

Attachment #4

Strategic Priority 4 -

Safe Movement of People

Year 2 Q1 Status Report

Strategy Priority: Safe Movement of People

Year 2: Q1 Status Report

Prioritize the movement of people on foot, cycle, and transit on streets that are safer for all

Objectives and Outcomes	Status	Comments/issues
Objective 1: Continue to implement Council-endorsed transportation plans while delivering on actions to achieve the Climate Action Bold Steps.		
Strategic Outcome: Resilient Funding		
Inclusion in the 2024 Budget process of a long-term funding strategy to enable rapid implementation of the Active Transportation Network Plan and key safety and accessibility initiatives		<p>Progress to date:</p> <ul style="list-style-type: none"> Capital plan funding increase for Active Transportation Network Plan and transit measures has enabled hiring of additional staff member funded from capital to assist with project delivery. Transit priority program endorsed by Council in July 2024. <p>Next steps:</p> <ul style="list-style-type: none"> Applications for 2025 external funding programs in Q3 to support ATNP and transit priority implementation. Completion of consultant shortlists to quicken procurement processes. <p>Risk:</p> <ul style="list-style-type: none"> Capacity of consultants to deliver timely work. <p>Key messages: <i>The City has committed significant capital funding toward implementation of key transportation priorities, including active transportation, transit, and road safety.</i></p>
Strategic Outcome: Strategic Infrastructure Investment		
Complete the Intersection Safety Study and prepare plans/designs for the top 10 crash locations		<p>Progress to date:</p> <ul style="list-style-type: none"> Intersection Safety Study (ISS) received by Council in September 2023. <p>Next steps:</p> <ul style="list-style-type: none"> Staff continuing to develop implementation priorities for ISS. <p>Risk:</p> <ul style="list-style-type: none"> Staff capacity to deliver consistent progress on safety investments as other issues and needs arise. The public frequently identifies locations across the city as safety concerns in the aftermath of collisions. <p>Key messages: <i>The City has assessed road safety issues city-wide and identified priority locations for investment to address known issues in an effort to eliminate fatalities and serious injuries in our transportation system.</i></p>

Construct a signalized pedestrian crossing on McBride Boulevard north of Eighth Avenue		<p>Progress to date:</p> <ul style="list-style-type: none"> • Design complete and proceeding to tender. <p>Next steps:</p> <ul style="list-style-type: none"> • Construction beginning Q3 2024. <p>Risk:</p> <ul style="list-style-type: none"> • Tendered price may exceed capital budget allocation, which may require deferral of other capital projects. <p>Key messages: <i>Walking and road safety are priorities for the City, and we are investing in new infrastructure to ensure that people are able to cross McBride Boulevard safely on foot.</i></p>
Implement interim improvements for walking and cycling safety along E Columbia Street near Brunette Avenue and work toward long-term improvements		<p>Progress to date:</p> <ul style="list-style-type: none"> • Safety review completed and presented to Council in early July 2024. <p>Next steps:</p> <ul style="list-style-type: none"> • Implement immediate-term safety recommendations, per Council report. • 2025 capital budget request for short-term safety recommendations, per Council report. • Initiation of project to develop long-term design modifications. <p>Risk:</p> <ul style="list-style-type: none"> • Capacity of consultants to deliver timely work. <p>Key messages: <i>The City recognizes the challenges for all road users at the intersection of E Columbia St and Brunette Ave, and has identified short-term and long-term improvements aimed at eliminating fatalities and serious injuries in our transportation system. Within this context, we will work with our partners to ensure that E Columbia St and Brunette Ave continue to accommodate regional goods movement.</i></p>
Continue to implement accessibility and school traffic safety measures, potentially including extension of school zone time limits		<p>Progress to date:</p> <ul style="list-style-type: none"> • Received FHA grant for installation of speed display boards at 2 locations. <p>Next steps:</p> <ul style="list-style-type: none"> • Construction underway on one permanent school-related safety improvement, and continued implementation of permanent measures over time (1-2 locations/year). • Add speed display boards at several locations. <p>Risk:</p> <ul style="list-style-type: none"> • High capital costs may limit our ability to deliver measures quickly. <p>Key messages: <i>Road safety around schools is a top priority for the City, and we are working to make permanent the temporary infrastructure we have recently installed.</i></p>

<p>Continue to implement existing Council-endorsed city-wide and neighbourhood-level plans through equity, accessibility, and climate action lenses – Master Transportation Plan, Active Transportation Network Plan, Sapperton-Massey Victory Heights Transportation Plan, Downtown Transportation Plan, Uptown Streetscape Vision, Connaught Heights Traffic Calming Plan</p>		<p>Progress to date:</p> <ul style="list-style-type: none"> • Work continues on implementation of existing neighbourhood plans, including the Uptown Streetscape Vision, SMVHTP, Year 1 of the ATNP, etc. <p>Next steps:</p> <ul style="list-style-type: none"> • Staff to continue gradual implementation of city-wide and neighbourhood-level plans within Council-approved financial plan, with particular focus on ATNP and Uptown projects in near term. <p>Risk:</p> <ul style="list-style-type: none"> • Large number of incomplete plans and focus on other priorities means slow progress overall. • Rapidly shifting housing legislation may change long-term needs in many neighbourhoods. <p>Key messages: <i>The City is working within the Council-approved capital plan to implement the recommendations of various neighbourhood-level transportation plans, prioritizing infrastructure that enhances the safety of our most vulnerable road users and contributes toward our transportation and climate action goals.</i></p>
<p>Complete the Queensborough Transportation Plan and implement short-term recommendations</p>		<p>Progress to date:</p> <ul style="list-style-type: none"> • Plan endorsed by Council in Q2 2024. <p>Next steps:</p> <ul style="list-style-type: none"> • Workshop with Council later in Q3 on options for short-term walking improvements. <p>Risk:</p> <ul style="list-style-type: none"> • Implementation of short-term recommendations will become part of the existing list of outstanding projects from previous neighbourhood plans (see preceding item). Staff are gradually working on implementation of all neighbourhood plans and there is a risk that short-term recommendations will not be completed within desired timeframe. <p>Key messages: <i>The City has completed a new neighbourhood transportation plan for Queensborough that identifies a range of improvements to make walking, cycling, and transit within Queensborough safer, more comfortable, and more convenient.</i></p>
<p>Continue to implement Signalized Intersections Policy measures (e.g., leading intervals, right-turn-on-red restrictions) to improve accessibility, safety, and comfort for people walking/wheeling, and cycling</p>		<p>Progress to date:</p> <ul style="list-style-type: none"> • One Leading Pedestrian Interval (LPI) has been implemented to positive reception. <p>Next steps:</p> <ul style="list-style-type: none"> • Staff are contemplating LPI for other locations and will build SIP measures into new signals. <p>Risk:</p> <ul style="list-style-type: none"> • Staff's attention tends to focus on larger capital projects and day-to-day operational issues that arise (e.g., Pattullo Bridge,

		<p>construction projects), so there is risk that this item gets regularly deferred.</p> <p>Key messages:</p> <p><i>The City is working to make signalized crossings safer, more accessible, and more comfortable for our most vulnerable road users. This will be implemented over time as new signal infrastructure is installed and existing infrastructure is replaced and/or retrofitted.</i></p>
Objective 2: Build collaborative relationships across agencies to advance a 'Vision Zero' mindset in New Westminster which aims to eliminate all traffic fatalities or serious injuries.		
Strategic Outcome: Safety Governance and Maturity		
Improve alignment and coordination between Council and Police Board, and between City staff and NWPDP staff		<p>Progress to date:</p> <ul style="list-style-type: none">• Limited progress to date, as Police Board and Council have focused on other priorities, and senior staff changes are occurring at NWPDP.• Engineering staff continue working with NW Fire colleagues to share safety-related data, and also with Fraser Health Authority and ICBC to determine how we can work together to advance 'Vision Zero' principles.• Engineering has begun a practice to undertake engineering safety reviews in response to two pedestrian fatalities in 2023. <p>Next steps:</p> <ul style="list-style-type: none">• Staff will continue to liaise with NWPDP staff and seek opportunities to advance this strategic priority. Staff will continue to meet with NWFRS, FHA, and ICBC staff to discuss collaborative opportunities. <p>Risk:</p> <ul style="list-style-type: none">• Challenges with raising discussion to a priority level across departments and agencies. Advocacy support may be needed from elected officials. <p>Key messages:</p> <p><i>The City will continue to build collaborative relationships with our partners at NWPDP, NWFRS, FHA, and ICBC, with the objective of building a 'Vision Zero' road safety mindset in our respective organizations.</i></p>

Objective 3: Work with partners to develop an inclusive and equitable education and enforcement program to encourage a different way of thinking about transportation and safety.		
Strategic Outcome: Culture Change		
Implement strategic, inclusive, and equitable communications, education, survey, and enforcement programs to effect mode shift and improved safety outcomes		<p>Progress to date:</p> <ul style="list-style-type: none"> Limited progress to date as staffing and org structure are resolved, and attention is focused on other priorities. <p>Next steps:</p> <ul style="list-style-type: none"> Resolve staffing through the budget process and determine to what extent Transportation staff have capacity to lead/coordinate this objective and what external resources may be necessary. Implement shared micromobility as a new transportation option for New Westminster residents. <p>Risk:</p> <ul style="list-style-type: none"> Staff may not have necessary expertise in this area, requiring increased reliance on external professionals. Advocacy may be needed to involve other agencies in collaborative work. <p>Key messages: <i>The City will work with partners to inform our community about transportation options available in New Westminster and about the City's goal to eliminate fatalities and serious injuries in our transportation system.</i></p>
Summary of Progress in Q2		Anticipated progress in Q3 and Risks
Completion of some key work items in Q2 (safety studies, Bus Speed & Reliability Strategy, Queensborough Transportation Plan) provides more clarity for future work and capital planning.		<ul style="list-style-type: none"> Progress on several capital projects is anticipated in Q3 (ATNP Year 1, McBride Blvd signal, Uptown streetscape and plaza). Funding applications will be submitted to support implementation of ATNP and BSR Strategy. Risks include: challenges with reliable consulting services to advance design work, maintaining focus on key priorities with heavy day-to-day operational demands (construction traffic management, events, third-party projects) and shifting needs related to housing.
Financial Implications		
Relatively small additional capital need has been identified to support implementation of short-term safety recommendations for E Columbia/Brunette intersection. This will be addressed through the 2025 budget process. With some delays in design processes for several capital projects (ATNP, Bus Speed & Reliability, Uptown streetscape), staff anticipate several significant capital budget carry-forwards into 2025. Recent addition of staff member funded from capital program is expected to accelerate delivery for some projects.		
Strategic Interdepartmental Collaboration		
Staff continually collaborate across departments to advance this strategic priority. In particular, Engineering staff work with Parks & Recreation, Planning, and Community Services (Ec Dev, Comms, Engagement) on the development and implementation of infrastructure projects. For road safety, Engineering staff collaborate with NWPD and NWFRS colleagues to share information and data.		

Lenses and Foundations – Implications

DEIAR – Many projects aim to improve equitable access to transportation. Always a challenge to ensure that we are hearing from and incorporating feedback from underrepresented communities.

Public Engagement – Most projects include some level of engagement with community. Engineering staff continue to work with Engagement staff to broaden our ‘reach’ to underrepresented communities.

Reconciliation – We are awaiting city-wide Archaeological Overview Assessment to better understand the implications of our capital projects.

Climate & Environment – Our work is primarily about enabling residents to have more choice in how they get around, with a goal to shift people toward less carbon-intensive modes. Successful projects should improve our climate and environment performance.

Healthy Governance – Not significant implications here, but changes to committees and task forces have reduced staff time spent on these processes, giving us more time to deliver programs and projects.

Resiliency – A safer transportation network with broader choices will contribute to the City being more resilient to major disruptions.

Organizational Effectiveness – We are funding a new TFT position from the capital program, which gives us a new mechanism by which we can secure necessary resources to deliver our programs and reduce our dependency on external consultants. This will reduce burden on Finance/Purchasing staff and reduce time spent on procurement processes and management of consultants and contracts.

Instructions and Legend:

Strategic Outcome: Asset Management and Infrastructure	
Sustainable Service Delivery:	Deliver sustainable service today and into the future, including several asset management and master plans.
Rigorous Approach:	Benchmark and improve data management and improve communication and information sharing.
Long-term Financial Planning and Resilience:	Continue to deliver on the five-year plans and major capital projects currently planned or underway, and improve on internal capacity.

Status	Project performance indicators Rating Summary
On Target	
Watch	
Concern	

Performance Indicator	Description	Rating Status
Budget Variance	Operating and capital budget variances that are linked to action	Green: Under Budget Yellow: Slightly Over budget Red: 2% or more over budget
Schedule Variance	The variance between the actual action progress and the planned schedule	Green: Ahead of schedule Yellow: Slightly behind Schedule Red: Significantly behind schedule
Scope Compliance	The frequency and impact of changes to the project scope	Green: Fully Compliant Yellow: Partial compliance Red: Significant scope deviations
Staffing Adequacy	The extent to which the action has the correct amount of staff with the required skills and resources to effectively drive the project forward	Green: Adequate staff Yellow: Some staffing issues Red: Insufficient staffing