

REPORT

Engineering Services

To: Mayor Johnstone and Members of Council
Date: June 26, 2023

From: Lisa Leblanc
Director of Engineering Services
File: DOC #2304881

Item #: 2023-446

Subject: **Report Back on Safety Concerns at Eastbound Tenth Avenue Between First Street and McBride Boulevard**

RECOMMENDATION

THAT Council receive this report and confirm that the April 3, 2023 motion has been addressed to its satisfaction.

PURPOSE

To report back to Council in response to a motion adopted on April 3, 2023 requesting information regarding safety concerns for road users on Tenth Avenue between First Street and McBride Boulevard.

SUMMARY

In response to the Council motion of April 3, 2023, staff have performed a review of historical collision data for the subject location and are preparing a design for a short-term intervention to be implemented this summer. An engineered solution would require additional resources and time and would result in the postponement of other ongoing safety work.

BACKGROUND

At its meeting on April 3, 2023, Council passed the following motion:

THAT staff provide information regarding safety concerns for vehicles, pedestrians and residents and provide potential long-term or short-term safety measures on 10th Avenue to McBride Boulevard and report back.

The motion was adopted in response to a public delegate who recounted their experience with a motor vehicle incident in January 2023. In that incident, the driver of a motor vehicle lost control and departed Tenth Avenue, coming to rest in the front yard of the delegate. The delegate expressed significant concern about her family's ongoing safety and requested the City to prioritize safety improvements to prevent future similar occurrences.

Per the terms of Council Procedure Bylaw No. 6910, respecting Notices of Motion, any motion arising out of a Notice of Motion must not take effect unless the following conditions are met:

- a) The Chief Administrative Officer, in consultation with senior staff, has submitted a report within three Council meetings on the feasibility of that motion considering any budget and work plan implications including but not limited to staff capacity, financial, policy, administration, feasibility, operational, legal, etc.;
- b) Council has considered the budget and work plan implications of the motion in light of any strategic plan adopted by Council; and
- c) Council has passed a motion to authorizing the budget and work plan set out in the Chief Administrative Officer's report.

DISCUSSION

Staff are in the process of completing an updated Intersection Safety Study, which includes a statistical analysis of collisions in New Westminster, identification of the highest-priority locations city-wide based on collision rates, and recommended mitigations for these locations to be implemented through annual funding for safety improvements in the City's five-year capital plan. This report is nearing completion and will be provided to Council in a future report. The report will help determine future capital funding needs for road safety improvements.

In response to the Council delegation and subsequent motion, staff have reviewed available collision data back to 2016 for the subject location and found no other incidents on record involving motorists departing Tenth Avenue near McBride Boulevard. As such, there is no current indication of inherent issues or trends that would result in this location being prioritized over others in the city, particularly those identified in the above-noted Intersection Safety Study. It is noted that the delegate subsequently shared photos of a separate incident showing tire tracks in snow partially off the road surface.

Staff are finalizing design for the installation of reflective delineator posts to be located on the curb of Tenth Avenue between First Street and McBride Boulevard. These delineators will make the curb more visible to motorists, in support of improved driver attentiveness in this road segment. It is expected that these posts will be installed in the coming months. At a site visit with staff prior to April 3, 2023, the Council delegate verbally indicated support for this type of intervention in the near term.

It is acknowledged that this short-term intervention would not entirely prevent similar incidents from happening again. There will remain the possibility that motorists could lose control and depart the roadway on to the sidewalk or adjacent properties, both of which

are set well below the road surface. It is also acknowledged that, given the physical characteristics of the location, this short-term intervention will not eliminate the potentially significant consequences of such an incident.

Further investigation of more significant engineered safety interventions – such as a guardrail – would require retention of an engineering consultant and would divert attention and resources (both staff time and capital budget) from the safety priorities identified in the above-noted Intersection Safety Study. It is expected that further technical analysis and engineering design would take approximately one year at an estimated consulting cost of up to \$50,000. This would require postponement of further work on the Intersection Safety Study to enable the staff member with road safety expertise to retain and manage the design consultant. Given the greater analytical rigour and financial investment directed toward the Intersection Safety Study to date, and in the interest of making most efficient use of limited staff resources within the Transportation Division, staff's recommendation is that resources be directed toward finalizing the Intersection Safety Study and initiating work on the locations of greatest concern arising from that study.

In the longer term, as resources are available and higher-priority work is addressed, further investment into the subject location could be considered.

NEXT STEPS

Installation of reflective flexible delineators will occur in summer 2023.

Subject to Council's direction, staff will continue to monitor this location and condition of the delineators to determine if there is evidence to support further engineering investigation, design and intervention.

SUSTAINABILITY IMPLICATIONS

There are no significant environmental sustainability implications associated with this report.

FINANCIAL IMPLICATIONS

Installation of reflective flexible delineators will be completed at an expected cost of approximately \$5,000-\$8,000. Should Council direct staff to pursue further study, it is anticipated that the cost to engage a consultant would be in the order of \$50,000.

INTERDEPARTMENTAL LIAISON

Engineering staff have communicated with the New Westminster Police Department about this incident to the extent possible, and will continue to liaise with NWPD on road safety matters.

OPTIONS

The following options are presented for Council's consideration:

1. THAT Council receive this report and confirm that the April 3, 2023 motion has been addressed to its satisfaction;
2. THAT Council direct staff to postpone completion of the Intersection Safety Study and engage a design consultant to undertake further technical analysis and prepare an engineered design option with a subsequent report back to Council in no more than one year;
3. THAT Council provide alternate direction to staff.

Staff recommend Option 1.

CONCLUSION

Following Council's motion, Transportation staff have reviewed historical collision data for the subject location and found no indication of inherent issues or trends that would lead to prioritization of this location over others in the city. Staff are implementing a low-cost, short-term intervention and will continue to monitor the location.

APPROVALS

This report was prepared by:
Mike Anderson, Manager of Transportation

This report was approved by:
Lisa Leblanc, Director of Engineering Services
Lisa Spitale, Chief Administrative Officer