

TO: CHAIR AND MEMBERS
PUBLIC SAFETY COMMITTEE

DATE: 2017 April 25

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: SAFETY COUNTERMEASURES – CANADA WAY AT RAYSIDE STREET

PURPOSE: To review road safety concerns along Canada Way at Rayside Street.

RECOMMENDATIONS:

1. **THAT** the Committee recommend to Council the implementation of several road improvements to mitigate safety concerns along Canada Way at Rayside Street as detailed in this report.
2. **THAT** a copy of this report be sent to Mr. Brad Jones, #803 11211 85 Street, Edmonton AB T5B 4T7.

REPORT

BACKGROUND

On 2017 April 11, the Public Safety Committee adopted a motion that directed staff to complete a review and report back on potential traffic safety improvement options for a segment of Canada Way (5400 to 5600 block) between Rayside St and Haszard St. There have been public inquiries that expressed safety concerns subsequent to a recent fatal crash at the Canada Way/Rayside St intersection, including one from Mr. Brad Jones requesting that stronger safety measures be implemented including the use of photo radar.

A road safety review has now been completed and the findings are summarized herein.

EXISTING CONDITIONS

Canada Way is classified as an arterial road as well as a truck route, and is one of the key east-west streets across the City. Figure 1 show the 5400-5600 block of Canada Way which includes the Canada Way/Rayside St intersection. Just east of the Rayside St intersection is where there is a horizontal bend along Canada Way of about 26 degrees, as well as a relatively steep grade of about 9 degrees. The road design meets standards for the posted speed limit of 50 km/h, but drivers travelling at excessively high speed have encountered difficulties in controlling their vehicle.

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Figure 1: Canada Way at Rayside St



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This appears to have been the case for the recent single vehicle crash in the early morning hours of March 16 where a westbound vehicle lost control, crossed the centre line of the roadway and struck a Hydro pole on the south side resulting in two fatalities.

The ICBC crash data shows 20 reported crashes at the Canada Way/Rayside intersection within the last three years (2013-2015). Of these, 11 were property damage only crashes and 9 were more severe injury or fatal crashes. In the past, attempts have been made to improve the safety of the road including the installation of barriers and three chevron alignment signs on the north side of the road to help guide drivers. In 2011, a speed reader board for westbound vehicles was installed prior to the curve to remind drivers to watch their speed, and in 2014 vehicular access to Rayside St was limited to right turns in and out of the street to reduce vehicular conflicts at the intersection.

Since the crash on March 16, the RCMP has issued 371 traffic violations along Canada Way of which the majority (236) were related to speeding or the use of electronic devices.

RECOMMENDED COUNTERMEASURES

Given the continuing concerns along Canada Way at Rayside St, a number of additional traffic safety mitigation measures were reviewed to make the location safer. The recommended measures are briefly described below:

- a) Install a curve warning ahead sign for westbound motorists;
- b) Install a new and improved speed reader board. A new one is recommended to reduce maintenance cost, allow easier data collection, and provide multiple options for driver feedback features such as a flashing white light;
- c) Install reflective delineator posts along the centre line of Canada Way and raised pavement markers along the white dashed lines for the length of the curve to further highlight the curvature of the road and prevent excessive speeds. The delineator posts would also help to reinforce the restricted access to Rayside St.
- d) Install reflective markers along the face of the existing barriers along the north side of the road for improved visibility at night;
- e) Reinstall barriers at the northwest corner of the intersection to protect against a crash with the Hydro pole at that location;
- f) Install a breakaway support system at the base of two existing street light poles on the north side of Canada Way to help reduce injuries should a crash with those poles occur;
- g) Continue with RCMP speed enforcement.

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All the above safety measures are recommended for implementation this year. They provide a combination of engineering, education and enforcement to mitigate an ongoing safety concern along Canada Way.

PHOTO RADAR

Police enforcement of speed limits is one effective measure in achieving compliance to speed limits and deterring unsafe operating speeds. Burnaby RCMP enforces speed limits strategically based on problematic locations with high crash rates and with the resources available. Speed enforcement activities are mandated under the Province of British Columbia's Motor Vehicle Act. Under this Act, automatic speed enforcement based on cameras commonly referred to as 'photo radar' is currently not permitted in BC. A photo radar program was introduced in BC in 1996, but was cancelled in 2001. Currently photo radar is being used in other provinces such as Alberta, Saskatchewan, Manitoba, and Quebec.

Despite a request last year from the BC's provincial health officer to bring back photo radar based on evidence that it helped to reduce speed-related fatalities, the Province of BC does not have any plans to reintroduce photo radar even at crash prone locations. Photo radar is controversial in part because some view it as a tax grab. This matter will likely require further discussions and political support and consensus at municipal platforms, such as UBCM, prior to any further reconsideration by the Province. For greater public acceptance, changes to the previous photo radar program can be considered, such as its use for excessive speeds only at high crash or high priority locations. In the meantime, Burnaby RCMP will continue to enforce speed limits with the tools they currently have.

CONCLUSION

A review of road safety concerns along Canada Way at Rayside St was completed and a number of traffic safety measures are recommended to highlight the curvature of the road, deter motorists from speeding, and help reduce the severity of any potential crashes. The cost to implement all the physical changes is estimated at \$90,000. It is recommended that these changes be implemented this year with funding from the 2017 Capital Budget for Traffic Control Devices (EMF.0063). Contributions from ICBC Road Safety Improvement Program will be sought to help offset some of the costs.

It is also recommended that a copy of this report be sent to Mr. Brad Jones for his information.



Leon A. Gous, P. Eng., MBA
DIRECTOR ENGINEERING

MH/DL/cp

Copied to: City Manager