

ACCESS ADVISORY COMMITTEE

TO: *MAYOR AND COUNCILLORS*

SUBJECT: **BRENTWOOD TOWN CENTRE ACCESSIBILITY IMPROVEMENT PILOT**

RECOMMENDATION:

THAT the report titled “Brentwood Town Centre Accessibility Improvement Pilot” dated October 24, 2024, of the Access Advisory Committee meeting, be received for information.

REPORT

The Access Advisory Committee, at its meeting held on October 24, 2024, received and adopted the attached report providing Council with information about the Brentwood Town Centre Accessibility Improvement Pilot.

On behalf of the Access Advisory
Committee,

Councillor D. Tetrault
Chair

Councillor R. T. Lee
Vice Chair

TO: ACCESS ADVISORY COMMITTEE (AAC)
FROM: GENERAL MANAGER ENGINEERING
SUBJECT: **BRENTWOOD TOWN CENTRE ACCESSIBILITY IMPROVEMENT PILOT**
PURPOSE: To provide information about the Brentwood Town Centre Accessibility Improvement Pilot.

RECOMMENDATION

THAT the report titled “Brentwood Town Centre Accessibility Improvement Pilot” dated October 24, 2024, of the Access Advisory Committee meeting, be received for information.

1.0 POLICY SECTION

The Brentwood Town Centre Accessibility Improvement Pilot supports the City of Burnaby’s Corporate Strategic Plan and goals for a safe, connected, healthy, and dynamic community. The pilot is also aligned with Council-adopted goals, policies, and targets within the Burnaby Transportation Plan to develop a sustainable, safe, and accessible transportation system.

2.0 BACKGROUND

The Brentwood Town Centre is one of four designated Town Centres within the City and on-going developments have created the opportunity to integrate frontage designs to support active transportation modes including cycling and walking. The improvements to active modes in the public realm have also created island platform bus stops, which consists of a bus platform that is separated from the sidewalk with dedicated cycle lanes. While the provision of off-street dedicated cycle lanes provides a safe and protected environment for cyclists, the interaction between pedestrian and cyclist can be challenging particularly for those with visual impairments. For example, it can be challenging for those with visual impairments to distinguish the end and start of a sidewalk and cycle lane, respectively, without adequate tactile or audio guidance. As a result, certain locations in the Brentwood Town Centre can pose a safety risk for vulnerable road users with disabilities.

3.0 GENERAL INFORMATION

To address public safety concerns, the City of Burnaby is undertaking a pilot project to improve accessibility in the Brentwood Town Centre area. The objective of the pilot is to reduce barriers for people with disabilities to access island platform bus stops while improving safety by providing separation between designated cycling and walking

facilities. The pilot area consists of The Amazing Brentwood’s frontages along Lougheed Highway (between Alpha Avenue and Willingdon Avenue) and along Willingdon Avenue (between Lougheed Highway and Halifax Street). The locations selected currently have high pedestrian and cyclist volume including high transit ridership at existing island platform bus stops.

Guided by the recent TransLink and the BC Ministry of Transportation and Infrastructure’s *Design Guide for Bus Stops Adjacent to Cycling Infrastructure* with references to the Canadian Standards Association (CSA) and the Canadian National Institute for the Blind (CNIB) guidelines for accessible design, the following measures are proposed:

- Tactile attention indicators – A grid of truncated domes to be installed at crosswalks to alert pedestrians of an impending change in elevation, conflicts with other transportation modes, and/or other potential hazards.
- Tactile directional indicators – Parallel raised elongated bars with flat tops to be installed on island platform bus stops to provide wayfinding between the sidewalk and the bus boarding and alighting areas.
- Tactile directional indicator mats – A pad of raised elongated bars with flat tops to be installed on sidewalks to indicate island platform bus stop access points and the bus boarding and alighting area.
- Tactile edge delineators – A narrow strip of truncated domes to be used as a detectable edge between the sidewalk and cycle lane while maintaining accessible access.
- Crosswalk signage – Regulatory signage installed to indicate the presence of a pedestrian crossing area and communicate to all road users to slow down and be prepared to stop for pedestrians.
- Yield to Pedestrians Pavement Markings – Road surface markings designed to remind cyclists to slow down and give priority to pedestrians at crossing areas.
- Yield to Pedestrians signage – Regulatory signage to instruct cyclists to yield to pedestrians at pedestrian crossing areas.

The proposed Brentwood Town Centre accessibility improvement measures and illustrative plan are detailed in *Attachment 1*.

4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT

After the pilot installation, the project team will monitor and collect feedback from the community to help inform any adjustments to the design as warranted. The performance of the pilot project will be used to guide future accessibility improvements at other applicable locations in the City.

5.0 FINANCIAL CONSIDERATIONS

This pilot project is funded through the Engineering operational budget.

Respectfully submitted,

May Phang, P.Eng., General Manager Engineering

ATTACHMENTS

Attachment 1 – Proposed Brentwood Town Centre Accessibility Improvements Pilot Concept Plan

Attachment 2 – Brentwood Town Centre Accessibility Improvements Pilot Presentation

REPORT CONTRIBUTORS

This report was prepared by Po Sun, M.Sc., ACIP, Transportation Planner, and Sam Tomkins, Transportation Planning Technician, and reviewed by Kathy Ho, P.Eng., PTOE, Senior Manager, Transportation, and Amy Choh, P.Eng., PMP, Director Engineering, Transportation.