TO: TRANSPORTATION COMMITTEE (TC)
FROM: GENERAL MANAGER ENGINEERING
SUBJECT: **NOTICE OF MOTION: IMPROVING TRAFFIC SAFETY**
PURPOSE: To provide an update on the feasibility assessment to improve pedestrian safety and to seek approval to implement short-term measures and to proceed to detailed design for the medium-term and long-term measures.

RECOMMENDATION

THAT the list of recommended pedestrian safety measures from the feasibility assessment, being Attachment 1 to the report titled “Notice of Motion: Improving Traffic Safety” dated October 10, 2024, of the Open meeting of the Transportation Committee, be approved;

THAT staff be directed to proceed with the short-term pedestrian safety improvements as outlined in Section 3.4 of the report titled “Notice of Motion: Improving Traffic Safety” dated October 10, 2024; and

THAT staff be directed to proceed with the detailed design of medium-term and long-term pedestrian safety improvements as outlined in Section 3.4 of the report titled “Notice of Motion: Improving Traffic Safety” dated October 10, 2024.

1.0 POLICY SECTION

Guided by the City’s Climate Action Framework and the Council-adopted goals, policies, and targets within Burnaby’s Transportation Plan (the Plan), the City strives to develop a safe and secure transportation system for all road users. By 2050, the Plan targets a 100% reduction in traffic fatalities and serious injuries on Burnaby’s transportation network.

2.0 BACKGROUND

Burnaby City Council received a Notice of Motion (NOM) regarding improving traffic safety at the Council Meeting on December 11, 2023, and referred the NOM to the Transportation Committee. At the Transportation Committee meeting on January 25, 2024, staff advised that they would explore the feasibility of implementing pedestrian safety measures and report back to Committee. At the Council Meeting on March 25, 2024, Council supported the NOM and staff were directed to undertake the feasibility assessment to review the implementation of pedestrian safety measures at

intersections where there were over five or more casualty crashes involving pedestrians from 2018 to 2022.

In 2022, the City completed a citywide Road Safety Network Screening Study to identify road safety improvement strategies and measures at the top 50 high crash locations in Burnaby. The 2022 Study focused on total collisions involving all modes, whereas the feasibility assessment to address the NOM focused on intersections with high pedestrian casualties.

3.0 GENERAL INFORMATION

3.1 Evaluated Intersections

The feasibility assessment to implement pedestrian safety measures at intersections has been completed. Using the collision data between 2018 and 2022 from the Insurance Corporation of British Columbia (ICBC), a total of 17 intersections were identified. Note that intersections with any number of pedestrian fatal collisions were included in the review.

3.2 Pedestrian Safety Measures

For intersections that were identified through Section 3.1, the approach to confirming the pedestrian safety measures included field reviews, collision trend analysis, and technical engineering assessment of roadway geometrics, traffic signal phasing, sightlines, and traffic patterns. In addition, safety measures were also identified through potential risks that may not have contributed to a collision.

Some mitigation measures complement one another, such as the inclusion of a right turn signal together with right turn on red restriction signage. Complementary measures such as these will be implemented together to maximize road user compliance and the effectiveness of the mitigation measures. The complete list of evaluated intersections and identified pedestrian safety measures is included in ***Attachment 1*****.**

3.3 Implementation Plan

The identified pedestrian safety measures detailed in ***Attachment 1*** can be categorized based on implementation timing and feasibility. The implementation phases including short-term, medium-term, and long-term are detailed in the following sections.

3.3.1 Short-Term Mitigation Measures

Short-term mitigation measures can typically be implemented within two years. The recommended short-term measures potentially include:

- Right Turn on Red Restriction
- Leading Pedestrian Interval Signal Timing Plan
- Signage Improvements
- Accessible Pedestrian Signals
- Bus Stop Relocation

- Pedestrian Guiding Fencing
- Pavement Marking Improvements

3.3.2 Medium-Term Mitigation Measures

Medium-term mitigation measures would require additional time and effort for engineering design and implementation. The typical timeframe for completion would be between two to five years that is subject to resources and funding availability. The recommended medium-term measures potentially include:

- Protected Turn Signal Phasing
- New Left-turn Lanes
- Curb Extensions
- Upgraded Crosswalks
- Accessible Curb Ramps
- Right-Turn Channelization/Islands
- Intersection Lighting Improvements
- Additional Traffic Signal Heads

3.3.3 Long-Term Mitigation Measures

Long-term mitigation measures are upgrades or improvements that would require a longer timeframe, additional resources, and capital funding availability for detailed design and construction. The recommended long-term measures potentially include:

- Corridor Improvements
- Sidewalk Upgrades

3.4 Next Steps

With Council approval, staff will implement the recommended short-term mitigation measures and proceed with detailed design for the medium- and long-term measures as detailed in Section 3.3.

4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT

Not applicable.

5.0 FINANCIAL CONSIDERATIONS

All safety improvements are funded through the Engineering capital plan.

Respectfully submitted,

May Phang, P.Eng., General Manager Engineering

ATTACHMENTS

Attachment 1 – List of Recommended Pedestrian Safety Measures

REPORT CONTRIBUTORS

This report was prepared by Regent Cheung, P.Eng., RSP1, Transportation Engineer, and reviewed by Eric Tam, P.Eng., PTOE, Senior Manager Transportation, and Amy Choh, P.Eng., PMP, Director Engineering Transportation.