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Memorandum

Date: October 29, 2018
To: Sean O’Flaherty, Village of Chase
From: Kim Voros, Alta Planning + Design
Re: Infrastructure, Policy, and Program Recommendation “Menu”

Providing a comfortable and safe environment for people using active transportation requires not only a focus creating a network of facilities, but also on supporting investments through engineering, education, encouragement, and enforcement. The following tables present a range of infrastructure, policy, and programmatic options that Chase can implement to further enhance non-motorized transportation. These programs focus both on internal activities and public-facing efforts aimed at increasing awareness and promoting walking and cycling, and improving the overall planning and implementation process.

The following “menu items” were gleaned from current best practices, and feedback provided during the first round of engagement with stakeholders and staff. This tables below are intended provide a wide range of options for discussion with the project team; items selected from this list (up to 3) will be further developed as priority recommendations for inclusion in the Active Transportation Plan. Additional items from this list may be included “as is” as longer-term recommendations, if desired.

Recommendations and Plan Goals

The recommendations from this section were reviewed in relation to the goals established at the beginning of the planning process. Where a recommendation addresses a goal, it is filled in with green in the table below. It is important to note that one recommendation is not guaranteed to achieve a goal, but it can contribute to achieving the goals in conjunction with other recommendations that target the same goal.

Infrastructure, Policy, and Program Recommendation “Menu”

Goal 1: More people walking and cycling

Goal 2: Improve walking and cycling connections

Goal 3: Improve the safety and comfort of walking and cycling

Goal 4: Increase awareness of walking and cycling

Recommendation	Goal 1	Goal 2	Goal 3	Goal 4
Infrastructure				
Traffic Calming Measures				
Enhanced Crossings				
Tactical Urbanism Projects				
Golf Carts and NEVs				
Formalizing one-side shoulders as pedestrian lanes				
Policy				
Maximum 30 km/h speed limit				
New Sidewalk Policy				
Program				
Active and Safe Routes to School Program				
Annual encouragement events and programs				
Bicycle Parking Program				
Formalizing Chase relationship with Shuswap Regional Trails Roundtable				
Wayfinding Program				

Infrastructure Recommendations

Traffic Calming Measures

Simply lowering speed limits does not necessarily result in high levels of compliance. Engineering and design-based traffic calming measures create conditions that increase the compliance with the lower speed limit. There are a variety of design elements that can induce lower motor vehicle speeds, including vertical and horizontal deflection such as speed humps, median islands, curb extensions, and lane width reductions.

Enhanced Crossings

There are currently crosswalks at intersection and some mid-block crossings that identify and increase the conspicuity of people crossing a road. For highly used crossings or locations with low driver compliance improvements should be implemented to reinforce pedestrian priority and to increase awareness of the crossing. Enhanced crossings should also be implemented where a shared use pathway crosses a roadway. The crossing should be intuitive to use for both people walking and cycling. Raised crosswalks use vertical deflection to make people crossing more visually prominent to vehicle drivers, while also acting like a speed hump to lower vehicle speeds. Making a more stable grade for people cycling, walking, and in mobility devices enhances their experiences using the facility.

Formalizing one-side shoulders as pedestrian lanes

Many of the roads in Chase are striped with a white edgeline on one-side of the roadway, creating a paved shoulder space on one side of the roadway. These shoulders can be upgraded to create a pedestrian lane, through increased pavement markings, and other visual and physical separation methods. Pedestrian lanes are good interim measures where a sidewalk is proposed, or as a way to close a gap between existing sidewalks.



Tactical urbanism

There is a growing interest in demonstration and pilot projects which are quick simple ways to implement a design or road intervention. Tactical urbanism projects can be low cost, and include community involvement. These projects can result in beautiful, unique, community-owned improvements, and demonstrate a design for people to experience it before a costly complete reconstruction process. It also provides an opportunity to revise the design as conflicts arise. The [Tactical Urbanist's Guide to Materials and Design](#) (2016) by the Street Plans Collaborative is a great, free resource for providing guidance on materials, designs, and project implementation.

Trail Access Bollard Design

Currently, large barriers and signage have been erected to prevent golf carts from accessing the pathways. These barriers are large and made of concrete, presenting both an accessibility challenge and a collision risk. Wider types of bicycles or less experienced users may find it challenging to negotiate the limited space available to access the pathways. While no bollard is the preferred design option, if something is needed to increase rule compliance, an arrangement of flexible bollards would be less dangerous in event of someone having a collision with the bollard.



Policies

Maximum 30 km/h speed limit within downtown area

Lowering speed limits are one strategy for making roads safer and more attractive for people walking and cycling through the community. In event of a motor vehicle collision with a pedestrian, the probability of pedestrian fatality more than doubles when a vehicle is travelling at 50 km/h, compared to 30 km/h.

The majority of speed limits in Chase are 50 km/h. As part of the Neighbourhood Golf Cart By-law (2017), permitted golf carts are legally allowed to be driven on roads in Chase, but have a maximum operating speed of 32 km/h. Signage has been added on Chase roads regulating a speed limit of 30 km/h for all motor vehicles when a golf cart is present on a road in Chase. A discussion with VOCATAC surrounded the unbalanced approach, regulating lower speeds when a golf cart is present, but not when someone is walking or cycling on the road, with the understanding that people walking or cycling are considered to be the most vulnerable road users.



This plan recommends that a 30 km/h speed limit be established in part of the village. During a discussion activity with VOCATAC, members of the committee were asked to identify roads or zones where a 30 km/h should be implemented. Each member had unique responses. At this point, it is recommended that a 30 km/h speed limit be established in the downtown area, including Shuswap Avenue to Bell Street.

New Sidewalk Policy

As land in the village is subdivided and developed, this is an opportunity to leverage that development by requiring construction of sidewalk or pathway infrastructure either as part of their development agreement, or through a contribution to a Village fund for building adjacent or priority projects from this plan.

Golf carts and neighbourhood electric vehicles and off-road facilities

Current regulations do not allow for golf carts to use off-road facilities, such as the asphalt pathway through the school. As a wider range of neighbourhood electric vehicles come to market, and with the recent growth in e-assist bicycles, it will be important to clarify policy on what vehicles and technologies are permitted to use off-road pathways.

Programs

Active and Safe Routes to School Program

Active and Safe Routes to School (ASRTS) refers to a variety of multi-disciplinary programs aimed at promoting healthy alternatives to driving alone in the family car, and improving traffic safety around school areas through education, fun events, enforcement and safety reminders, and engineering measures. Walking and biking to school are healthy alternatives to being driven, and can provide a sense of independence for children. Riding the bus and carpooling similarly reduce traffic and improve safety for the school community, and can be part of promoting healthy lifestyles.

ASRTS programs typically involve partnerships among municipalities, school districts, community organizations, parent volunteers, and law enforcement agencies. Among the goals of ASRTS programs are improved safety for children, establishing good health and fitness habits in families, and decreased traffic and air pollution from private automobiles. ASRTS programs help integrate physical activity into families’ everyday routine and can help to address parents’ safety concerns by encouraging greater compliance with traffic laws and implementation of create safer streets near schools.

There are many ways to begin an ASRTS effort, including convening a Task Force to define goals and problems and begin developing an action plan to focus efforts on addressing identified problems. ASRTS plans may include individual school plans that identify needed safety improvements around schools, and/or regional strategic ASRTS plans that may focus on funding, staffing or communications needs. An ASRTS Task Force may include representatives from the county, the school district, the RCMP, school administration, parents, and interested community members.

There are many resources available for free including [HASTe BC](#).

Annual encouragement events and programs

Bike Month

British Columbia celebrates Bike Month every June. Communities can participate through hosting events to promote cycling. Events can be supported through sponsorships, fundraising, or crowdsourcing. Successful events include group rides or tours, educational workshops, and cycling related film screenings.

Open Streets

Open Streets and other programs that aim to activate public space encourage communities to try new modes in a low-stress environment, connect with their neighbors, and see their

community from a different perspective. More information on how to organize an Open Street event, including a toolkit is available from [Open Streets Project](#).

Media Campaign

Media campaigns can increase the visibility of people on bikes and encourage more people to ride. Research shows that the most effective campaigns are those that use positive, reinforcing messaging and graphics, as opposed to shaming or frightening any type of road user. These campaigns can utilize a variety of media outlets, including billboards; print advertising; transit vehicles, stations, or shelters; informational brochures or handbills; social media; branded promotional items, etc.

- Campaign focus can include the following topics:
- Safety Media Campaign
- Distracted and/or Impaired Driving
- Senior Safety
- Vulnerable User Awareness
- Share the Road

Bicycle Parking Program

Secure and well-located bike parking is key to encouraging more people to bike to work, home, shopping and anywhere in between. Chase should play a proactive role in setting standards for bicycle parking, providing a resource to guide the type of infrastructure, it's placement and its role in the community.

In order to provide short-term bicycle parking where it's most needed in the community, the Village of Chase should create a program to purchase and install bicycle racks in the public right of way. It's recommended that a public request form be incorporated in the program to provide a way for residents and people who bike to request bicycle racks at specific locations. A public request form is often the best source of information on where bicycle racks are most needed and can help to support local businesses by providing an easy way for patrons to securely park nearby.

Working with Shuswap Trail Alliance on developing a regional trail network and formalizing Chase's relationship with Shuswap Regional Trails Roundtable

Supporting the on-going efforts of the Shuswap Regional Trails Roundtable to develop a network of trails throughout the Shuswap region will increase the profile and access to hiking and cycling facilities for inter-community travel, recreation and tourism. Chase's location at the western gateway to the Shuswap is a strategic location for the economic benefits of increased tourism from the development of a regional trails system.

Wayfinding Program

A wayfinding program can help guide people around the community, on paths and to destinations. A wayfinding system is an attractive, cohesive approach that standardizes signage making it predictable and easy to understand. Wayfinding programs support can also enhance community identity and support tourism objectives.