to cause a standstill.

I am not against cyclists but am continually perturbed at the thoughtlessness of these decisions. So you know, I am retired and unable to ride a bike due to medical problems and do not feel safe when riding the bus. You won't make me feel guilty about idling when driving my car. I make sure to leave earlier so as not to be frustrated.

Jennifer Cochrane

Preet Chaggar

From: Renee Woodsend [REDACTED]
Sent: Thursday, May 8, 2025 8:51 PM
To: Council
Subject: (External Email) Right hand turns on red lights

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Council,

I am an [REDACTED] year old driver who makes important trips in my car into Victoria from Sidney. Making those trips is becoming more and more daunting as the traffic gets heavier and heavier every month.

Please do not stop us from turning right on reds! Traffic will be slowed even more, tempers will flare and increased idling will cause even more pollution. So many will be negatively impacted if this foolish measure is put into practice!

R.H. Woodsend

Preet Chaggar

From: FF [REDACTED]
Sent: Thursday, May 8, 2025 11:15 AM
To: Council
Subject: (External Email) Potential motor vehicle act recommendations

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

The excess verbiage has:

- Very good points
- False claims
- Major omissions

I have advocated for ceasing the practice of allowing right turns on red lights, they are dangerous to pedestrians because drivers are looking left for traffic going through the light, and vehicles have less visibility to the right because of head position relative to body structure.

BC's MVA is full of errors and out of date aspect. Certainly good to title it to include the deliberately dangerous mentality of bicyclists, but 'Road' does not include 'Trail' where there are safety problems in Saanich because of jerk bicyclists. Do you want to include mobility scooters? Operators of those are frequent foolish, even jaycrossing 10 metres from a busy traffic light.

I am on record as against the two-way bicycle lanes that a court ruled are dangerous. You botched the bus stop opposite 992-994 Gorge Rd W, then added dividers that many bicyclists say are dangerous because a bicyclist can hit them and tumble hard.

That location is an example of lack of policing – tailgating is common in the Playground zones around the intersection of Admirals Road and Gorge Rd W. (A DoFE bureaucrat rejected my recommendation of placing End of Playground Zone lettering on the back of Playground zone signs as 'unconventional'. Some jurisdictions do that, but he was Saanich – not quality administration. Saanich did recently add yellow vertical stripe to playground zone signs, even better is what you can see on Goldstream Ave in Langford eastbound past a school before Jacklin.)

Saanich does not maintain sight lines despite repeated prodding, a chronic case was the pine tree near Kelvin's crossing of the Goose trail

I am repeatedly on record as asking why Saanich Council does not support a proper level of policing – many deliberately dangerous drivers and riders will not change until police are in their face repeatedly. That's their exploitive psychology, whereas objecting Councillors seem to have a hidden agenda.

I have often explained why 'traffic circles'/roundabouts obstruct traffic from the less used directions, and impede in general – Edmonton removed its because they added to congestion (Edmonton had them for many decades). Fads don't improve safety.

Variable speed limits without clear signage are silly.

Murdock does want sidewalks on walking routes to school.

I have not reviewed the long 'paper' in your agenda, it is the responsibility of the provincial government. Eby grandstands about the tragedy in Vancouver BC in which a mentally troubled driver appears to have been trying to get home and mishandled his vehicle badly , but does little about the volume of deaths and injuries that occur day in and day out.

Yes, I voted to fire Eby. 😊 Just as I vote to fire Saanich Councillors who work against policing.

I point you to the rate of violence including attacks on police and by 'protesters' who act against individual freedom in the world, ones who support regimes oppressing females are popular today and plan to overwhelm police who try to stop them from harming people both directly and because people are late for long awaited medical appointments or jobs they need to pay the rent – the bleeps commit the crime of Mischief (read the Criminal Code of Canada).

FTR I object to spending money on the BCM palaver, they are full of nonsense notions (one Saanich Councillor has had digestive system problems with motions) – spend on policing instead.

***Humans are inherently good, but to thrive
need protection against coercion by those who err.***
<http://www.moralindividualism.com>

Keith Sketchley


Saanich BC

Preet Chaggar

From: Stu Hackett [REDACTED]
Sent: Wednesday, May 7, 2025 9:38 PM
To: Council; Mayor Dean Murdock
Subject: (External Email) May12 - No changes to the MVA

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Mayor and Council.

I understand there will be a discussion on May 12 regarding proposed changes to the Motor Vehicle Act.

I also understand you received an email from Graham Wright on May 7 regarding those changes.

Rather than wasting my time writing a long dissertation, and rather than wasting your time in reading another long email describing how upset many Saanich residents are about road changes you are making/proposing/supporting.....I will cut to the chase and reference Graham's email and simply say "What he said".

Thanks.

Stu Hackett
[REDACTED]

Preet Chaggar

From: J K [REDACTED]
Sent: Wednesday, May 7, 2025 4:20 PM
To: Council
Cc: Letters; editor@oakbaynews.com; editor@saanichnews.com
Subject: (External Email)

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Good afternoon

I heard another bad rumour that perhaps British Columbia might be trying to stop right turns on red.

I've written in many times and I am a cyclist... A hobby cyclist. I don't expect to shut down the productivity of the province for 5% of us. I think someone is gonna have to die because EMS can't get to them soon enough and then there will be a class action lawsuit.

I suggest you poll the following group groups:

EMS

Fire

Police

Bus drivers

Courier

Even Canada post... I'm sure you guys support archeic unions Contractors Trades people

And then how about the average family that needs to commute for school/work, groceries, medical appointments, etc.

So let's continue to shut down the productivity of our city to match the fact that Canada has the lowest GDP per capita of the developed nations.

If this is truly a democracy, let's see greater than 50% of the British Columbia population advocate for these changes

Regards, Dr. Jeremy King

Sent from my iPhone

Preet Chaggar

From: Ian Paul Stringer [REDACTED]
Sent: Wednesday, May 7, 2025 11:56 AM
To: Council
Subject: (External Email) Changes to the Motor Vehicle Act

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Regarding the proposal to amend the Motor Vehicle Act and reduce the speed limit to 30 km per hour I strongly oppose. This council has already imposed “traffic calming” measures by reducing two lane areas to one lane on many streets and the current speed limits are more than adequate for road safety.

I question the number of accidents on Saanich roads that would require the entire population to adhere to a ridiculous crawl of 30 Kmph that most people will not support. I suggest the council publish the statistics used to impose this action on the public.

Ian Stringer

[REDACTED] Faithwood Rd.

Saanich

Preet Chaggar

From: Graham Wright [REDACTED]
Sent: Wednesday, May 7, 2025 10:19 AM
To: Council; Mayor Dean Murdock
Subject: (External Email) NO to the changes to the Motor Vehicle Act - May 12 discussion

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Hi Mayor and Council,

Please consider this as my presentation on May 12th as I will be out of town.

I represent 475 (and growing constituents) of Saanich and the CRD united by our Facebook group to fight the changes you are making to our roads and way of life. We just learned that you potentially support the 2025 Advocacy for Changes to the Motor Vehicle Act.that include prohibiting right-hand turns on a red light and dropping the default speed limit to 30km/h unless otherwise posted.

On behalf of our 475 members, we vehemently oppose these changes. 4% of the population (or even less) is trying to drive changes that the majority **does not want at all.**

MILLIONS of safe right-hand turns on a red are performed every day in Canada. Millions more safe trips are performed at reasonable speeds of 50km/h by hundreds of thousands of motorists.

You are supporting a nanny state that roughly 96% of YOUR CONSTITUENTS do not want. All of our members have discussed at one time or another that they slow down in tight residential neighbourhoods (which you are making worse with your new construction parking guidelines of 0.7 or less parking spaces per unit) or when passing vulnerable users but we don't need a permanent drop in the limit for when there is no one around. We don't want you as our nanny, invest in visibility improvements, multi-purpose sidewalks, and safety awareness for ALL parties. **Situational awareness and knowledge prevent accidents, not blanket band-aid rules.**

The proposed red light right-hand turn change will bring additional gridlock to our streets, comparable to your closure of vehicle travel lanes in favour of bike lanes. Imagine a scenario where no pedestrian or cyclist is at the intersection and there is only one lane (like many roads in Saanich). Cars going right, instead of carrying on their way safely if they are at the front of the line, will add to the lineup of waiting cars to go straight! In addition, even roads with a right hand turn lane will likely back up during busy periods and impede the traveling lane because they were not able to make a safe right on the red. Pandora in Victoria is a mess. Only a few cars make it on those short lights.

Quebec legalized right hand turns on red lights in 2003, recognizing that traffic would flow better and avoid impatient drivers making mistakes to get ahead in traffic. Why are we going backwards??

We know that municipalities have been sold the lie that discouraging private ownership of vehicles would reduce traffic congestion by up to 90% according to the farcical article posted by the WEF:

"In many ways, the motor vehicle has shaped modern society and the urban areas in which more than half of us live. But as global incomes rise, cars and trucks are choking these cities with deadly pollution and productivity-sapping traffic jams. More than a million people are killed in motor vehicle accidents each year, and many more are threatened by transportation's contribution to global warming.

Imagine instead a world where fleets of autonomous vehicles that are electric and shared (FAVES) slash the number of vehicles on the road by [as much as 90%](#). Hailing and paying for a ride or delivery is as easy as tapping a smart phone app. Car loans and insurance payments shrink or disappear because renting a vehicle when it would otherwise sit idle (or feeding electricity back to the electric grid) more than pays for it.

Perhaps best of all, imagine wider, less congested streets with more room for pedestrians and bicycles, clean air, much less global warming, shorter commutes, and even "crowd-funded" fleets of vehicles whose routing and pricing software is tuned to minimize energy use or provide low-cost transportation to underserved regions."

Wouldn't it be convenient for your growing infrastructure challenges if you could force us out of our cars? The trouble is, this is Canada, and it is big. We don't have the density to support your 15 minute communities or to fund your transit system capable of covering this city.

Thanks for your time, in case I wasn't very clear - no thank you to the changes to the motor vehicle act that you are discussing on May 12th.

Gray

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Owner / President, Beacon Secure Systems Ltd

Personal E: [REDACTED]

Business E: gray@beaconalarm.com

Consulting E: [REDACTED]

[REDACTED] Cell

250-370-4392 Office

[REDACTED] Alt Office