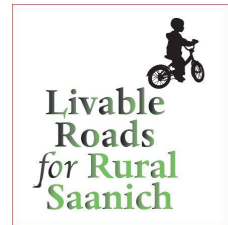


ELECTION 2022 QUESTIONNAIRE RURAL ROAD SAFETY



[Reply from Teale Phelps Bondaroff](#)

1. Speed

Background:

Saanich is preparing a speed reduction policy which will result in changes to speeds across Saanich, including Rural Saanich. We have been warned to not expect Police enforcement of the new speed limits. This will continue to be a large impediment to the success of any speed reduction policy, and therefore to the safety of road users.

Enforcement:

Question: What specific measures would you take to ensure that speed limits on rural roads are enforced?

Capacity is an issue when it comes to enforcement, so I will work on implementing automated enforcement tools, like speed cameras, to increase enforcement without imposing additional burdens on existing capacity. I am also supportive of using street design and traffic calming infrastructure (discussed in more detail below) to ensure that streets are designed to encourage speed limit compliance rather than facilitating speeding.

Traffic Calming:

Questions:

a. What is the role of Traffic Calming Infrastructure in enforcing speed limits?

Traffic calming infrastructure plays an important role in reducing speeds by designing streets to promote slower driving speeds, rather than relying on after-the-fact enforcement to make roads safer. Many conflicts between different road users (vehicles, horses, cyclists, pedestrians) result from poor design, and better-designed infrastructure can reduce these conflicts.

Streets are part of our public commons, and everyone should be able to use them safely, whether they walk, cycle, roll, ride, or drive. Piloting innovative traffic calming measures like curb extensions, chicanes, and road murals allows us to measure their success before expanding them throughout our communities. This is something I have already put into action with my leadership on the Falaise Crescent Road Mural pilot project.

b. What is the role of Quick Builds while Traffic Calming Policy is being developed?

Quick Builds are a necessary response when problem areas or issues are identified. Quick builds are a great option for piloting traffic calming design options, and allowing further data-collection to inform future decision-making. Quick Builds can be permanent traffic-calming solutions, but they can also provide important information so that their implementation can be tweaked or amended to better suit community needs.



c. Why have the traffic calming infrastructure(s) used elsewhere in Saanich not been broadly utilized in Rural Saanich?

As someone not currently on council, this is a difficult question to answer. Traffic calming infrastructure that is designed to meet community needs should be a priority in making our streets safer and more usable. This may mean investigating and implementing purpose-built solutions that fit the needs of rural communities.

2. Historical Pattern of Speeding

Background:

Many rural roads, by their physical profile, lack of constraints and lack of enforcement, suffer from chronic daytime and overnight speeding, often by sports cars and motorbikes. Low accident statistics will not show that the roads are used as recreational speedways.

This is not a perception or an assumption; it is a reality. For a variety of reasons the Police are unable to enforce and the problem continues; informing Police does not result in any ongoing change.

The acceleration and noise are audible well north and south of any one residence. The result is that the roads are unpredictable and unsafe, lessening the neighbourhood livability residents should be able to expect.

Question:

What practical suggestions would you bring forward in order to help permanently resolve historical patterns of speeding on rural roads?

When it comes to road safety, we need to combine improved legislation, design, and enforcement. I would work to employ all three of these approaches to improving road safety across the District and in rural Saanich. This means implementing speed limit reductions, redesigning problem areas, deploying a range of traffic calming measures, and ramping up enforcement.

I also intend to work with the province to explore the use of proactive and innovative enforcement measures, including the use of automated speed cameras on rural and urban streets, and work with police to ensure that they are deploying their resources effectively and in a way that meets community needs.

Noise pollution is a particular area of interest for me. Saanich's Noise Suppression Bylaws are out-of-date and unenforceable - I would like to review and update these bylaws. Even with a review, enforcement of noise pollution, particularly vehicular noise, is difficult to implement. To address this challenge, I would like to pilot the use of noise cameras (which take a photo and audio recording when triggered by loud vehicles) in the District to allow



ticketing when exhaust noise exceeds thresholds established in updated bylaws.

2. Trucks

Background: The Truck Routes through Rural Saanich are West Saanich Road and Pat Bay Highway. Keating Cross Road is the major Truck Route in Central Saanich. Trucks traveling off these truck routes, not on local delivery, are a systemic problem on these narrow rural roads. The truck use impacts the safety and comfort of those outside of vehicles, and the livability of neighbourhoods. Truck and trailer noise worsens as they bash over the broken road edges. Re-paving only facilitates speed. The police are not able to enforce the truck bylaw; it is, practically speaking, unenforceable. Typical GVW limit signs are already in place.

Question:

a. How would you address the problem of narrow rural corridors being used as truck shortcuts to a commercial industrial area already served by two truck routes?

Noise pollution issues relating to trucks and commercial vehicles can be addressed through the use of the aforementioned noise cameras. Using speed cameras to tackle speeding would also allow for redeployment of law enforcement capacity, permitting them to focus on other road safety concerns, like vehicles violating the truck bylaw.

Improved signage directing trucks away from narrow rural corridors would also assist in educating drivers and discouraging them from using roads that are ill-suited to industrial/commercial traffic.

b. Background

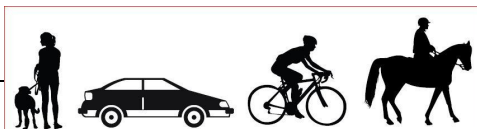
LRRS has for nearly six years been trying without success to get Saanich to engage with Central Saanich in order to discuss the impacts of industrial/commercial and trucking traffic, related to an industrial area, on narrow shoulderless roads transiting rural neighbourhoods.

Question:

How would you effect a dialogue with the neighbouring municipality?

While volunteering to promote, build, stock, and map little free libraries through the Greater Victoria Placemaking Network, I have had the opportunity to work directly with councillors from all of Saanich's neighbouring municipalities. I plan to use my existing relationships with councillors in neighbouring municipalities to start important conversations about how we can collaborate on shared priorities, including the impacts of industrial/commercial traffic.

3. Vulnerable users and Active Transportation use



Equestrians

Background:

Equestrians need to use public shared-pavement roads to access off-road trails. They do not feel safe doing so on such roads as Oldfield and Brookleigh.

Question: How would you immediately, since this has been going on for years, provide for their safe and comfortable passage on these heavily used roads?

One immediate answer would be to lower speed limits on the portions of those roads frequently shared by equestrians. I also support the use of signage and local awareness campaigns to educate drivers about their obligations to safely share the road, as well as the use of traffic calming measures and improved road design to decrease speeds where appropriate. While some road design measures may take a short while to implement, we can roll out a range of traffic calming measures quickly, evaluate their effectiveness, and then adopt the more effective methods more widely.

Active Transportation Plan Deliverables

Background: The current Active Transportation Plan has two pages devoted to Rural Saanich (pages 48,49). None of the six Actions currently on these two pages are effective. Three Actions that have been particularly ineffective are: "Enforce existing posted speed limits; Enforce Saanich's existing truck route bylaw; Consider the needs of equestrians". The ATP is currently being refreshed.

Question:

What specific actions for Rural Saanich would you expect to see in a refreshed ATP if you were a rural resident and AT user?

- Greater focus on a range of active transportation and exploring a wider range of modes of active transportation.
- Adding sidewalks, trails, and pathways to expand and improve Rural Saanich's active transportation network.
- Improved enforcement, including through the use of automated mechanisms like speed and noise cameras.
- Improved roadway design.
- Evaluate the effectiveness of wayfinding, and look for areas of improvement.

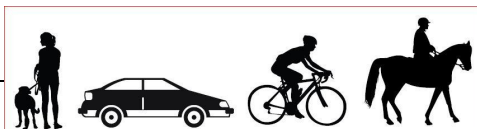
4. Neighbourhood

Background:

Rural households, though fewer and spaced out along rural roads, still form neighbourhoods, often long and linear.

Questions:

a. Do you believe, especially in a municipality endorsing Vision Zero and Active Transportation, that all residents should have the



right to safe passage on their roads for uses outside of vehicles?

Yes. Roads are part of our public commons and should be accessible for all residents. As Director of Research for a marine conservation non-profit, I'm deeply aware of the impact of the climate crisis. We need to ensure that people can use roads safely for active transportation as an important alternative to gas-powered vehicles, to both reduce our community's climate impact and to ensure that our communities are safe for everyone using our roads.

This is also a matter of affordability. The average Canadian family spends almost \$12,000 per year on 1.4 vehicles. Efforts to improve access to public transit and increase road safety will make those more viable options, allowing people to choose less-expensive transportation options while also helping the climate.

b. Are all neighbourhoods equal in their right to having roads with safe speeds for all?

Yes, but unfortunately, this is not currently the case. We all know, both from reviewing traffic data and from living in Saanich, that there are some roads that are simply more dangerous than others. Council should be working to ensure that everyone can use Saanich roads safely.

5. **Expectations**

Question:

If you lived on a narrow rural shoulderless road, heavily used by commuter, commercial and industrial traffic, and did not feel consistently safe to use that road outside of a vehicle, what would you expect of your municipality?

I would expect the municipality to be responsive to resident concerns, to investigate and assess possible solutions, and to implement those solutions within a reasonable timeframe.

Thank you.

Please send to LRRS via polowich@gmail.com

Deadlines: September 28th or October 7th

