

## Nareka Jacques

---

**Subject:** FW: Mayor & Council email form submission from centralsaanich.ca

---

**From:** Dale Puskas

**Sent:** Friday, May 3, 2024 3:04 PM

**To:** [lin.phillips513@gmail.com](mailto:lin.phillips513@gmail.com)

**Cc:** Municipal Hall <[Municipal.Hall@csaanich.ca](mailto:Municipal.Hall@csaanich.ca)>; CSEngineering <[CSEngineering@csaanich.ca](mailto:CSEngineering@csaanich.ca)>

**Subject:** RE: Mayor & Council email form submission from centralsaanich.ca

Hi Lin,

Thank you for your feedback, I've referred most of it to our Parks & Master Plan update currently underway as there are a number of items (trails primarily) that fit within it where they can become part of the implementation plan.

We'll take your feedback on the crosswalk at Willow Way into consideration look into more. From my past experience with the Motor Vehicle Act, a pedestrian activated crosswalk is for pedestrians, and a person riding an animal (Article 3, Section 120 (c)) is treated and has the responsibilities like a vehicle which cannot use sidewalk and by extension a crosswalk when riding. From this cursory review a rider should be dismounting to use a crosswalk. There are options for cyclists, but they have to be adopted by municipalities individually, primarily elephant's feet paint markings, but have not been adopted by the BC Ministry of Highways Infrastructure, the District is in the process of adopting such traffic control markings and we'll review whether this is applicable to more than cyclists.

Regarding the creek along Willow Way and Wallace Drive, we'll take your feedback into consideration. The creek and ditches in this area are vital to drainage in the area as the area is essentially collects all the rainwater for the area and directs it to Graham creek. Continued access for regular and emergency maintenance is required for this drainage infrastructure so financially viable and flexible solutions will be required. With respect to trail maintenance, I'll relay your comments to our Parks division, but I do need to highlight that there is a balance required between usage and ecological requirements, sightlines on existing pathways may not be able to be improved due to any number of factors.

Your comments regarding road safety have been referred to the District Traffic Safety Committee.

Regarding infrastructure, the District, where possible tries to incorporate Vision Zero and NACTO guidelines into future designs, but areas like Wallace Drive where there is historic infrastructure (hydro towers, creeks, narrow road right-of-way) there is only so much that is physically and financially viable.

Again, thank you for your input.

Regards,

**Dale Puskas, P.Eng.**

Director of Engineering

District of Central Saanich

250.544.4211 | [CentralSaanich.ca](http://CentralSaanich.ca)



*We gratefully acknowledge that the ancestral lands on which we work are within the traditional territories of the WSÁNEĆ peoples: WJOLELP (Tsartlip), BOKEĆEN (Pauquachin), STÁUTW (Tsawout), WSIKEM (Tseycum) and MÁLEXEL (Malahat) Nations.*

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

---

**From:** [no-reply@centralsaanich.ca](mailto:no-reply@centralsaanich.ca) <[no-reply@web-response.com](mailto:no-reply@web-response.com)>

**Sent:** Monday, April 22, 2024 1:49 PM

**To:** Municipal Hall <[Municipal.Hall@csaanich.ca](mailto:Municipal.Hall@csaanich.ca)>

**Subject:** Mayor & Council email form submission from centralsaanich.ca

Submitted on Mon, 04/22/2024 - 1:48pm

Submitted by: Anonymous

Submitted values are:

**Subject**

Equestrian feedback about Wallace near Centennial Park: Ongoing community discussion about the new bike lane

**Full Name**

Lin Phillips

**Phone Number**

[7786775335](tel:7786775335)

**Address**

1011 Stellys Cross Road  
Brentwood Bay, British Columbia. V8M `H5

**Neighbourhood**

Brentwood Bay

**Email**

[lin.phillips513@gmail.com](mailto:lin.phillips513@gmail.com)

**Message**

Sarah Ridell kindly reached out after my last email to Council, to ask for feedback on equestrian access and needs in and around Wallace and Centennial Park, given the continuing discussion of a bike lane in that zone.

This is the summary qualitative feedback from Central Saanich Equestrian and Horse Community, with key needs identified:

1. Safe paths for horses and riders / Bridle Paths: There is a strong consensus among the community members regarding the need for safe pathways (away from road traffic) - also known as Bridle Paths - for horses and riders in and around Centennial Park, Wallace Drive and Willow Way to ensure the safety of both riders and animals in accessing multi-use pathways around the Saanich Fairgrounds, within Centennial Park and to connect to equestrian facilities in the neighbourhood.

2. Access from Willow Way to Centennial Park and Fair Grounds: Strong emphasis on the the necessity for safe access from Willow Way to Centennial Park and the Fair Grounds, suggesting a path beside the school or through one of the neighbouring properties as an easement, as the simplest option. WE NEED A LIGHTED EQ-height BEG BUTTON CROSSING from Willow Way trail, across Wallace, to a connected bridle path through either of the properties neighbouring the high school, since EQ access is completely blocked there.

3. Reducing hazards on existing routes: Concerns about hazards on existing routes, such as deep ditches along Willow Way, highlight the need for measures like fences, trimming brush, and creating alternative routes (bridle paths and multi-use trails away from motor vehicles) to ensure safety for riders, pedestrians, and cyclists. Much-needed trail maintenance and sight-line improvements and ditch safety for animal riders along Willow Way trail.

4. Improving road safety: There is a call for improving road safety measures, including signage, speed reduction, driver education, and empathy for vulnerable road users like horses and pedestrians, along with promoting proper etiquette among all road users, especially around Stellys X Road, Wallace, Centennial Park where there is growing motor vehicle volume and speeds, making equestrian road use extremely dangerous to horse and rider.

5. Infrastructure improvements: Suggestions for infrastructure improvements include building a bridle trail along Wallace behind sidewalks, providing safe crossing areas including beg-button crossings set at heights accessible for people on horses as well as those walking, biking and rolling, signage about how to pass (slow and wide) around horses and riders and to yield to them, and considering the possibility of purchasing land for creating safe pathways/multi-use bridle paths for all vulnerable road users. The shoulder along Wallace to Stellys X is just not wide enough to safely accommodate horses and their riders AND enable 1 metre passing distance now required in the Motor Vehicle Act on roadways marked at 50km/hr.

6. Community engagement and support: The feedback underscores the importance of Central Saanich Equestrian and Horse community engagement and support in addressing these issues, with individuals expressing a desire for a collaborative approach to finding solutions and addressing concerns.

These key needs can serve as focal points for addressing the community's concerns and improving the safety and accessibility of equestrian routes and roadways in the neighborhood around Stellys Cross Road, Centennial Park and Willow Way Trail / Polo Grounds.

For additional information re: road safety design for Equestrians as vulnerable road users, see below:

Bridle paths, also known as bridleways or equestrian trails, are routes primarily used by people riding horses, though they may also be utilized by hikers and cyclists. These paths are typically inaccessible to motorized vehicles or have restrictions against them. While in industrialized countries they are mainly for

recreation, in other regions they serve as vital transportation routes. Laws regarding usage vary by country.

In England and Wales, a bridle path permits horse riding in addition to walking and cycling since 1968. The term "ride" is often used interchangeably with bridleway. In the US, "bridle path" colloquially refers to trails used for day treks on horses, primarily on the East Coast, while the term "trail" is more common in the West. Long-distance multi-use trails, such as Australia's Bicentennial National Trail, cater to various users, including equestrians. Rail trails may also accommodate horse riding.

Road crossings pose challenges for equestrians, especially on busy roads. Light-controlled crossings are recommended for safety, with considerations for rider-operated controls and waiting times. Proper design and signage are crucial for safe crossing points, including adequate sightlines and barriers to prevent accidents. Trunk roads and dual carriageways present additional challenges, with underpasses or overbridges preferred for safer crossings where possible.

Thank you for the opportunity to provide you with this information.

Lin Philips (and all of us in the community with horses we love and cherish).

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