

# **REPORT**

## ***Engineering Services***

**To:** Mayor Johnstone and Members of Council  
**Date:** September 11, 2023

**From:** Lisa Leblanc  
Director of Engineering Services  
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**Item #:** 2023-572

**Subject:** 2023 New Westminster Intersection Safety Study

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### **RECOMMENDATION**

**THAT** Council receive this report for information.

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### **PURPOSE**

An information report to provide Council with the Intersection Network Screening Road Safety Review, completed in August 2023.

### **BACKGROUND**

In 2022, the City commissioned a road safety study, *Intersection Network Screening Road Safety Review* (Attachment 1), to complete a review of intersection safety across the City of New Westminster. This report, completed in August 2023, is part of the City's commitment to road safety, and is the second such report (the first was completed in 2016). After an initial analysis of ICBC vehicle collision data and site reviews, 25 intersections were identified for road safety improvement measures.

### **ANALYSIS**

The city-wide road network screening analyzed ICBC collision data over a five-year period (2015 through 2019) to determine collision frequency by location. The initial analysis identified 50 locations with the highest collision risk. A secondary screening analysis reviewed collision rates, severity, and frequency of collisions with vulnerable road users (pedestrians and cyclists) to prioritize locations for more detailed review. Locations where changes to intersections are planned or in progress (for example, near the future Pattullo

Bridge) were excluded at this stage. A total of 25 intersections were identified for detailed review of traffic operations, design/layout, driver behaviour characteristics, and referenced to any identified collision trends.

Based on the review of each intersection, detailed measures to potentially reduce collisions and improve the safety of each intersection were recommended by the consultant. The analysis and recommendations are summarized in Attachment 2.

The review also identifies general safety issues and provides suggested mitigation measures. City staff will use these high-level recommendations as guidance in determining the type of improvement measures to implement and their prioritization.

## **DISCUSSION**

The recommendations for each of the 25 intersections form the basis of the road safety implementation plan. The measures are organized by likely implementation period: immediate-/short-term (typically less than 3 years), medium-term (3 to 5 years), and long-term (more than 5 years).

Immediate/short-term recommendations are typically items such as pavement markings, larger signal heads, minor curb work, or various traffic control signs. These measures can normally be incorporated within City maintenance budgets.

Medium-term recommendations are usually larger projects such as intersection layout changes or new traffic signal infrastructure. Recommended measures at an intersection may be implemented as a single project or combined with other needed capital projects, and included in the five-year capital plan. External funding opportunities will also be pursued during project planning stages.

Longer-term recommendations are more complex to implement and typically require land acquisition and extensive planning and agreement with other stakeholders. These may be implemented as part of other projects, such as active transportation capital projects or development-related projects.

## **NEXT STEPS**

City staff will develop an implementation plan, including:

- Confirming implementation periods,
- Incorporating appropriate immediate/short-term measures into annual maintenance or upgrade work,
- Confirming if any recommendations qualify for potential external funding, and
- Developing a detailed implementation schedule and budget for submission into future City financial plans.

Staff will seek Council endorsement of this implementation strategy once it is complete.

### **SUSTAINABILITY IMPLICATIONS**

Many of the recommended safety measures will improve safety for vulnerable road users and may also potentially reduce vehicle emissions resulting from idling cars in long queues at intersections. These measures are consistent with the City's sustainability principles, including prioritization for sustainable transportation as outlined in the Master Transportation Plan and Active Transportation Network Plan, and Climate Action Bold Step #7 – Quality People-Centred Public Realm.

### **FINANCIAL IMPLICATIONS**

Many of the recommended safety measures will require an implementation budget, which will be determined when a detailed work plan is developed. Financial resources required for implementation of the work plan will be incorporated into the annual operating and capital budget process.

### **INTERDEPARTMENTAL LIAISON**

No interdepartmental liaison was necessary or completed as part of this study. However, Engineering staff routinely liaise with Operations staff and New Westminster Police on road safety matters.

### **CONCLUSION**

The Intersection Network Screening Road Safety Review was commissioned to provide road safety improvement measures, in support of the City's commitment to road safety. Implementation of the road safety measures also supports sustainable transportation and climate action, and should improve overall community livability.

### **ATTACHMENTS**

Attachment 1: Intersection Network Screening Road Safety Review, Safety Implementation Plan Report

Attachment 2: Intersection Network Screening Road Safety Review - Appendix E (Observations and Recommendations of 25 Intersections)

### **APPROVALS**

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