

Attachment #4

**Strategic Priority 4 – Safe
Movement of People**

Strategy Priority: Safe Movement of People

2025: 1st Semi-Annual 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		
<p>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>		<p>Progress to date:</p> <ul style="list-style-type: none"> Secure capital funding has enabled additional staff member to be hired and planning and design for ATNP Years 1 and 2 to ramp up, with Boyd St, Seventh Ave, and Seventh St projects expected to commence in Q2 2025. Year 2 projects are in preliminary design. Provincial funding secured for Boyd St project; awaiting TransLink’s 2025 funding awards. Consultant shortlisting completed to enable quicker procurement processes for several years. <p>Next steps:</p> <ul style="list-style-type: none"> Application for federal active transportation funding to be submitted in Q1 2025. Construction of ATNP Year 1 projects to get underway in Q2. ATNP Year 2 construction expected to get underway in Q3/Q4. <p>Risk:</p> <ul style="list-style-type: none"> Capacity of consultants to deliver timely work has proven to be an issue, as consulting industry is overcommitted. <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		
<p>Complete the Intersection Safety Study and prepare plans/designs for the top 10 crash locations</p>		<p>Progress to date:</p> <ul style="list-style-type: none"> Recommended Intersection Safety Study (ISS) interventions reviewed and implementation plan for short-term measures has been prepared. <p>Next steps:</p> <ul style="list-style-type: none"> Traffic signal-related changes are expected to begin Q1/Q2. Signage-related changes to be implemented Q1/Q2. Pavement marking changes to be completed in warmer season. Coordination of measures with ATNP and Bus Speed & Reliability projects to gain efficiencies and minimize disruption. <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, particularly 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>
<p>Construct a signalized pedestrian crossing on McBride Boulevard north of Eighth Avenue</p>		<p>Progress to date:</p> <ul style="list-style-type: none"> • Construction completed in late 2024. <p>Next steps:</p> <ul style="list-style-type: none"> • N/A <p>Risk:</p> <ul style="list-style-type: none"> • N/A <p>Key messages: <i>Walking and road safety are priorities for the City, and we have invested in new infrastructure to ensure that people are able to cross McBride Boulevard safely on foot.</i></p>
<p>Implement interim improvements for walking and cycling safety along E Columbia Street near Brunette Avenue and work toward long-term improvements</p>		<p>Progress to date:</p> <ul style="list-style-type: none"> • Short-term recommendations are being integrated with city-wide safety implementation and planned Cumberland St rail crossing upgrades. <p>Next steps:</p> <ul style="list-style-type: none"> • Traffic signal-related changes are being scheduled to begin Q1/Q2. • Signage-related changes to be implemented Q1/Q2. • Pavement marking changes to be completed in warmer season. • Design for RRFB to begin in Q2. • Initiation of project to develop long-term design modifications. <p>Risk:</p> <ul style="list-style-type: none"> • Capacity of consultants and staff 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>
<p>Continue to implement accessibility and school traffic safety measures, potentially including extension of school zone time limits</p>		<p>Progress to date:</p> <ul style="list-style-type: none"> • Installed new speed display boards at Cumberland St and Eighth St with FHA grant. • Completed permanent school crossing improvement on Cumberland St at FW Howay Elementary. <p>Next steps:</p>

		<ul style="list-style-type: none"> Continued implementation of permanent measures over time (1-2 locations/year). Consider speed display boards for more locations. Install new high-visibility school zone pavement markings on collector streets at several schools. Report back to Council on school zone speed limits in Q2. <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. Workshop with Council in Q3 2024 on options for short-term walking improvements, with Council directing staff to begin work on quick-build walking infrastructure to complete high-priority gaps in walking network. <p>Next steps:</p> <ul style="list-style-type: none"> Engagement with community on quick-build walking infrastructure. Planning and design work for active transportation route (ATNP Year 2) on Wood St. <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>
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<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. Three additional LPI locations have been identified for implementation. <p>Next steps:</p> <ul style="list-style-type: none"> Three new LPI locations to be implemented in Q1/Q2. SIP measures to be incorporated into new signal designs, such as new signal at Cumberland St and E Sixth Ave to be constructed later in Q2/Q3. <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, construction projects), so there is risk that this item gets regularly deferred. Some additional vehicle delay may generate negative public response. <p>Key messages: <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>
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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

<p>Improve alignment and coordination between Council and Police Board, and between City staff and NWPD staff</p>		<p>Progress to date:</p> <ul style="list-style-type: none"> Council passed motion in Q4 2024 to work toward creation of a Vision Zero Task Force. 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. <p>Next steps:</p> <ul style="list-style-type: none"> Staff are preparing report back to Council on Vision Zero Task Force for later Q1.
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		<ul style="list-style-type: none"> • First meeting of task force likely to occur early in Q2 if supported by Council. <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: <i>The City will continue to build collaborative relationships with our partners at NWPD, NWFRS, FHA, and ICBC, with the objective of building a 'Vision Zero' road safety mindset in our respective organizations.</i></p>
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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

<p>Implement strategic, inclusive, and equitable communications, education, survey, and enforcement programs to effect mode shift and improved safety outcomes</p>		<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. • E-bike share implemented in Q3/Q4 2024 with staff continuing to prepare City to join provincial electric kick scooter pilot. <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. <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 will 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>
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Summary of Progress in Q3/Q4 2024 **Anticipated progress in Q1/Q2 2025 and Risks**

<p>Progress was made on some key pedestrian safety measures, including a new signal on McBride Boulevard north of Eighth Avenue. Design work has progressed on several additional capital projects for 2025 construction, and work is also progressing on various safety improvements and Vision Zero task force.</p>	<ul style="list-style-type: none"> • Construction on several ATNP projects, Uptown Streetscape and Plaza, and E Sixth Avenue will be starting in Q1/Q2, along with ramped up implementation of intersection safety measures at several locations. • Vision Zero Task Force will be formed. • 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.
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Financial Implications

With several significant capital projects ready for construction, 2025 will be a year of significant capital spending (with some carried forward from 2024). Finalization of the 2025 budget will confirm additional capital funding for short-term safety recommendations for E Columbia/Brunette intersection.

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