

City of Chestermere

Lake Recreation Safety Plan



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Chestermere Lake

- Chestermere Lake is a beautiful, 4.8 km long irrigation reservoir
- Over 400 residential properties reside on the Lake, 1 commercial and 2 not-for-profit organizations
- The Lake hosts a variety of activities such as power boating, fishing, kayaking and swimming
- It is a public waterbody and therefore governed by Federal waterway regulations
- Western Irrigation District owns the reservoir and has an agreement with the City Chestermere to manage recreation activity that occurs on the Lake





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Why a Lake Recreation Safety Plan?

- Administration and Council had received feedback from the public regarding safety issues on the Lake
- Council instructed Administration to complete a Lake Safety Plan to be implemented Summer 2019



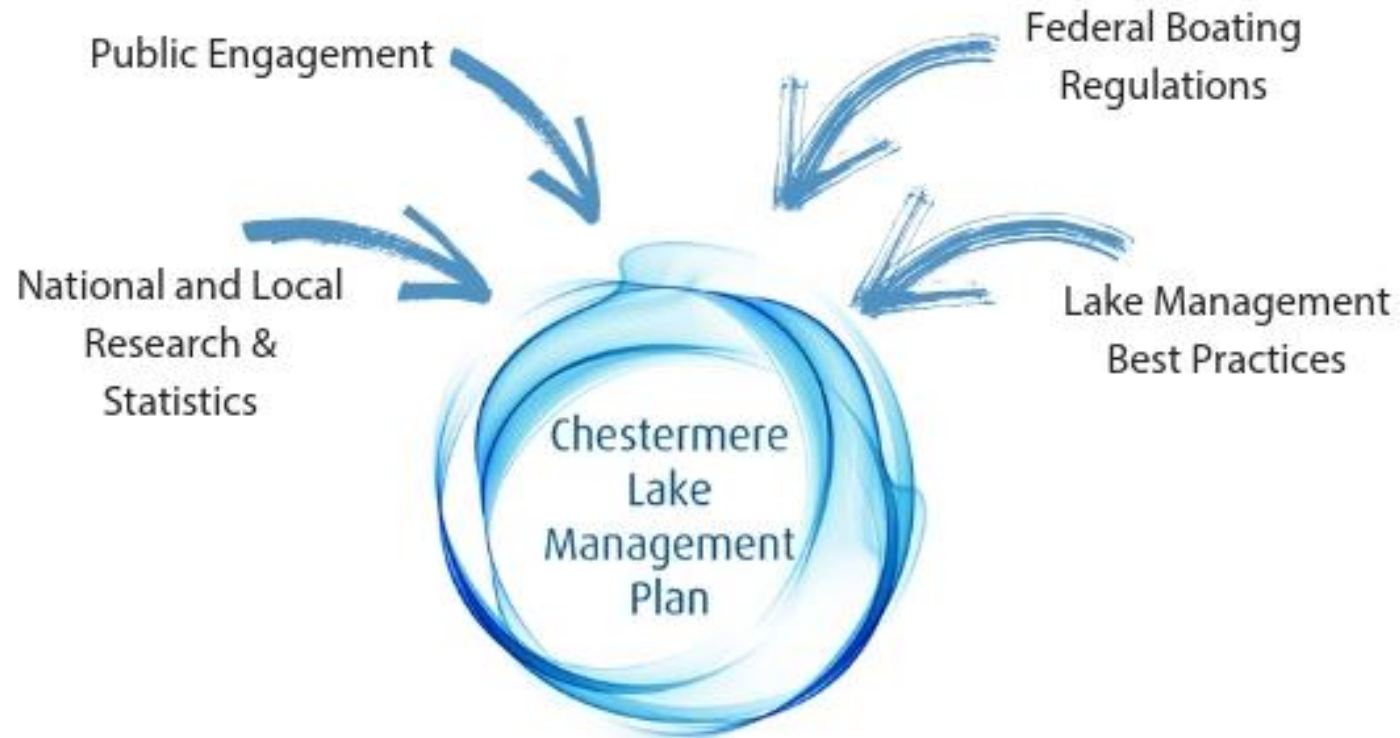
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First things first!

- What are the current Federal regulations that govern this water body?
- What is the City's ability to regulate activity on the Lake?
- What are the best practices used on other urban Lakes?
- What is the current risk and liability the City is facing?
- What kind of recreational activity is currently occurring on the Lake?
- What were the current safety issues on the Lake?



Factors that will Contribute to the Lake Management Plan



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Municipal Jurisdiction

We have a responsibility to ensure that the lake is accessible, yet also manage the public safety risks and recreational use.



City bylaws can regulate shoreline activity such as; launching, commercial activity and events.



On the water, local enforcement may only use the federal vessel regulations to manage boating activities on the water.



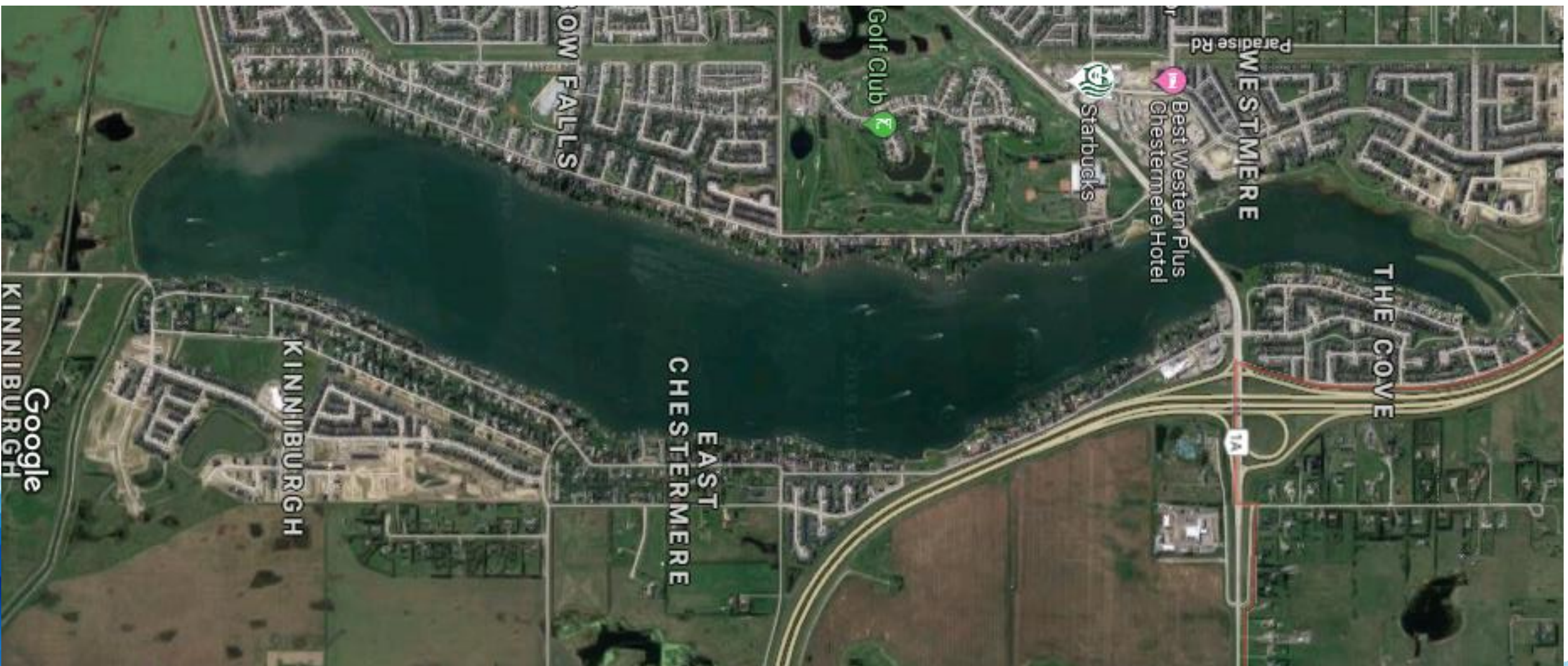
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Important Points - Federal Regulations

- Chestermere Lake is a public waterway and is not exclusive to Chestermere; Transport Canada will not support any solutions (regulatory or non-regulatory) if used to discriminate based on place of residence or type of vessel.
- Prior to applying for federal restrictions using a VORR, non-regulatory efforts must be attempted. These voluntary interventions must be consistent with regulatory laws.



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Public Engagement

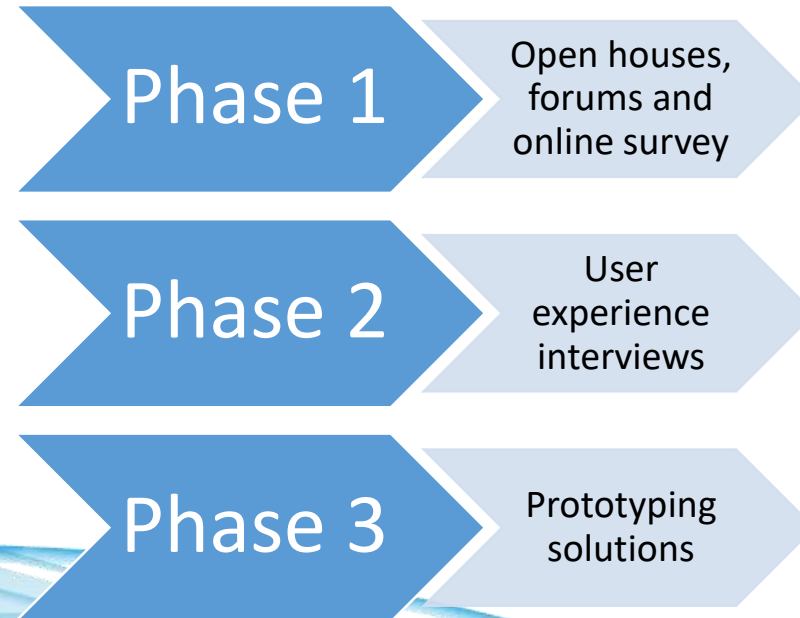
- Worked with Intelligent Futures, public engagement firm
- Lakefront Homeowners Association, 2018 permit holders, general public
- Recruited participants through, e-mail, social media, print media



Public Engagement

How we gained public feedback and what we learned.

The Process:



Phase 1

OPEN HOUSES



74

ONLINE FORUM



24

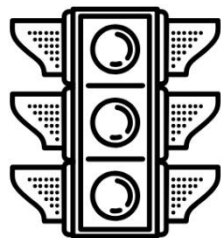
ONLINE SURVEY



82

WHAT WE HEARD:

TRAFFIC



BOAT SPEED



CONFLICTING
LAKE ACTIVITIES



AWARENESS AND
ETIQUETTE



Do's



Don'ts



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Phase 2

USER EXPERIENCE
INTERVIEWS



7 interviews

Businesses & organizations

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LANDING



SEADOO RENTAL
BUSINESS



CALGARY YACHT
CLUB



CAMP
CHESTERMERE



User types interviewed:

WAKE SURFING



SWIMMING



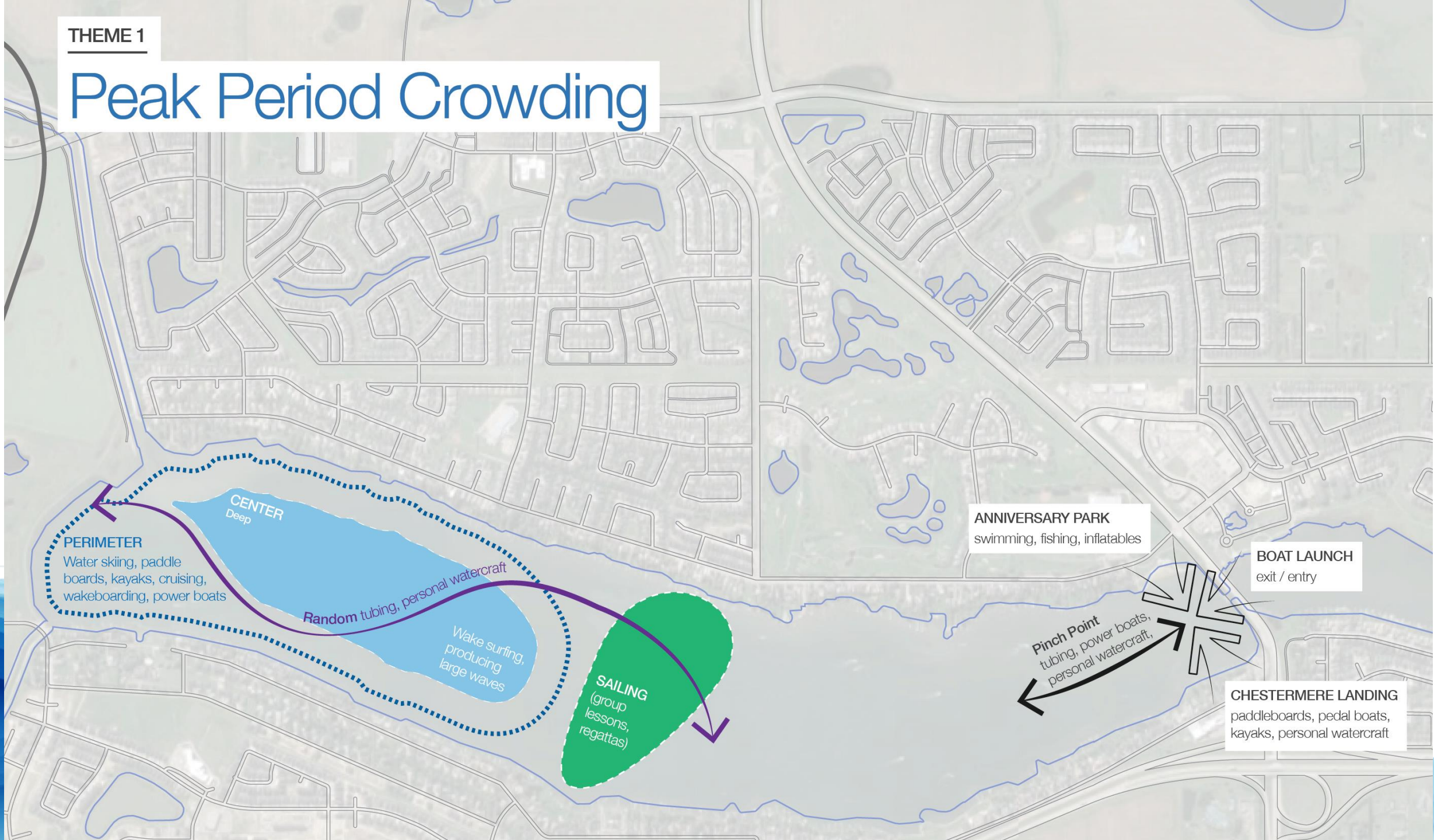
TOWING



NON-MOTORIZED



Peak Period Crowding



Public Engagement – Insights Uncovered

- Safety experience begins before the water's edge
- Is it dangerous behaviour or just disagreeable?
- Etiquette is not always commonly understood
- Frustration and anxiety arise when users observe others doing what is perceived as the 'wrong thing'
- Safety can be managed without regulation but relies on relationship building and creating a shared culture of safe behaviour
- Each area of concern impacts another

Phase 3

SOLUTION
GENERATION



27 participants

PROPOSED SOLUTIONS:

COMMUNICATION
AND EDUCATION



FEEs



PREFERRED
USE AREAS



WHALE ZONE

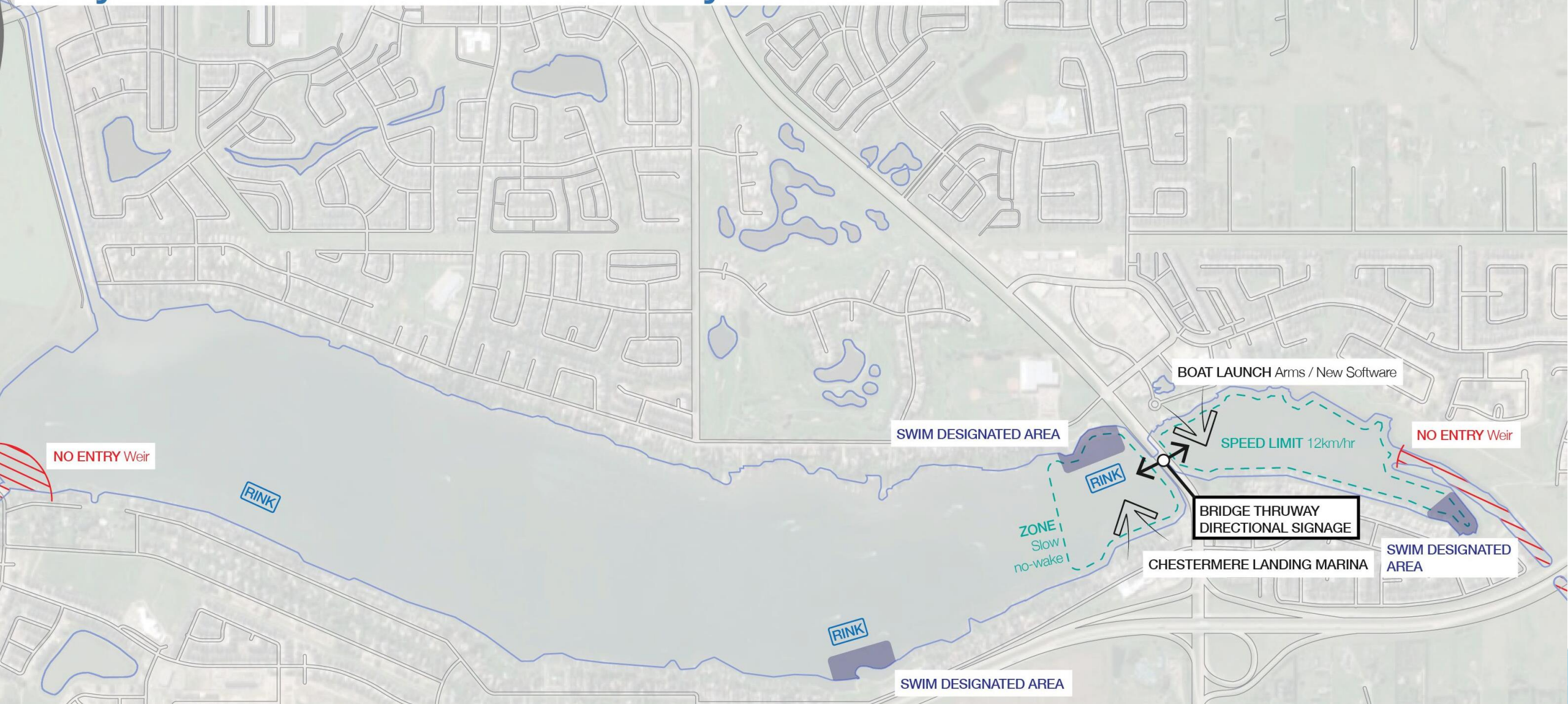
ENFORCEMENT



PHYSICAL
INTERVENTIONS



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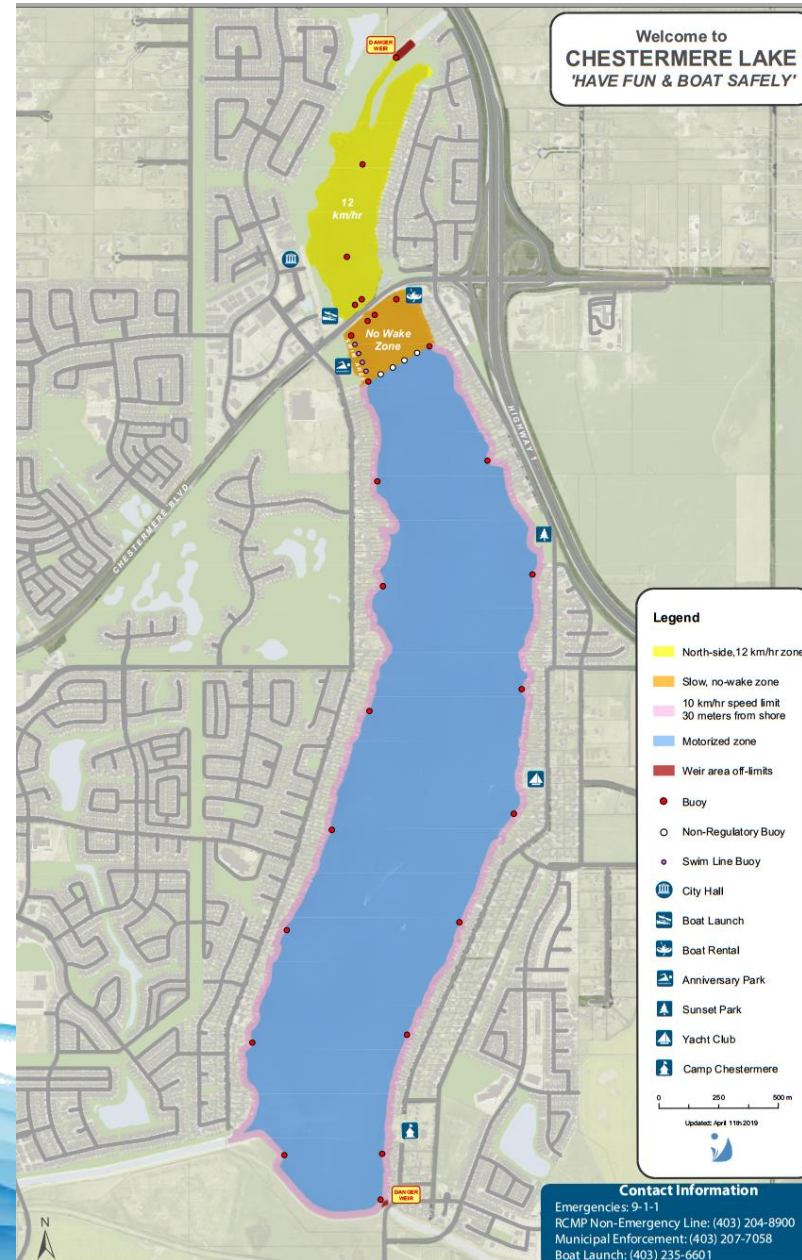


Pilot Lake Safety Projects



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Buoy System





South End of Lake Signage and Buoys

Lake Safety Brochure

SAFETY EQUIPMENT INFORMATION

ALL VESSELS MUST HAVE THE FOLLOWING SAFETY EQUIPMENT ON BOARD:

- Canadian approved PFD or lifejacket. It must be of the appropriate size for each person on board or being towed.
- Buoyant heaving line of 15m (50')
- Watertight flashlight
- Sound signaling device (gas/electric horn or whistle)

Safety equipment must be in good working order and readily available for immediate use whenever your vessel is on the water.

Other Safety Requirements

Depending on the vessel's length, type, and the conditions the vessel is operated in, additional safety equipment may be required on board, such as:

- Life buoy attached to buoyant line 15 m (50');
- Re-boarding device / ladder;
- Anchor with the required length of cable, rope, or chain;
- Bailer, manual bilge pump, or bilge pump arrangement;
- Navigation lights;
- Fire extinguisher; and/or
- Manual propelling device (paddle).

SAFE OPERATION REMINDERS

Towing

Towing activities such as tubing, waterskiing, wakeboarding, or wake surfing are permitted but too many boats towing at one time on the lake can be dangerous. Responsible boaters should evaluate the traffic conditions on the lake before launching a towing activity.

If it is deemed unsafe for towing activities - the driver/operator shall not start OR shall immediately end their towing activities until it is safe to continue.

NEVER directly follow behind any vessel that is engaged in towing activities.

NEVER jump the wake of any vessel that is engaged in towing activities. This type of behaviour is considered careless and/or unsafe operation under the Small Vessel Regulations, Section 1007, and may be reported to Municipal Enforcement.

Boat Traffic & Courtesy

Non-motorized boats **ALWAYS** have the right of way. This includes sail boats, kayaks, pedal boats and canoes.

Wakes

NEVER operate your vessel in a manner where the vessel's wake interferes with the safety of other vessels or surrounding users.

NEVER jump your own wake or the wake of any other vessel in a careless or unsafe manner.

NON-MOTORIZED VESSELS

To avoid high traffic corridors used by motorized vessels, it is encouraged that any non-motorized vessels follow the perimeter of the south side of the lake.

The North side of the Lake has a 12km/hr speed limit, which reduces the amount of motorized vessels and the size of their wakes. This is a preferred location for any non-motorized vessels.



GENERAL SAFETY INFORMATION

Weather Conditions

Before going out, check the weather forecast. During boating, monitor the weather conditions. If conditions feel unsafe, please exit the water in a calm manner.

Safe Operation

It is against the law to operate a vessel in a careless manner without due care and attention. You must take into account any circumstances that could pose a danger to your vessel or any other vessels and must not endanger the safety of anyone on the water.

Small Vessel Regulations, Section 1007 & Vessel Operation Restriction Regulations, Section 15 (1)

Life Jackets

Canadian law requires a PFD (Personal Flotation Device) or lifejacket for every person on board a pleasure craft. Approximately 90% of people who drown while boating were not properly wearing a PFD or lifejacket. It is strongly recommended that everyone wears their PFD or lifejacket at all times whenever they are on or near the water.

CHESTERMERE LAKE INFORMATION

Bridge Clearance

Under normal circumstances the boat clearance under the bridge is only 5.2 feet. Please approach with extreme caution when traveling under the bridge.

Speed Limits

- North of the bridge: 12 km/h
- 30 meters from shore: 10 km/h
- There is also a no-wake zone just south of the bridge

See the inside of this brochure for a map of locations.

NOTICE:

The consumption of cannabis and alcohol on a vessel is strictly prohibited.



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**BOATING SAFETY
INFORMATION**



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Increased Enforcement

- RCMP coordinated with Chestermere Peace Officers to be on the Lake more often
- CPO's were trained and certified to give out tickets regarding regulated infractions on the Lake in addition to RCMP
- RCMP and CPO's were also conducting pleasure craft boat courtesy checks to ensure boaters had all their required safety equipment



Automated Exit Arm and Permit Process



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Boating Safety Equipment



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Public Engagement – Follow-up

- Utilized online forum for feedback
- We received positive feedback regarding the slow-no-wake zone south of the bridge
- Some concerns regarding the federal 10 km buoys 30 meters from shore as they can fall closer to resident's docks or even in between, some are being moved or have moved with the Lake's current or weather
- Increased enforcement has been appreciated
- The automated system at the boat launch as received positive reviews



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Public Engagement – Follow-up

- Continued education regarding etiquette and safety is needed – Lake Safety Task Group
- Policies are needed regarding event and program management
- We will continue to monitor the effectiveness of the pilot projects and continue to engage with the public

What we learned and next steps:

- Continued education is needed – Lake Safety Task Group has been tasked to help with this
- A sign audit then development of shoreline signage is needed
- Policies are needed regarding event and program management
- We will continue to monitor the effectiveness of the pilot projects and continue to engage with the public



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Questions?



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