

From: [BRAD TEMPLE SMITH](#)
To: [Council](#); [Mayor Dean Murdock](#)
Subject: (External Email) Driving is a right.
Date: Wednesday, May 7, 2025 10:16:52 AM

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

Good day

I say that only to be cordial. I write to register my displeasure of the way my life-long home is being changed by a small group of radical politicians. As a homeowner and tax-payer, you are hired to serve me. Not to tell me what to do. The proposed driving bylaw to give Mayor and council the right to decide speed limits is yet ANOTHER step of the tyrannical actions taken by a small group of progressive/leftists who think they are smarter or better than the residence. Enough is enough. In addition, while I am writing, I would also like to add my name to the massive list of those who do not agree with borrowing 150M dollars for new buildings. You people are out of control.

I absolutely will be engaged in the next election to ensure all who vote for these measures are booted to the curb.

B. Smith
Northridge

From: [Graham Wright](#)
To: [Council](#); [Mayor Dean Murdock](#)
Subject: (External Email) NO to the changes to the Motor Vehicle Act - May 12 discussion
Date: Wednesday, May 7, 2025 10:19:28 AM

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: [REDACTED]

Consulting E: [REDACTED]

[REDACTED] Cell

250-370-4392 Office

[REDACTED] Alt Office

Tara DaSilva

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: R [REDACTED]
Sent: Friday, February 7, 2025 9:54 AM
To: Engineering; Council; Teale Phelps Bondaroff; Mena Westhaver; Karen Harper; Councillor Judy Brownoff; Nathalie Chambers; Susan Brice; Zac De Vries; Colin Plant; Mayor Dean Murdock
Subject: (External Email) Speed Limit Reduction missed on Cedar Hill Cross Rd
Attachments: Screenshot_20250207_085542_Adobe Acrobat.jpg; Screenshot_20250207_085601_Adobe Acrobat.jpg; 1000020810.jpg

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

Hello,

I am inquiring into speed limit reductions on the section of Cedar Hill Cross Rd, north of Quadra between Morris and Borden. You might be familiar with this section of road, as it is used as one of two access points to the Saanich Works yard by multiple Saanich vehicles daily.

I understand that "Saanich Council adopted the Sped Limit Establishment Policy and over time speed limits will be reviewed and reduced on Type A and Type B streets throughout the district."

In light of above, almost all Type A and B roads appear to have recieved a reduced speed limit with clear signage. However, Saanich has overlooked a critical and very busy secondary cooridor within a family neighborhood that is busier, narrower and has far greater human-vehicle interface than many other roads prioritized above it.

This section of Cedar Hill Cross Rd (and Morris/ Nicholson) is a very busy, high traffic road as it us used as a vehicle cut through between Mckenzie and Quadra. Being in a family orientated neighborhood, it has two elementary schools at one end and connects to a high-school at the other end. It houses community ball fields and a connects to a very popular park, Beckwith Park, at the north end. The road also acts as an access for children biking to the Pump Station bike park. It intersects directly with the Lochside Trail and acts as a primary bike access to the trail from North Quadra. There are no bikes lanes and the sidewalk is not elevated. It has the ICBC driver center on one end and dozens, if not hundreds, of driving schools and L drivers use this road daily. It is used by Saanich trucks and leads directly to Saanich's own works yard.

Yes, there are speed bumps, but vehicles travel so fast they often catch air or bottom out on the speed humps. They are not aggressive enough to slow most traffic. They actually causes sound pollution more than anything, as vehicles either bottom out or speed up between them. The snow made no difference and people flew past with little regard for pedestrians on the sidewalk that is not elevated or the multiple crosswalks along the road.

Vehicles constantly fail to stop for pedestrians at the crosswalks due to speed and children/families often have to wait for vehicles to pass before crossing.

Why is this very obvious and high profile section of road being overlooked by Saanich's Speed Limit Establishment Policy?

Kindly,

Rachael Ruszel

Preet Chaggar

From: James Chaney [REDACTED]
Sent: Sunday, February 2, 2025 12:17 AM
To: Council
Subject: (External Email) Saanich roads pose danger

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

Hello Council,

First point: Currently some Saanich roads are dangerously slippery. The absence of municipal monitoring and absence of mitigation may appear to be negligent.

Second point:

Road safety hot line. This district and greater Victoria needs a 24 hour non-emergency call centre for urgent needs.

Driving Saturday evening along Maplewood and Blenkinsop roads, both directions, was treacherous. Ideally the public could call in this information to activate de-icing and salting before the slippery black ice causes a crash.

Third point: Heavily used roads such as Maplewood, Blenkinsop are unsafe due to camber, absence of bike lane, absence of shoulder. This road is a good example of being desperately overdue for widening, higher traction road surface and perhaps reflective lighting. Ideally the large grassed verge could be paved for a separate bike lane.

Fourth point: posting 40kmh speed limit signs does not make the road safer. It is an admission that the road is inadequate for traffic traveling faster than 40kmh. One would hope this is a temporary measure until the sub-optimal road is made safer. Because most people know most drivers do not adhere to speed limits and a number of those drivers are not good at sharing the road or giving adequate space when overtaking bikes.

Thank you for considering these points from a Saanich roads user.

Jim Chaney

Preet Chaggar

From: steve sproston [REDACTED]
Sent: Monday, January 20, 2025 7:33 AM
To: Council
Subject: (External Email) I've spent my last dollar in Saanich

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

Hello/goodbye

In the last year, I've been pulled over six times coming out of Liquor Plus at Broadmead after shopping for my parents. (six times!!) I think I should have the freedom to shop for alcoholic beverages without being pulled over by police. I don't even drink.

40kmh speed limit on most of your roads is insane. You've created a 30km long school zone.

It will be a nice place to look at on the way to and from the ferry, but I won't venture into it.

Preet Chaggar

From: Andrea LaPointe [REDACTED]
Sent: Monday, January 6, 2025 5:43 PM
To: Council
Subject: (External Email) Enough!

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

Dear councilors,

I am concerned that the marbles of all the collective councilors are rolling around on the floor. Hopefully a few of you will come to your senses, it seems hopeless that all of you will. I resent that I don't have time to pay more attention to the ongoing actions of the people who were elected to represent us. Most of us are so busy trying to work, raise families, or otherwise take care of the myriad details of everyday life. The cynical part of me believes that all politicians like it that way. I find myself questioning a few of your recent decisions, but let's just start with traffic.

For simplicity I'm going to divide people into 3 categories: Jerks, Clueless, and the General Public. I am also going to apply these labels to all road users including drivers, cyclists and pedestrians.

Jerks do not care one bit about the safety of the people around them, and sometimes not even their own. These are drivers who don't care about posted speed limits, or cyclists who ride irresponsibly and unpredictably, or pedestrians who think they can enter a crosswalk anytime, anywhere. As a whole they lack common courtesy. I'm not sure there is anything you can do about these folks.

The Clueless group will encompass people with little street smarts, little care, distracted, unaware of the rules, and/or a general ignorance of what is going on around them. Not all are hopeless cases. I think some of this group could be helped with education but others, not so much.

The General Public, which I think make up a majority of road users, are attuned to what is going on around them, courteous (for the most part), and work well together. Everyone plays by the same set of rules that has existed for many years. These drivers will adjust their speed when needed and do not need to be told do so, these cyclists will follow the rules of the road and respect the fact that, regardless of whether they might have the right of way, they are not surrounded in metal, these pedestrians will ensure that they have the attention of a driver before wandering out into a crosswalk.

Now, combine a General Public road user with a Jerk or a member of the Clueless cohort, or worst case scenario a situation involving a Jerk and a Clueless, and you have a recipe for an accident. If you don't like the word accident, pick a different one; tragedy, or whatever you like. This is why my blood pressure rises when I reflect on the fact that we have spent tax dollars endorsing a fluffy ideal of "Vision Zero", lowering speed limits, narrowing roads, and the most out to lunch of all - discussing narrowing one of the most important vehicle thoroughfares in the capital region.

No money needed to be spent on a declaration of such a vision. Of course we all want zero fatalities. This is a perfect example of something all levels of government are doing; optics over function.

Something that can be waved around declaring "Look we did something", without actually doing anything. Lowering speed limits is a joke. At 40 km/hr the cyclists are moving faster than traffic. Again, the majority of road users can be counted upon to slow and move over when conditions dictate. If there is no vulnerable road user nearby then there is no reason to drive at 40 km/hr. Anyone interacting with traffic should be aware of their surroundings.

We are taught as children to respect the damage that a vehicle can do to flesh and bone and to take precautions accordingly. I will acknowledge that every one of the three groups, including the General Public, are prone to errors. I consider myself to be an attentive road user but have made errors in judgement throughout my lifetime as a driver, cyclist and pedestrian. It is not possible to achieve zero fatalities. Even in horse and buggy days people were trampled by horses and killed. How far do you plan to regress? Will we all be walking everywhere? I can tell you that an e-bike colliding with a pedestrian wouldn't turn out so well either.

Quit wasting my tax dollars on staff time and consultants for fluffy plans like Vision Zero, and plans I don't want, like the narrowing of roadways. My property taxes are too high already to be spending resources on this. Widen the roads at every opportunity, build more multipurpose pathways off the main road where width does not permit separate bike lanes and sidewalks, and keep the bikes and people away from the cars without narrowing our major roadways and creating traffic gridlock. As for vulnerable road users, most of them are fabulous. But you can't help the ones that are going to behave like arrogant jerks and think that a flashing yellow light is some kind of magical force field that will protect them and somehow penetrate the back of a driver's head when they are checking for traffic in the completely opposite direction.

I was incredulous to hear recently that you are considering accelerating this active transportation plan and cutting back in other areas that I would consider far more important. Most of the people I know do not commute to work on their bikes particularly in the rainy season. Please wake up, collect your marbles, and be better stewards of my tax dollars.

Sincerely,
Andrea

Preet Chaggar

From: Erik E. Beerepoot [REDACTED]
Sent: Monday, January 6, 2025 10:32 AM
To: Council; Engineering
Subject: (External Email) traffic calming in rural saanich

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

Dear Saanich Council & Saanich Engineering,

I am writing to express my gratitude for your efforts to improve traffic calming in rural Saanich, including reducing speed limits and installing speed platforms, while urging you to expand these initiatives further. As highlighted in my earlier correspondence, I regularly commute from Oldfield Road to downtown Victoria and visit local parks and businesses. It is heartening to see Saanich's dedication to reducing risks for vulnerable road users. During the fall Go-By-Bike Week, I had the opportunity to experience many of the municipality's recent improvements, such as the McKenzie Avenue protected bike lanes, which made my trip to Camosun Lansdowne a joy. I also commend council for the forward-thinking vision in the Quadra McKenzie plan—as a frequent visitor to this area, the focus on prioritizing people over cars is a step in the right direction.

Unfortunately, the speed platforms and reduced limits have not made the hoped-for impact. Speeding remains a major issue, particularly during peak commuting hours, and the platforms' effects are limited to their immediate vicinity. Oldfield Road sees heavy cut-through traffic, including many trucks heading to the Keating area. Higher vehicle mass and speeds greatly increase the risk of fatalities. Even if drivers obey the 40 km/h limit, a collision with a cyclist or equestrian has a 60% fatality risk. The current measures have only marginally improved safety near the platforms.

It is concerning that Saanich Engineering has decided against a single-lane yield on Oldfield near Walton Place and plans to spend 12 months studying driver behavior. Waiting delays vital safety improvements that could prevent accidents and save lives. I encourage Saanich Engineering to experience Oldfield Road firsthand during peak hours to better understand the risks. Instead of prioritizing commuter traffic, the focus should be on local residents, equestrians seeking safe routes to Elk Lake, and visitors to local farms.

This issue directly affects families like mine. My son recently [REDACTED] Cordova Bay, a 15-minute bike trip ideal for mode shifting. However, unsafe cycling conditions make this option daunting. Similarly, my [REDACTED] [REDACTED] walks on Oldfield Road from the bus stop raised constant safety concerns. Why should my family's safety take a backseat to the convenience of non-resident commuters?

I appreciate the measures already taken, including speed limit reductions, speed platforms, and adopting the Road Safety Action Plan. I'm proud to live in a community that values Vision Zero and road safety initiatives. I trust this council will continue investing in safety for all road users. Let's ensure rural Saanich is a place where everyone feels confident riding, cycling, or walking.

Sincerely,

Erik E. Beerepoot

[REDACTED]
Oldfield Road

Preet Chaggar

From: noreply
Sent: Friday, December 20, 2024 7:11 AM
To: Reception
Subject: Website Feedback

Follow Up Flag: Follow up
Flag Status: Completed

Name Alison Croe

Email address [REDACTED]

Phone number [REDACTED]

Address Not provided

Message

I was delighted to see that the Brookleigh Road speed limit has been reduced to 30 km/hr! I always felt the speed of 50 km/hr was much too high given that the road runs through the park, residences and farms and has no shoulder in most parts. The vehicles just race through there shortcutting to wherever they have to go. I shudder every time I see a car close pass a cyclist or walker at speeds much higher than 30 km/hr. I hope the Police folks can set up a speed watch on that road in order to educate drivers!

Thank you Saanich Council and Staff!

Cheers!
Alison Crone