

<u>COUNCIL AGENDA</u>	
Date: <u>May 25, 2026</u>	Item: <u>5.</u>



DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

COUNCIL REPORT

Date:	May 11, 2026
From:	Sean O'Sullivan, Senior Manager, Roads and Transportation Planning, Design, and Projects
Subject:	2026 Road Safety Update

RECOMMENDATION

THAT

1. the May 11, 2026, report titled 2026 Road Safety Update from the Senior Manager, Roads and Transportation Planning, Design and Projects (the report), be received for information;
2. "Traffic Calming Procedure 0206" as approved on July 7, 2025, be rescinded; and
3. proposed replacement "Traffic Calming Procedure 0206" attached to the report, be approved.

1.0 Purpose

The purpose of this report is to provide an update on transportation safety in the District of West Vancouver and summarize what has been completed in the past year and outline plans for the upcoming year.

2.0 Legislation/Bylaw/Policy

The use and operational rules for roads within the Province are set out by the British Columbia Motor Vehicle Act.

The District's Traffic and Parking Bylaw No. 4370, 2004, regulates traffic and parking on highways within the District of West Vancouver.

3.0 Council Strategic Objective(s)/Official Community Plan

Council Strategic Plan 2024 – 2026

This report aligns with Council's Strategic Objective to:

- 4.0 Enhance the mobility within the community.
 - 4.1 Collaborate with partners and provincial and federal agencies to manage traffic congestion and introduce new transit services.

Deliverable 4.1.1: Key mobility initiatives and partnerships determined for 2024/2025, projects planned and implemented per priority.

Deliverable 4.1.3: Enhanced access to transit.

Deliverable 4.1.4: Explore rapid transit options.

4.3 Diversify, expand, and improve the safety and appeal of active transportation options through infrastructure upgrades and traffic management solutions.

Deliverable 4.3.1: Enhance active transportation safety through additional bike lanes.

Deliverable 4.3.2: Prioritized response to sidewalks and roads.

Deliverable 4.3.3: Develop and implement a traffic calming policy.

Official Community Plan

The Official Community Plan (OCP) Section 2.4 outlines a need to use existing [road] networks more efficiently and provide a range of safe and accessible transportation options within our community and across the region. The OCP seeks to enhance road network safety for all users.

4.0 Financial Implications

A combination of internal District capital funding and external funding contributions support road safety projects and related programming and initiatives within the District. Approximately \$3.5 million worth of safety projects are planned to be completed in 2026 and 2027. Substantive source of the funding for the road’s safety projects are externally provided from the District’s safety partners, TransLink, ICBC, and Coast Mountain Bus Company.

5.0 Background

Impact of COVID on Collision Trends

While COVID restrictions were in place, many places of work were closed and many people worked from home which resulted in significant changes to trip types and travel modes. Commuter trip types decreased and shopping and recreation trips increased. With the change in trip type and the social distancing guidelines, transit ridership dropped as much as 60% in some cities as people shifted to personal vehicles, walking and cycling. To accommodate the increased walking and cycling, some cities converted vehicle lanes to cycling and/or walking lanes.

In the United States, during the first nine months of 2020 compared to the same months in 2019, the fatality rate per 100 million vehicle miles traveled increased 23 percent. It is not clear why the increase occurred. However, there is some evidence that certain types of high-risk driving behaviours increased during the pandemic.

1. Dangerous driving - There are numerous Canadian media reports that speeding, road racing, and stunt driving increased, and more police charges were laid for these offences.
2. Impairment - There is some evidence that alcohol and drug consumption increased during the pandemic. That may have resulted in higher rates of driving while impaired.
3. Distracted driving – There is speculation that since social gatherings were restricted, people may have relied even more on their cell phones for social contact including while driving.
4. Fatigue - Long-haul truck drivers continued to work. However there were fewer places for them to eat and rest while on the road. Longer distances between rest areas could exacerbate existing fatigue-related crash risks for these drivers.

Because of the unusual travel patterns and behaviours that occurred during COVID, the collisions that occurred during COVID may not be reflective of normal conditions and should only be used cautiously or excluded when looking at collision trends over the last 3-5 years.

Road Safety in BC

The number of road collisions in British Columbia (BC), has been falling since the lifting of the 2020 to 2021 COVID restrictions. Even though the population of BC and the number of ICBC insurance policies increased¹ from 2022 to 2024, the number of fatal and injury crashes in BC decreased by about 7% and the number of property damage only collisions decreased by about 10% (Figure 1). It will take a few more years to verify trends, but the initial data indicates that even though the population is growing and the number of licensed vehicles is increasing, the number of police attended collisions in the province is dropping.

¹ The estimated population of BC increased by approximately 5.8% from 2022 to 2024. Between 2022 and 2024, the number of ICBC insurance policies increased by about 3.5%.

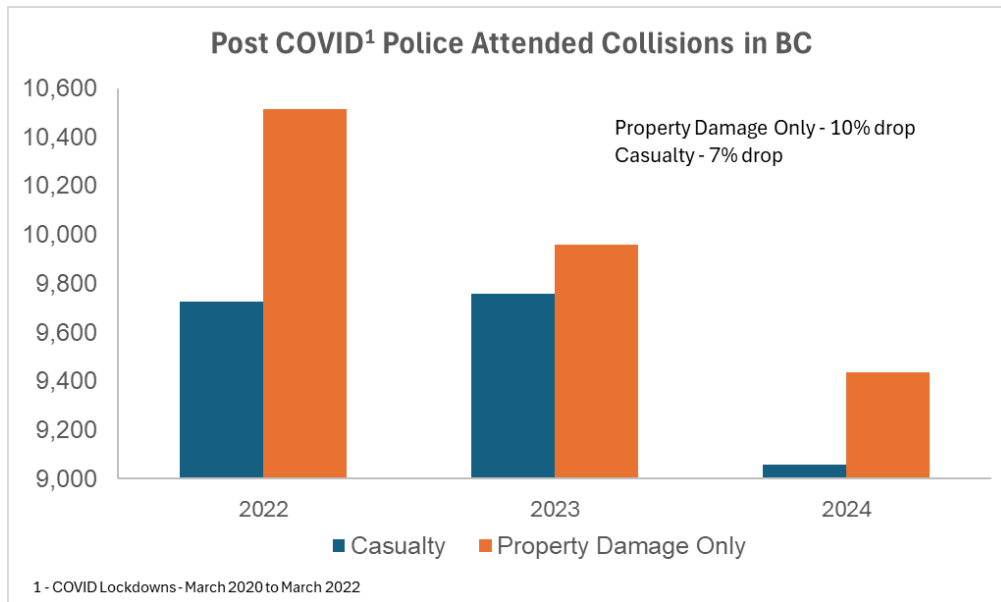


Figure 1 – Casualty and Property Damage Only Collisions in BC²

Road Safety in the Lower Mainland

In the Lower Mainland, as the COVID restrictions evolved, the number of casualty collisions peaked in 2021 and then began to fall in 2022 as all restrictions were lifted (Figure 2). The number of casualty collisions continued to fall in 2023 but rose in 2024. However, the number of casualty collisions in 2024 was lower than the peak in 2021.

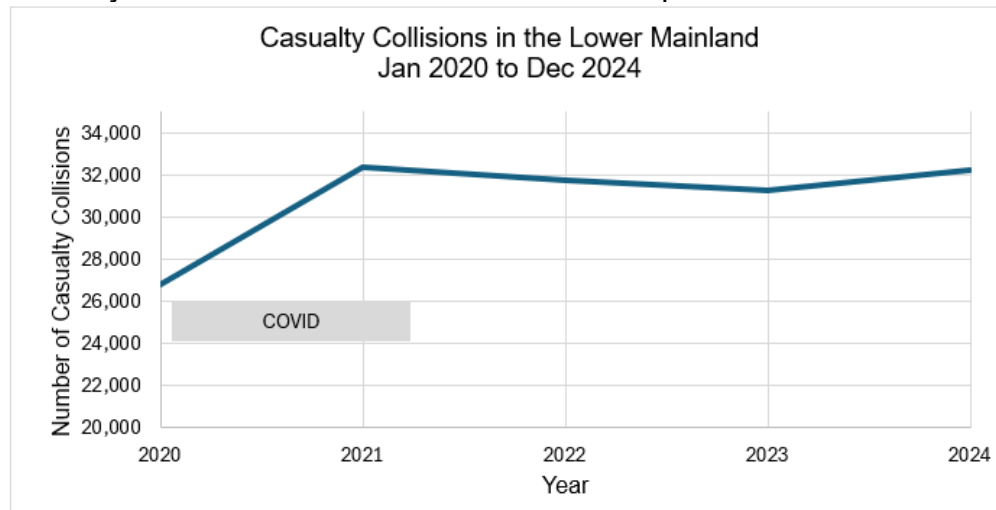


Figure 2 – Casualty Collisions in the Lower Mainland

If population change is considered, and all casualty collisions in a municipality (private roads, municipal roads and Ministry of Transportation and Transit roads) are considered, all but four municipalities in the Lower

² BC Enhanced Traffic Enforcement Program Annual Report 2024

Mainland saw fewer casualty collisions per capita in 2024 compared to 2022 (Figure 3).

The number of casualty collisions per capita in West Vancouver was the same in 2022 and 2024.

With only 3 years of data since the major COVID restrictions were lifted, more time is needed to see if the fluctuating collision rates are an indication of a trend towards fewer casualty collisions or if they are normal variability in the rates.

Casualty Collisions per 1,000 residents

City	2022	2023	2024
DELTA	15.7	14.7	13.3
BURNABY	13.2	11.5	12.6
LANGLEY	13.3	13.1	12.5
SURREY	12.8	12.4	11.4
VANCOUVER	11.4	10.8	10.9
RICHMOND	10.6	9.9	10.3
PITT MEADOWS	8.7	9.1	9.5
PORT COQUITLAM	10.7	9.6	9.0
COQUITLAM	9.3	8.9	8.8
NEW WESTMINSTER	9.0	8.2	8.7
WEST VANCOUVER	7.7	7.0	7.7
MAPLE RIDGE	7.6	7.4	7.5
NORTH VANCOUVER	7.1	6.7	7.4
PORT MOODY	4.3	5.2	4.3

Figure 3 – Casualty Collision Rates in Lower Mainland Municipalities

5.1 Previous Decisions

Council, at its **July 8, 2024, regular meeting**, passed the following resolutions:

THAT

1. the Council report titled Road Safety Update dated June 1, 2024, from the Senior Manager of Roads & Transportation, be received for information; and
2. staff report back to Council on road safety and related programming and initiatives annually in quarter two.

6.0 Analysis

6.1 Discussion

Road safety within West Vancouver encompasses different modes of transportation and road users. This section of the report will provide an overview of transportation safety in the District and list work completed in 2025, and work planned in 2026 and 2027. Specific road safety programs and initiatives including the Traffic Calming Program and School Safety Assessment Program will also be discussed.

The primary source of information for the following discussion is ICBC’s 2020 to 2024 collision database. The information in the database is often from self reported collisions and not always verifiable. However, it is a good indicator of high collision locations and factors contributing to

collisions. To minimize errors in the data, analysis often focuses on casualty and fatal collisions which have better documentation. ICBC updates their database annually approximately 6 to 8 months after the end of the calendar year.

Pedestrian Safety

Pedestrian safety is a top priority in the District. In the five years from 2020 to 2024 there were a total of 81 pedestrian collisions on all roads in West Vancouver, approximately 16 per year. In 2024 there were a total of 14 pedestrian collisions reported on District of West Vancouver roads. That is 1 less than in 2023. Because of the significant changes caused by COVID, it is difficult to extract a long-term pedestrian collision frequency trend. If the COVID years are excluded, and 2018 and 2019 are compared to 2023 and 2024, there appears to be a trend towards fewer pedestrian collisions. The data for the 3 years following the COVID restrictions being lifted, also appears to show that the number of pedestrian collisions is decreasing (Figure 4). More time is needed to see if the trend is sustainable or if the change in the number of collisions is just natural frequency variation.

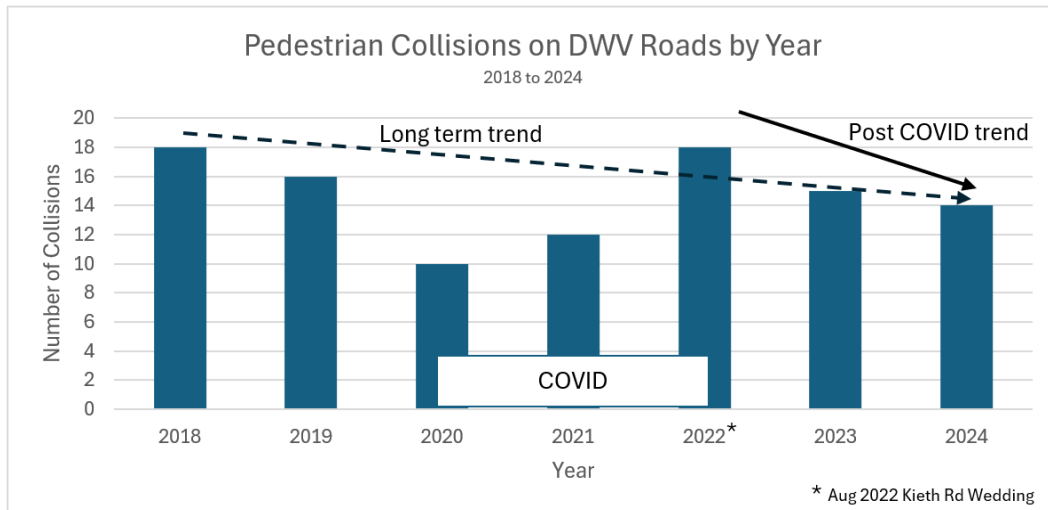


Figure 4 – Pedestrian Collisions by Year

Figure 5 shows the locations with the highest number of pedestrian collisions on District roads between 2020 and 2024. There were 13 locations that recorded two or more pedestrian collisions, ICBC typically records collisions to the nearest intersection. The 13 locations account for just over 50% of the pedestrian collisions on District roads. 7 of the 13 locations were along Marine Drive and 4 of the 13 locations were on 15th Street.

Staff will be reviewing the details of the pedestrian collisions at the 13 locations that had more than 2 pedestrian collisions. Studying the details of the collisions will help develop pedestrian safety projects in 2026 and 2027. In addition, the District, in partnership with ICBC will be selecting a consultant to conduct detailed safety assessments of the Marine Drive and Clyde Ave intersections on 15th Street in 2026.



Figure 5 – Locations with the Highest Pedestrian Collisions

Projects Completed in 2025

In 2025, several pedestrian safety and improvement projects were completed, including:

- sidewalk construction on Marine Drive, Morgan Crescent to Ferndale Avenue (part of School Safety Assessment Program)
- sidewalk construction on Marine Drive, Cypress Creek to Keith Road
- repaired sidewalk rails on 4 bridges:
 - Cypress Creek on Almond Road
 - Cypress Creek on Marine Drive
 - Brothers Creek on Millstream Road
 - McDonald Creek on Chippendale Road
- installed rapid flashing beacons (RFB) at 5 locations (Figure 6):
 1. Glenmore Drive at Morven Drive
 2. Glenmore Drive at Baden Powell Trail crossing
 3. 2400-block Haywood Avenue
 4. Caufeild Drive at Meadfeild Drive
 5. Headland Drive at Edendale Court



Figure 6 – Map of Rapid Flashing Beacons in the District.

Projects Planned for 2026 – 2027

The following projects are planned for 2026 and 2027:

- Intersection Safety Study – Marine Drive at 15th Street (ICBC partnership).
- Sidewalk – Mathers Avenue – 21st Street to 23rd Street – Design 2026 for construction in 2027 (School Assessment Program)
- Sidewalk – Mathers Avenue – south side of pedestrian bridge over Hwy 1 to 11th Street – Design in 2026 for construction in 2027
- Sidewalk – 13th Street – Kings Ave to Inglewood Ave – Design in 2026 for construction in 2027 (School Assessment Program)
- Sidewalk repairs at the SW corner of Marine Drive and 14th Street
- Multi-use pathway – Hwy 1 WB ramps – Hadden Drive to Westcot Road – summer 2026 subject to MoTT approval (Translink Partnership)
- Installation of rapid flashing beacons at 5 locations (ICBC partnership)
- Intersection upgrades at Marine Drive and 31st Street – summer 2026 subject to BC Hydro relocating utility pole. (Translink partnership)
- Intersection upgrades (design in 2026, construction 2027):
 - Hadden Drive at Stevens Drive – Design in 2026

- Hadden Drive at Southborough Drive

Cycling Safety

West Vancouver has seen an increasing number of cyclists over the past few years, especially with the rising popularity of e-bikes. The number of cycling collisions has fluctuated between a low of 8 collisions in 2019 and a high of 18 collisions in 2020. Coming out of the COVID restrictions, the number of cycling collisions increased in 2023 and then decreased in 2024 (Figure 7). Additional data in the coming years will help provide some clarity over the observed variability cycling collisions. The District, in conjunction with TransLink, is working to increase the amount of cycling information that is collected in order to determine the relationship between the number of cyclists and the number of collisions.

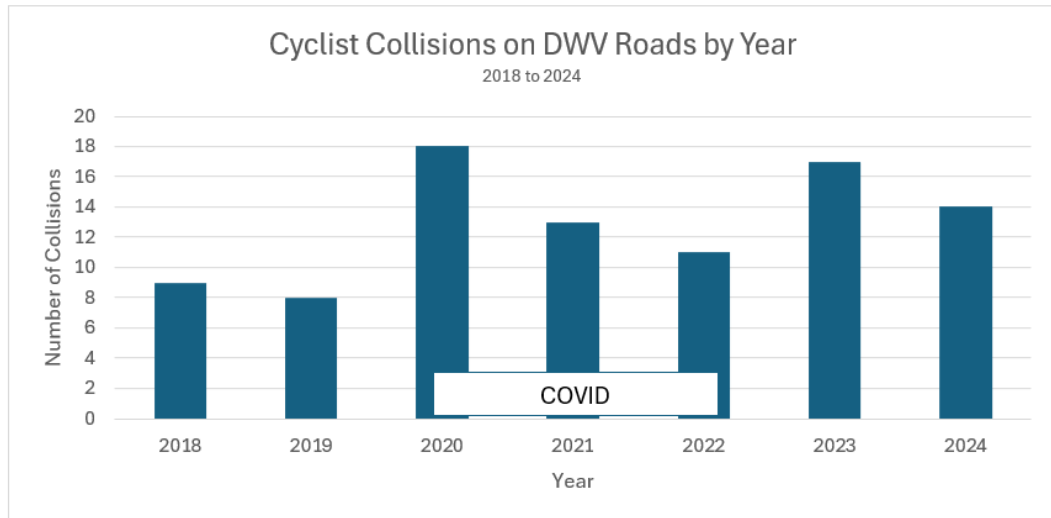


Figure 7 – Cyclist Collisions by Year

Over the 5 years from 2020 to 2024 there were 15 locations on District roads that had 2 cycling collisions. The two highest cycling collision locations were:

- North Taylor Way roundabout (3 collisions)
- Marine Drive/Westport Road Intersection (3 collisions)

Projects Completed in 2025

In 2025, the following cycling improvement project was completed:

- Multiuse Pathway (MUP) between the Lionsgate Bridge and Capilano Road. This was a joint District of West Vancouver, District of North Vancouver, and TransLink project.

Projects Planned for 2026 – 2027

The following cycling related projects are planned for 2026 and 2027:

- Construction of the Taylor Way off-ramp, Hadden Drive to Westcot Road, multi-use pathway, construction planned for fall 2026, pending approval from MoTT
- Upgrades to the MUP crossing at the entrance to Ambleside park – detail design 2026 and construction in 2027.

Transit Safety

West Vancouver Transit services five conventional bus routes, eight shuttle bus routes, and five school special routes. RapidBus R2 Marine Drive and 257 Horseshoe Bay Express are operated by Coast Mountain Bus Company (CMBC).

Projects Completed in 2025

The following transit safety and improvement projects were completed in 2025:

- safety railing installed at the southbound stop on Northwood Drive south of Woodburn Road
- Marine Drive at Burkehill Road standing pad improvements - as part of the sidewalk installation project

Projects Planned for 2026 – 2027

The following improvements are planned to be completed in 2026 and 2027:

- Marine Drive at Cranley Drive - bus stop and intersection improvements in partnership CMBC, ICBC, and a development contribution. The project will start once utility construction is completed (late 2026 or early 2027).
- Marine Drive at Radcliffe Road – bus stop and intersection improvements with funding contribution from CMBC and ICBC. Construction will start once utility evaluation is completed (late 2026 or early 2027).

Vehicle Safety

West Vancouver is a community with high auto dependency. According to the 2023 North Shore Transportation Survey, vehicle trips (auto drivers and auto passengers) make up 84.1% of daily trips in West Vancouver. Encouraging safer driving behaviour through effective road design,

enforcement, and education is vital for reducing collision rates and enhancing overall road safety.

Collisions are typically categorized into two groups: casualty collisions, which result in injury or death, and property damage only (PDO) crashes, which result in material damage without any injuries or fatalities.

Approximately 40% of all collisions occur in parking lots or while parking and approximately 15% of all casualty collisions occur in a parking lot or while parking. Because of the number of parking lot/parking related collisions, analysis using aggregate data is often limited to casualty collisions.

In West Vancouver, some roads such as Hwy 1/99, fall under the Ministry of Transportation and Transit’s (MoTT) jurisdiction. Within the District there are also roads under the jurisdiction of the Squamish Nation or are private roads. Even though most roads are under the District’s jurisdiction, 55% of casualty collisions occur on roads that are not under the District’s jurisdiction (Figure 8).

ICBC Casualty Collisions in West Vancouver			
5 years - Jan 2019 to Dec 2023			
	Number of Casualty Collisions on District Roads	Number of Casualty Collisions on District Roads	Percentage of Casualty Collisions on District Roads
District of West Vancouver	2019 - 2023	2020-2024	2020-2024
Arterial (7.7% of all District roads)	321	331	57.6%
Collector (24.9% of all District roads)	201	178	31.0%
Local (67.4% of all District roads)	62	66	11.5%
Total	584	575	45.5%
Other Jurisdictions	Casualty Collisions on Other Roads	Casualty Collisions on Other Roads	
Ministry of Transportation and Transit	712	676	% on Other
Park Royal/ Squamish Nation	9	12	Roads
Total	721	688	54.5%
Total Number of Casualty Collisions in West Vancouver from Jan 1, 2020 to Dec 31, 2024			1,263

Figure 8 –Casualty Collisions by Road Jurisdiction and Classification

Arterial and collector roads account for approximately 33% of District roads, but 88% of casualty collisions occur on them. Local roads, which are approximately 67% of all District roads, account for only 12% of casualty collisions. To provide the greatest safety benefit, safety projects need to focus where the most collisions occur to reduce the greatest number of collisions.

The District has 21 signalized intersections. Casualty collisions at signalized intersections account for approximately 35% of casualty collisions on District roads (Figure 9)

**Number of Casualty Collisions at
 Signalized Intersections on West Vancouver Roads**

Main Street	Cross Street	Casualty 2019 - 2023	Casualty 2020 - 2024
Marine Dr.	Park Royal(ped)	0	0
Marine Dr.	Park Royal N/S	29	33
Marine Dr.	11th	12	13
Marine Dr.	13th	26	31
Marine Dr.	14th	7	9
Marine Dr.	15th	26	20
Marine Dr.	16th	13	13
Marine Dr.	17th	11	14
Marine Dr.	18th	4	2
Marine Dr.	19th	8	3
Marine Dr.	20th	3	2
Marine Dr.	21th	5	5
Marine Dr.	22th	7	6
Marine Dr.	24th	4	5
Marine Dr.	25th	7	7
Marine Dr.	31th	3	3
15th St	Fulton Ave	9	6
15th St	Inglewood Ave	4	5
15th St	Mathers Ave	16	13
21st	Queens Ave	7	7
Welch St	Capitano Rd	3	3

**Figure 9 – Casualty Collisions at Signalized
 Intersections on West Vancouver Roads**

Figure 10 shows all collisions on West Vancouver roads from 2018 to 2024. Coming out of the COVID the District saw an increase in property damage only (PDO) and Casualty collisions in 2022. In 2023, there was a significant decrease in the number of collisions in the District. In 2024, the number of PDO collisions continued to drop but the number of casualty collisions increased compared to 2023. However, the number of casualty collision is significantly less than in 2022.

Comparing three years of collision data does not provide strong evidence of a trend up or down. Future data is needed to provide clarity over whether or not the changes in collision frequency in 2022, 2023, and 2024 are due to the natural variability in annual collision frequencies or a sustainable trend.

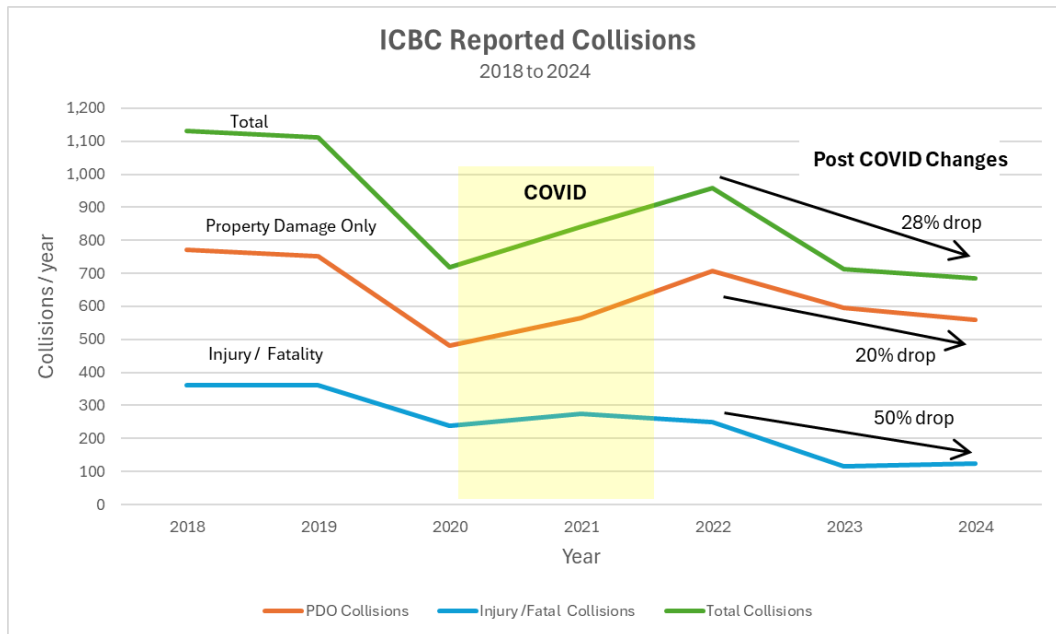


Figure 10 – ICBC Reported Collisions on District Roads

The top casualty collision location in West Vancouver is the Hwy 1/99 – Taylor Way interchange which is under MoTT jurisdiction. It had 204 casualty collisions over 5 years (2020-2024). The District tries to meet with MoTT at least once per year to discuss common interests including safety and operational issues. Like the District, MoTT uses a quantifiable system to identify and prioritize high collision areas. Unfortunately they can only focus on a small number of locations because of the large road network under their jurisdiction and the limited resources and funding they have.

The top casualty collision locations under DWV jurisdiction are all on arterial or collector roadways and shown in Figure 11

Top Casualty Collision Locations on District Roads

Location	Casualty Collisions 2020-2024
MARINE DR & PARK ROYAL NORTH / SOUTH	33
13TH ST & KEITH RD & MARINE DR	31
15TH ST & MARINE DR	20
17TH ST & MARINE DR	14
16TH ST & MARINE DR	13
15TH ST & MATHERS AVE	13
11TH ST & MARINE DR	13

Figure 11 – Highest Casualty Locations on District Roads

The casualty collision data shows that a small proportion of locations account for a significant number of incidents. 13% of casualty collision locations accounted for 50% of all casualty collisions.

This data highlights the need to focus improvements at high-risk locations to effectively reduce the overall number of casualties and improve safety in the District.

Projects Completed in 2025

The following roadway safety and improvement projects were completed in 2025:

- install recessed centre line pavement reflectors on:
 - 21st Street from Queens Ave to Marine Drive (1100m)
 - 15th Street from Queens Ave to Marine Dr (1230m)
 - Stevens Drive from Rabbit Lane to Taylor Way (600m)
 - Stevens Drive from Onslow Place to Bonnymuir Drive (900m)
- purchased 2 additional speed reader boards
- Glenmore Drive improvements - including raised crosswalks, compact gravel walking path, rapid flashing beacons.

Projects Planned for 2026 – 2027

The following improvements are planned be completed in 2026/27:

- intersection safety study at Marine Drive and 15th Street in partnership with ICBC
- additional recessed pavement reflectors
- intersection improvements:
 - Stevens Drive/Onslow Place Intersection improvement – 2026
 - Stevens Drive/Rabbit Lane intersection improvements – 2027
 - Hadden Drive/Stevens Drive intersection improvements – 2027
 - Hadden Drive/Southborough intersection improvements – 2027
- speed humps:
 - Thompson Place west of West Bay Elementary School (School Safety Assessment Program)
 - Keith Road north of Gleneagles Elementary School (School Safety Assessment Program)

Railway Safety

Figure 12 shows the 33 railway crossings in West Vancouver:

- 17 vehicle crossings,
- 15 pedestrian crossings,
- 1 pedestrian bridge crossing (closed)



Figure 12 – Railway Crossings in West Vancouver

There were no reported collisions at railway crossings in West Vancouver in 2024.

While CN is responsible for the track crossings, the District is responsible for pedestrian infrastructure approaching the railway crossings (pathways, stairs, vegetation).

Projects Completed in 2025

The following railway safety and improvement projects were completed in 2025:

- replaced the stairs at the Travers Avenue crossing

Projects Planned for 2026 – 2027

In 2026 and 2027 the following projects are planned:

- repair the stairs at the Sunset Lane crossing (delayed from 2025)
- update crossing condition assessment
- remove the condemned pedestrian bridge over the railway at 26th Street.

Road Safety Programming and Initiatives

Traffic Calming

A new Traffic Calming Policy and Procedure was approved by Council at the March 4, 2024, Council Meeting. The purpose of the Policy is to fairly and consistently evaluate and prioritize traffic calming requests. Under this policy, traffic calming measures are only considered on local roads, and on collector roads that are located within school or playground zones. Requested locations are given points based on several factors including, speed, traffic volumes, collision history, and proximity to schools, playground, and transit routes. Locations with more than 60 points are considered for traffic calming measures.

The 60 point minimum was selected initially based on an expected large number of requests. It was anticipated that once the program was implemented this threshold may need to be amended.

In 2025, staff received eight completed traffic calming requests with supporting petitions. None of the locations met the minimum threshold set by the Traffic Calming Policy and Procedure. However, two of the locations were within 15% of the minimum threshold and 5 were within 30% of the minimum threshold.

To give greater flexibility when selecting locations for traffic calming, staff are recommending amending the Traffic Calming Policy and Procedure to reduce the minimum threshold from 60 points to 40 points. A draft copy of the amended Traffic Calming Procedure is attached as **Appendix A**.

School Safety Assessment Program

In 2022, the District of West Vancouver implemented the School Safety Assessment Program. This program, in consultation with each school, assesses safety concerns in school zones and develops a prioritized list of recommended actions. The District adopted this approach to ensure all reported school safety issues are assessed and prioritized comprehensively, and fairly.

Issues raised during these site visits are categorized into three categories:

- **Quick Fix:** issues that can be easily addressed with minimal resources, such as installing new signage or painting crosswalks.
- **Coordination:** issues that require cooperation and coordination between schools, parents, and the District, such as changing school schedules or modifying pick-up/drop-off procedures.
- **Long-term:** issues that involve significant investment such as constructing new sidewalks or bike lanes.

In 2025, District staff conducted site meetings with 10 elementary and secondary schools including the Collingwood Morven. The remaining schools did not feel it was necessary to meet. The issues requiring action are summarized below:

1. Quick Fixes: to be completed by the end of the summer:
 - install additional rapid flashing beacons
 - refresh crosswalk markings
 - install bollards to control traffic flow
 - relocate or add regulatory signs
 - increase vegetation trimming
 - install speed reader board
2. Coordination Issues: requiring ongoing collaboration with other departments such as Bylaws and the schools:
 - coordinate signage with Bylaws and WVPD to make it easier to enforce existing restrictions
 - increase Bylaw and WVPD presence
3. Long-Term Improvements: to be reviewed and prioritized. Depending on budget availability, some items may be considered for inclusion in the 2026 budget.
 - 5 schools requested a total of 10 sidewalk segments

Projects Completed in 2025

The following school related safety and improvement projects were completed in 2025:

- quick fixes such as signage changes, line painting, and vegetation trimming per school requests
- compact gravel walking path on the east side of Glenmore Drive
- rapid flashing beacons at 2 schools.
- sidewalk installation on Marine Drive, Morgan Crescent – Ferndale Avenue – Cypress Park Primary School
- speed humps on Westport Road – Eagle Harbour School

Projects Planned for 2026 – 2027

In addition to ongoing quick fixes, the following work is planned to be completed in 2026 and 2027:

- speed humps
 - Thompson Place west of West Bay Elementary School (School Safety Assessment Program)

- Keith Road at Gleneagles Elementary School (School Safety Assessment Program)
- sidewalk segments
 - Mathers Avenue 21st to 23rd Street (2027)
 - Mathers Avenue from pedestrian overpass to 11th Street (2027)
 - 13th Street – Kings Avenue to Inglewood Avenue (2027)
- include school zones as part of the Speed Reader Program
- additional rapid flashing bacons
- signage improvements

Speed Reader Program

Speed reader boards are interactive signs that display a vehicle’s speed as it approaches the sign. These signs are designed to increase driver awareness and encourage speed compliance, making them an effective tool for traffic calming in appropriate settings. The newer models of speed reader boards also have data collection capacity, which help monitor speeding in various neighborhoods.

The District’s Speed Reader Board Program is a combination of permanent installations and portable units to help maximize coverage and ensures that traffic calming efforts can adapt to changing needs.

There are 10 permanent speed reader boards installed at priority locations across the District. These include a mix of solar-powered and A/C-powered units. Figure 13 shows the locations of the permanent speed reader boards.

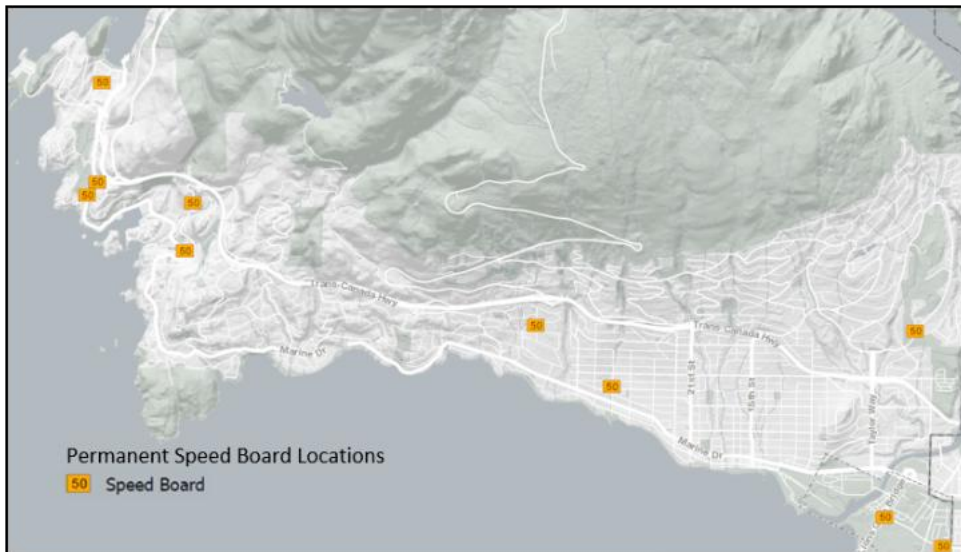


Figure 13 – Permanent Speed Board Locations

In addition to the permanent boards, the District has:

- 5 battery powered mountable units
- 1 solar-powered mountable units

The District has initiated a program to rotate the portable units throughout the District at locations of concern. The boards typically remain at a location for 3–4 months. Research has shown that the largest speed reductions tend to occur during the first few weeks after installation. The effects diminish over longer durations as drivers get used to the signs.

Sightline Trimming Program

The Sightline Trimming Program has been updated to allow for a quicker response if vegetation on District boulevards is obstructing sightlines at intersections and to increase the amount of vegetation removed. In the past, the procedure resulted in a lengthy timeline between the issue being identified and the trimming being undertaken. In addition, because only the minimal amount of vegetation was removed to meet sightline guidelines, the District had to return to the same site every couple of years.

The need to update the Sightline Trimming Program was highlighted by the recent court decision that awarded \$3.63 million to a young girl who was hit in a crosswalk while walking to school. The court found the District of North Vancouver 70% liable for the collision because the vegetation at the crosswalk was poorly managed.

The procedure has been streamlined to take more proactive maintenance of sightline obstructions resulting from overgrown vegetation on District land, reduce the amount of staff time, reduce overall programming costs, and to be able to address serious safety issues quickly.

Under the new trimming process, staff will categorize encroachments onto District boulevard into three levels:

LEVEL 1: Vegetation poses an immediate safety risk to pedestrian and vehicle safety.

No notification to the homeowner. District crews are assigned to remove or trim the vegetation as soon as possible. For example – vegetation obscuring a stop sign/signal.

LEVEL 2: Vegetation poses a safety risk to pedestrian and vehicle safety. A 7-day courtesy letter is sent to the homeowner. For example - obscuring sightline to the left and/or right; or a crosswalk sign.

There are two approaches to this letter:

- Approach 1 - This applies if the work is a large job which requires equipment and it is unlikely that the homeowner

could complete the job within 7 days. Inform the owner that District crews will be doing the work after 7 days.

- Approach 2 - This applies to smaller vegetation that could be undertaken by the homeowner. The letter provides 7 days for the homeowner to do the work themselves. If the work is not completed within 7 days, the District will trim the vegetation after 7 days.

LEVEL 3: Vegetation poses a minor safety risk to pedestrian and vehicle safety.

The homeowner is sent a notification letter giving them 7 days to decide if they want to do the trimming themselves or if they want the District to do the trimming. If the resident decides to do the trimming, they are then given 21 days to complete the trimming before District staff are scheduled to do the trimming.

District Arborists provide guidance to Operations Staff to trim vegetation safely and to minimize the harm to the hedge or tree. If crews need help, they will consult one of the District’s arborists. When the work is done by District crews, they will trim the vegetation back sufficiently so that it does not have to be done again for several years.

The photos in Figure 14 shows recent trimming that was done by District crews at the Ripple Road/Bayridge Ave intersection to uncover a stop sign and improve sightlines at the intersection.

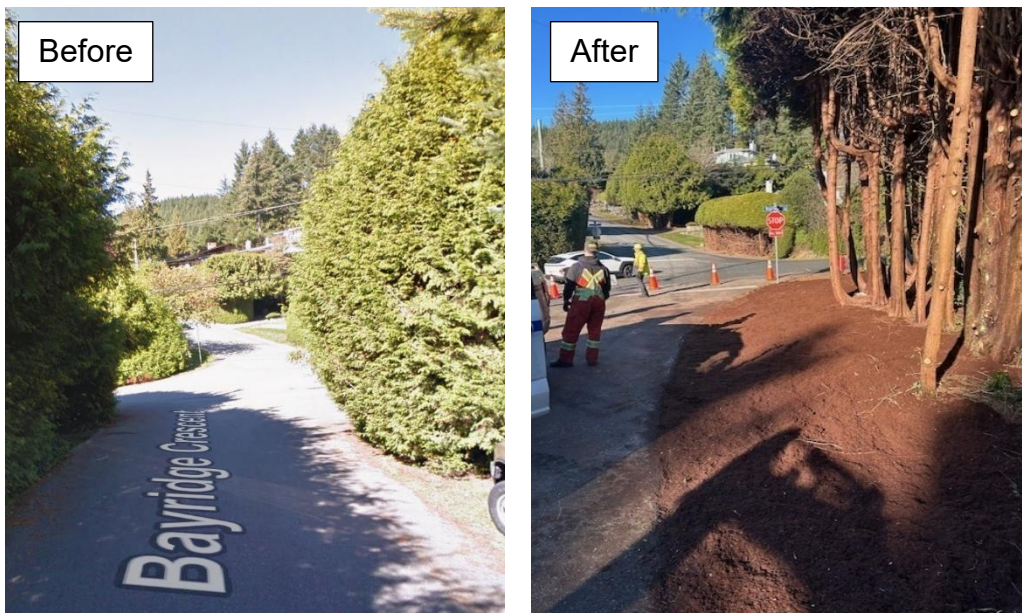


Figure 14. Trimming on Bayridge Crescent to Uncover a Stop Sign.

In addition to exposing signs and improving sightlines, the new program has:

- opened access to ditches and catch basins that have been filled with debris,
- opened access to utility infrastructure such as manholes, valves, and meter basins,
- opened shoulders for pedestrians, and
- created space to plough snow off the roadway.

Staff are monitoring the new process closely. Recent responses have been positive from homeowners and neighbours.

ICBC Intersection Safety Camera program

Because most crashes on B.C. roads occur at intersections, ICBC’s Intersection Safety Camera program is designed to change dangerous driver behaviours at high-risk intersections.

There are 140 cameras in 26 communities across the province to deter drivers from running a red light. 35 of the 140 cameras also monitor vehicle speeds. The cameras are placed at intersections based on the type, severity, and frequency of crashes. (Sample photos from a red light camera are shown in Figure 15.)

There is one camera in West Vancouver at the Ministry of Transportation and Transit’s Marine Drive/Taylor Way intersection. The camera only monitors redlight violations on Marine Drive in the eastbound direction.



Figure 15 – Sample Red Light Camera Photos

From 2019 to 2024, at the Marine Drive / Taylor Way intersection 1,930 red light camera tickets have been issued. Figure 16 shows that emerging from COVID the red light violations appear to be increasing but are still below the pre-COVID period.

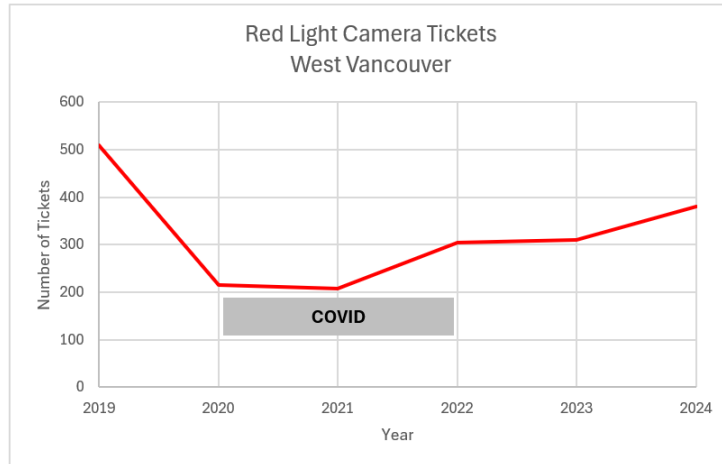


Figure 16 – Number of Red-Light Camera Tickets Issued at Marine Drive and Taylor Way Eastbound

In 2025 District staff contacted the manager of the Intersection Safety Program to see if there were plans to expand the program. At the time, ICBC and various Provincial departments were discussing the future of the program, however there is no timeline as to when a decision about changes to the program would be made.

Collaboration with Other Partners

A comprehensive approach to road safety requires collaborations among different stakeholders. The District has partnered with WVPD, TransLink, Coast Mountain Bus Company, West Vancouver School District, and ICBC on various road safety programs and initiatives.

6.2 Climate Change & Sustainability

The transportation sector accounts for approximately 39% of the District’s greenhouse gas (GHG) emissions that contribute to climate change. Both the Council’s Strategic Objectives and the District’s Strategic Transportation Plan promote a modal shift from vehicular transportation to alternative modes of active transportation, including cycling and walking. Improving traffic safety, especially for users of active transportation modes, will make it more attractive to use sustainable modes of transportation and reduce greenhouse gas emissions.

6.3 Public Engagement and Outreach

Not applicable.

6.4 Other Communication, Consultation, and Research

Engineering staff maintain an open dialogue with staff from West Vancouver Police Department, the Bylaws Department, the Communications Department, and the West Vancouver School District on road safety matters.

7.0 Options

7.1 Recommended Option

1. the May 11, 2026, report titled 2026 Road Safety Update from the Senior Manager, Roads and Transportation Design, Planning, and Projects (the report), be received for information;
2. “Traffic Calming Procedure 0206” as approved on July 7, 2025, be rescinded; and
3. proposed replacement “Traffic Calming Procedure 0206” attached to the report, be approved.

7.2 Considered Options

Council may request further information or provide alternate direction (to be specified).

8.0 Conclusion

Road safety is a top priority for the District. To reduce collisions, especially ones resulting in injuries, an evidence-based, data-driven approach is required to focus on specific locations such as high collision intersections, roads with high observed speeds, and around schools. The District has completed a variety of projects over the last year to improve pedestrian, cycling, transit, and roadway safety, and will continue these efforts going forward.

Author:



Sean O’Sullivan, Senior Manager, Roads and Transportation Planning, Design, and Projects

Appendices:

Appendix A: DRAFT Traffic Calming Procedure 0206

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District of West Vancouver
PROCEDURE

Title: Traffic Calming
 Division: Engineering and Transportation Services
 Procedure Number: 0206
 File Number: 0282-20-0206

1. Governing Policy

- 1.1. This procedure is associated with Traffic Calming Policy 0157.

2. Scope/Application

- 2.1. This procedure describes the process by which traffic calming measures can be initiated by a property owner(s) through traffic calming request, and how traffic calming requests will be evaluated and prioritized.

3. Procedure

3.1. Timeline

- 3.1.1. Traffic calming is an annual program with the following timeline:
- 3.1.1.1. Request intake is open year-round.
 - 3.1.1.2. Each year, staff will evaluate requests received from April of the previous year to March of the current year using the Traffic Calming Point Assessment (Appendix C).
 - 3.1.1.3. All the requests meeting the minimum point assessment score of 40 will be added to the ongoing traffic calming priority list and evaluated every year along with the rest of the existing requests, until implemented.
 - 3.1.1.4. If the request is rejected at any point in the process based on failure to meet minimum criteria or lack of public support, the requestors and affected residents shall be notified in writing, and traffic calming shall be excluded from additional review for 24 months.

3.2. Initiation

- 3.2.1. If a resident perceives a traffic concern related to speeding or traffic short-cutting on a street, they may submit a Traffic Calming Request Form (Appendix A) to Engineering & Transportation at engineeringdept@westvancouver.ca.
- 3.2.2. The following criteria must be met for the traffic calming request to be considered for assessment:
- 3.2.2.1. Traffic calming measures are only considered:
 - on local roads excluding cul-de-sacs or dead-end streets less than 90 meters long; or

District of West Vancouver

PROCEDURE

- on collector roads that are located within school or playground zones.

A District Road Classification Map can be found in Appendix B.

3.2.2.2. Traffic calming are not considered where there is ongoing construction and changing traffic patterns.

3.2.2.3. Traffic calming measures are not applicable to lanes.

3.2.2.4. The following are not considered traffic calming measures:

- stop signs; and
- speed limit reduction.

3.2.2.5. A traffic calming request should be accompanied by signatures of support from 50% of the owners in the Benefitting Area for the District's consideration.

3.3. Plan Development

3.3.1. Once the Traffic Calming Request submission has met all the requirements, staff will conduct a Traffic Calming Point Assessment (Appendix C) to determine if the location meets the minimum criteria.

3.3.2. Staff will confer with West Vancouver Transit, West Vancouver Fire Department, and West Vancouver Police Department for their comments and acceptance before developing traffic calming plans.

3.3.3. Locations that meet minimum traffic calming point assessment of 40, will be ranked based on their point assessment scores. Staff will develop preliminary designs for the top ranked locations based on constructability, opportunities to combine the traffic calming project with other District projects, and budget availability.

3.3.4. Only the following types of traffic calming measures are considered in relation to Traffic Calming Policy:

- a. vertical deflection, including speed humps, raised crosswalks, and speed cushions;
- b. horizontal deflection, including traffic circles, chicanes, curb radius reduction, and lateral shift;
- c. roadway narrowing, including curb extensions, on-street parking, and raised median islands; and
- d. access restriction, including directional closure, diverters, and intersection channelization.

3.4. Approval

3.4.1. Staff will send a letter to notify owners in the Benefitting Area of the proposed traffic calming measures asking them to confirm whether they support the proposed traffic calming measures. To move forward with detailed design and implementation, the following criteria must be met:

- a. response from at least 67% of the owners in the Benefitting Area;
- b. a minimum of 67% of the respondents in favour of the proposed traffic

District of West Vancouver

PROCEDURE

calming plan; and

- c. a maximum of 20% of the respondents opposing the proposed traffic calming plan.


3.5. Implementation

- 3.5.1. Each year staff will evaluate requests received from April of the previous year to March of the current year based on the Traffic Calming Procedure. All the requests meeting the minimum requirements will be added to the ongoing traffic calming priority list and evaluated along with the rest of the existing requests, until implemented. Staff will develop preliminary designs for the top ranked locations selected for the year subject to resource and funding availability.
- 3.5.2. The District will undertake, manage, and make decisions pertaining to all aspects of work to coordinate and execute the construction activities.

4. Approval

Approved by	<input type="checkbox"/> Municipal Manager	<input checked="" type="checkbox"/> Mayor and Council
Approval date	2025/07/07	
Council minutes eDocs # (Council Procedures only)	5835143	
Council report eDocs # (Council Procedures only)	5815281	
Signature	<u>[Original signed by Mayor]</u> MAYOR	

District of West Vancouver
PROCEDURE

Replaced by	<input type="checkbox"/> Municipal Manager	<input checked="" type="checkbox"/> Mayor and Council
Replacement date	Click here to enter a date.	
Council minutes Document ID (Council Procedures only)		
Council report Document ID (Council Procedures only)		
Replacement description		
Signature		

5. Additional Information

Category	<input checked="" type="checkbox"/> Council	<input type="checkbox"/> Administrative
Date of last review	2026	

Appendices:

- Appendix A – Traffic Calming Request Form
- Appendix B – District Road Classification Map
- Appendix C - Traffic Calming Point Assessment

TRAFFIC CALMING REQUEST FORM

Thank you for completing this request form. Please ensure you have read the District of West Vancouver Traffic Calming Policy prior to proceeding. If you have any questions about this form or about the District's Traffic Calming Policy, contact Engineering & Transportation Services at engineeringdept@westvancouver.ca.

Name:

Address:

Phone: Email:

Location of concern:

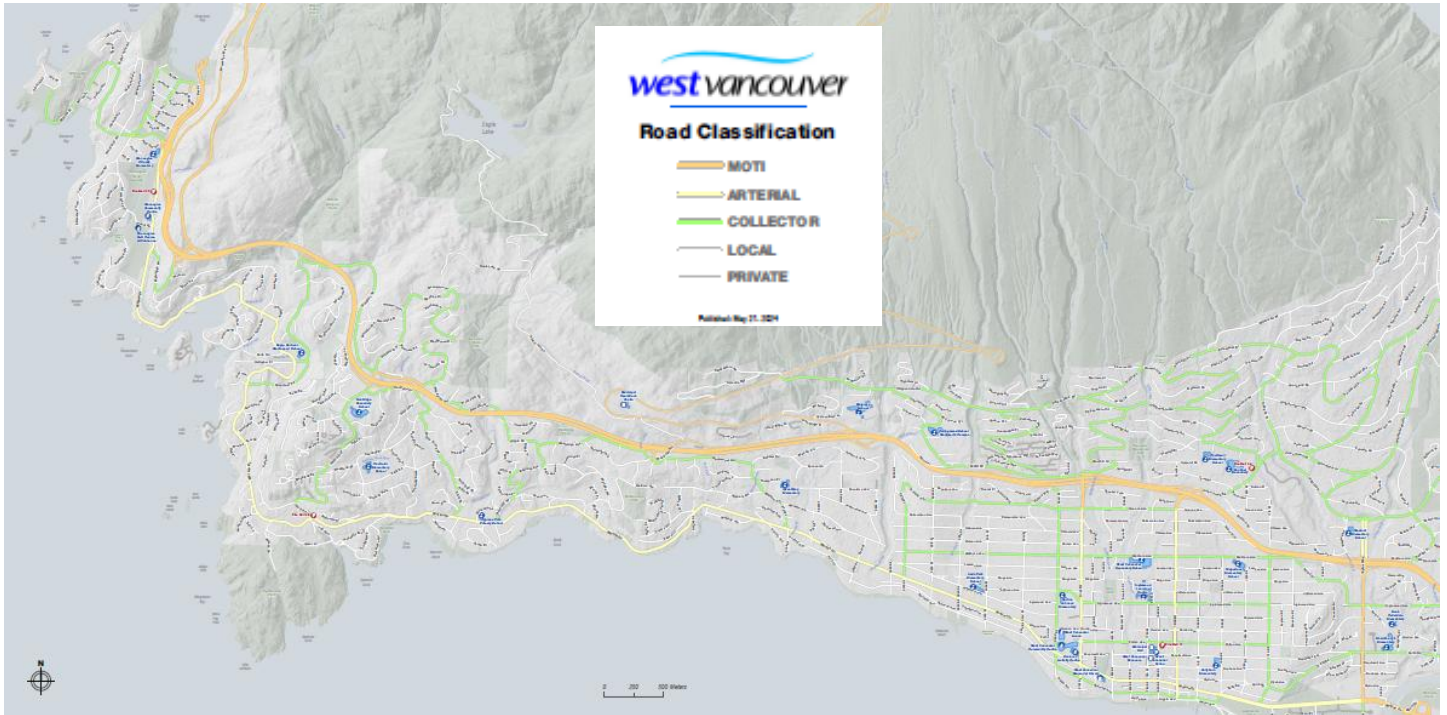
between/at: and:

Description of concern:

1. Is the cause of speeding on your street the result of congestion on a nearby arterial street or the result of nearby construction? Yes No
If yes, staff will focus on addressing the causes.
2. Do any of the following conditions apply to your street
(a map showing road classifications can be found on the traffic calming web page):
 - arterial road? Yes No
 - collector road not located in school or playground zones? Yes No
 - cul-de-sacs or dead-end street less than 90m in length? Yes No
 - steep grades or sharp curves? Yes NoIf yes to any of the above conditions, traffic calming is not permitted.
3. Is speeding or short-cutting occurring during specific times of day or days of the week?
Yes No
If yes, please specify:

Freedom of Information and Protection of Privacy Act Notice
Your personal information will be collected for the purpose of evaluating your request for implementing traffic calming measures in the District of West Vancouver. This information is being collected by the District of West Vancouver pursuant to section 28 (c) and (e) of the *Freedom of Information and Protection of Privacy Act*.
If you have any questions about the collection of this personal information, please contact the Privacy Officer:
foippa@westvancouver.ca; 604-921-3497; 750 17th Street, West Vancouver BC V7V 3T3

District Road Classification Map



District of West Vancouver
PROCEDURE

Appendix C

District of West Vancouver – Engineering and Transportation				
TRAFFIC CALMING POINT ASSESSMENT. A minimum score of 40 is required to proceed to preliminary design.				
Location:			Date Compiled:	
Roadway Type:	<input type="checkbox"/> Local	<input type="checkbox"/> Collector		
Traffic Data				
	Feature	Range	Criteria	Max
1.	Speed 85 th percentile speed	0 to 20	Local Road: 1 point for every kph above 40 kph School/Playground zone: 1 point for every kph above 30kph	20
2.	Daily Volume	0 to 15	Local Road: 5 points for every 250 vehicles per day (vpd); Collector Road: 5 points for every 500 vpd	15
3.	Collisions <i>(attach collision location and reason)</i>	0 to 20	5 points for every ICBC collision over the past 3 years that may be mitigated by traffic calming	20
Road Characteristics				
4.	Walking Route	0 or 5	5 points if the street is part of the District's pedestrian network, has a sidewalk, or a path	5
5.	School and Playground routes	0 or 10	10 points if there is an elementary school or playground in or adjacent to the study area,	10
6.	Bicycle Concerns	0 or 5	5 points if the road is an existing or planned bicycle route	5
7.	Other Pedestrian Generators	0 or 5	5 points for other nearby* Pedestrian Generators such as a community centre, library, retail centre, etc. <i>(*Nearby = must have direct connection to subject roadway)</i>	5
8.	Transit Route	0 or 10	10 points if not on an existing or planned transit route	10
9.	Length of Straight Road	0 to 10	1 point per 50 m of straight road	10
Total				
Minimum 40 points - Does the location meet the minimum criteria?				
			<input type="checkbox"/> YES	<input type="checkbox"/> NO