

MEMORANDUM

Date: July 25th, 2015
To: Columere Park Beach Safety Steering Committee
From: Ron Routledge/ Judy Roggeman
Subject: Findings of the Technology & Infrastructure Working Group (TIWG)

The TIWG undertook the tasks of assessing risks, evaluating situational elements, researching current safety related standards, preparing design considerations, and developing potential solutions and priorities of work. There was insufficient time to develop cost estimates but it was considered more efficient anyway to research costs during the detailed design phase of those solutions ultimately adopted

This Memorandum presents the findings of the TIWG and the attached report incorporates material previously presented to the Committee. The Risk Assessment provides a broad ranking of risks, the Situational Analysis provides some perspective to the identified risks, and the Design Considerations contain important parameters that should be reviewed by those designing any of the adopted measures.

In order to devote the available time to the most pressing and practical matters, the TIWG evaluation was necessarily constrained by the following:

1. The primary focus was the enhancement of pedestrian safety when crossing the CPR tracks and/or when in proximity to them. As such, security issues were examined only within the context of safety. Other security requirements (eg. to discourage non-paying members) were presumed to be the subject of a separate analysis.
2. Although drowning of a trespasser or person unfamiliar with the beach was assessed as “High Risk”, the focus was safety around the CPR tracks. Consideration should be given to forming a separate committee to address the drowning risk through measures such as improving emergency response, procuring a defibrillator, and enhancing shoreline safety by education, signage, and ensuring watercraft are locked up and secure.
3. Improving pedestrian safety at the North Marina Crossing is significantly constrained by the current design and may require major modifications and expense which may not be viable in the short term. Although there are obvious advantages to upgrading this crossing, no specific recommendations have been made except to implement, to the extent possible, similar measures recommended for the existing South Pedestrian Crossing.
4. Although not studied in detail, the design of safety measures should consider the entire spectrum of individuals including small children, the elderly and disabled. In

addition, provision must be made for carrying beach gear such as coolers, chairs, etc. and larger items such as paddle boards, wind surfing equipment, and canoes.

It is important to recognize that members of the TIWG, through much angst and many hours of lively discussion, were able to reach consensus mostly in concept, as there were significant differences of opinion on the details of how and where to construct various safety measures. Unfortunately this situation is typical of volunteer committees; thus, the TIWG is not offering “Recommendations” per se, but, instead, “Potential Solutions”. Moreover, to achieve the degree of urgency needed for this extremely important task, consideration should be given to requesting the owners of the property east and west of the CPR tracks to implement the necessary safety measures under a fair and equitable cost sharing arrangement.

The following are the Potential Solutions offered by the TIWG in order of priority:

1. Install a zigzag gate and 4 ft. high funnel fencing on the West side of pedestrian crossing.
2. Install a zigzag gate and 4 ft. high funnel fencing on the East side of pedestrian crossing.
3. Improve site lines (particularly for small children) on both sides of tracks between vehicle and pedestrian crossings by modifying existing fences and trimming shrubbery.
4. Improve signage. Stop and warning signs must meet the needs of small children (height and sight lines). Signs should be posted with emergency response instructions, crossing location, and 24 hour phone numbers for RCMP, CPR, and Security.
5. Change location of basketball hoop so that play is directed away from tracks. (ie. Position hoop on North, South, or East side of court.)
6. Remove tripping hazards on both sides of the pedestrian crossing by decreasing grade and installing appropriate compacted material.
7. Utilize after hours security patrols (routine and call out) to deter unruly parties and eject trespassers.
8. Develop an effective railway education and awareness program for the Community.
9. Construct a controlled pedestrian pathway on West side between vehicle and pedestrian crossings. This pathway would separate pedestrian traffic from the parking lot and assign an obvious route away from the tracks. The pedestrian pathway would be bounded on both sides by low safety barriers. (eg. car blocks, fences, shrubbery)
10. Install self-closing latching swing gates at each end of the pathway integrated with the funnel fencing.
11. To the extent possible and practical improve and extend (4 ft.) fencing and/or shrubbery on East side of tracks between the toilets and vehicle crossing without interfering with sight lines.