



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

4.

COUNCIL REPORT

Date:	June 23, 2025
From:	Sean O’Sullivan, Senior Manager, Roads & Transportation
Subject:	2025 Roads Safety Update
File:	1700.09

RECOMMENDATION

THAT

1. the Council report titled “Road Safety Update” dated June 23, 2025, from the Senior Manager, Roads and Transportation, be received for information.

1.0 Purpose

The purpose of this report is to provide an update on road safety in the District of West Vancouver. It provides Council and the public with a snapshot of road safety in the District, summarizing what has been completed in the past year, and outlining plans for the upcoming year.

2.0 Legislation/Bylaw/Policy

The use and operational rules for a road network within the Province are set out by the BC Motor Vehicle Act. The District’s Traffic and Parking Bylaw supplements the BC Motor Vehicle Act.

3.0 Council Strategic Objective(s)/Official Community Plan

Council Strategic Plan 2024 – 2025

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 as well as external funding contributions support road safety and related programming and initiatives within the District. A total of approximately \$840,000 internal funding and \$400,000 external funding is allocated towards road safety related projects planned for 2025.

5.0 Background

Over the last decade, both national and provincial statistics show a downward trend in collision rates. Road Safety BC's report 'Motor Vehicle Related Crashes, Injuries and Fatalities: 10-year Statistics for British Columbia' indicates that while both fatal and injury collisions per 100,000 population have increased since COVID they are lower than 10 years ago (Figure 1). The top contributing factor to fatal crashes continues to be speeding, distraction/inattention, and impairment (drugs/alcohol, sleep).

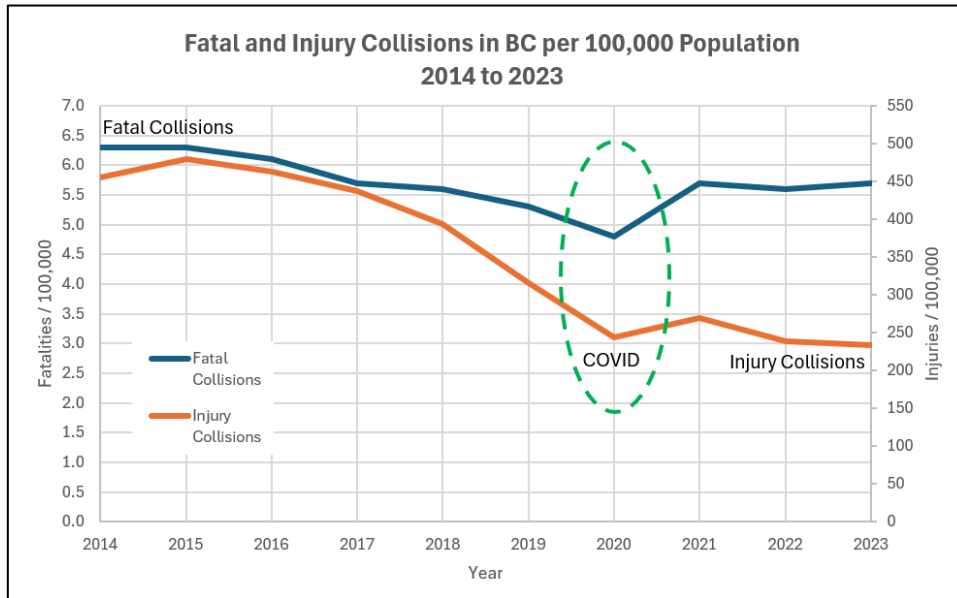


Figure 1 – Fatal and Injury Collisions in BC

A Safe System Approach is used to move towards Vision Zero. It is an integrated and comprehensive process to improve the safety performance of the transportation system. The Safe System Approach recognizes that road users will make mistakes and emphasizes shared accountability for road safety. This responsibility is shared by those who are accountable for the system’s safety performance – this includes policy makers, planners, engineers, vehicle manufacturers, fleet managers, enforcement officers, road safety educators, health agencies, the media and **all** road users regardless of their travel mode.

5.1 Previous Decisions

Council, at its **September 23, 2024, regular meeting**, passed the following resolutions:

THAT

1. the Council report titled 2025 Sidewalk Projects from the Senior Manager of Roads & Transportation, dated September 1, 2024, be received for information; and
2. the proposed sidewalk projects planned for detailed design in 2024/2025 be endorsed by Council.

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.

Council, at its **March 4, 2024, regular meeting**, passed the following resolutions:

THAT

1. the proposed “Traffic Calming Policy 0157” be approved;
2. the “Speed Humps and Other Vertical Deflections Policy 02-20-382” be rescinded;
3. \$60,000 of existing capital funding be redirected towards a 2024 Traffic Calming Implementation Program; and
4. staff evaluate on an annual basis future traffic calming implementation programming needs and request supportive funding as part of the annual budget process.

5.2 History

In 2024 the District completed the following notable transportation projects to improve safety and capacity:

- Wildwood Lane – compact gravel walking path on the north side of the road
- Cross Creek Road – Tyrol Road to interchange – shifted the roadside barriers to widen the pathway behind the barriers
- Marine Drive / 29th Street – upgraded the bus stop to make it wheelchair accessible, installed illuminated bus shelters, and installed a pedestrian crossing beacon.
- Horseshoe Bay - Bay Street – removed pavers in the sidewalk and paved the sidewalk.

Several large projects that were planned for 2024 were delayed because of problems getting approvals from BC Hydro and the Ministry of Transportation and Transit.

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 road safety in the District, work completed in 2024, and upcoming planned work. Specific road safety programming and initiatives including the Traffic Calming Program, School Safety Assessment Program, will also be discussed.

The primary source of information for the following discussion is ICBC’s 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. According to data from ICBC, there has been a downward trend in pedestrian collisions from 2018 to 2023 across the District, despite some fluctuations during the COVID-19 pandemic, including a particularly low number of incidents in 2020 (Figure 2). There was a total of 15 pedestrian collisions reported in 2023. The number of collisions is higher than during the COVID period, but it is less than before COVID. More time is needed to see if the number of pedestrian collisions will continue to increase from the numbers during COVID or if the decline in the number of collisions is a sustainable trend.

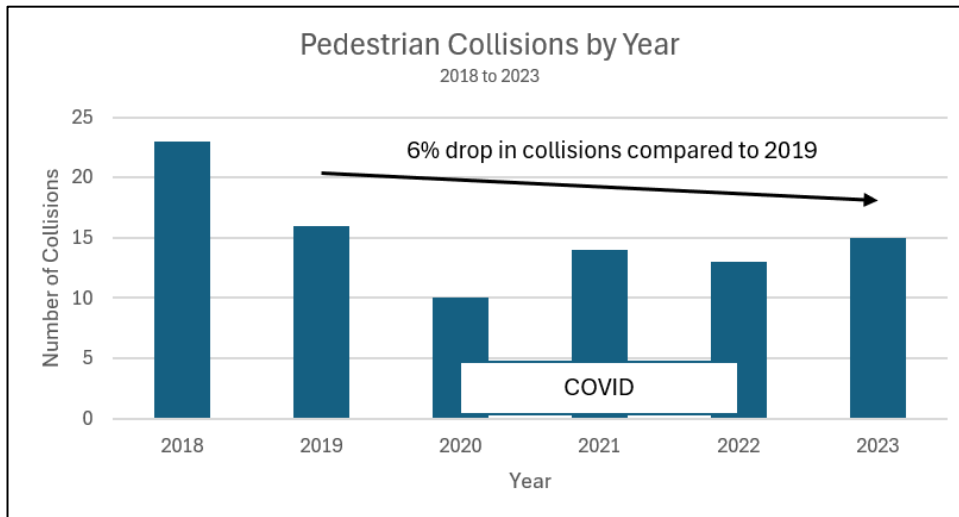


Figure 2 – Pedestrian Collisions by Year

Between 2019 and 2023, 14 locations on District roads recorded two or more pedestrian collisions. 9 of the 14 locations were along Marine Drive. There were 6 locations that had 3 or more collisions during the 5-year period:

- Marine Drive & 11th Street (4 collisions)
- Marine Drive & Park Royal North & Park Royal South (3 collisions)
- Marine Drive & 15th Street (3 collisions)
- Marine Drive & 17th Street (3 collisions)
- Bellevue Ave & 18th Street (3 collisions)
- Mathers Ave & 15th Street (3 collisions)

In 2024, several pedestrian safety improvement projects were completed, including:

- Mathers Avenue/Thompson Crescent crosswalk improvements as part of the Westmount Active Transportation Project
- Marine Drive at 29th Street – bus stop and crossing improvements
- walkway widening on Cross Creek Road, Tyrol Road to Highway 1 interchange – coordinated project with BC Hydro
- Installed rapid flashing beacons (RFB) at 6 locations:
 - 15th Street at Ottawa Avenue – improved access to transit
 - 15th Street at Esquimalt Avenue – Hollyburn Elementary School
 - 21st Street at Esquimalt Avenue – Seniors Activity Centre
 - 21st Street at Kings Avenue – route to school
 - Marine Drive at Horseshoe Bay Overflow Parking Lot – Gleneagles Elementary School
 - 22nd Street at Inglewood Avenue – Ecole Pauline Johnson Elementary

The following projects are planned for 2025 and 2026:

- sidewalk installation on Marine Drive, Morgan Crescent to Ferndale Avenue (School Safety Assessment Program)
- sidewalk installation on Marine Drive, Cypress Creek – Keith Road
- improvements to pedestrian timing at traffic signals to provide more pedestrian crossing time at traffic signals where the traffic controllers have the capacity
- construction of Lions Gate Bridge to Capilano Road multi-use pathway planned for summer 2025
- construction of Taylor Way off-ramp, Hadden Drive to Westcot Road multi-use pathway, construction planned for fall 2025

By studying the details of the collisions that occurred at the high collision locations identified in the 2024 and 2025 Roads Safety Updates, will help develop pedestrian safety projects in 2026.

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 increased has increased from 11 collisions in 2019 to 17 collisions in 2023 (Figure 3). Additional data from the coming years will help provide some clarity over whether the increase in cycling collisions is variability in annual collision frequencies or a developing trend. The increase in the number of cyclist collisions could be related to the increasing number of cyclists. Further study if required to understand the increase in cycling collisions in 2023.

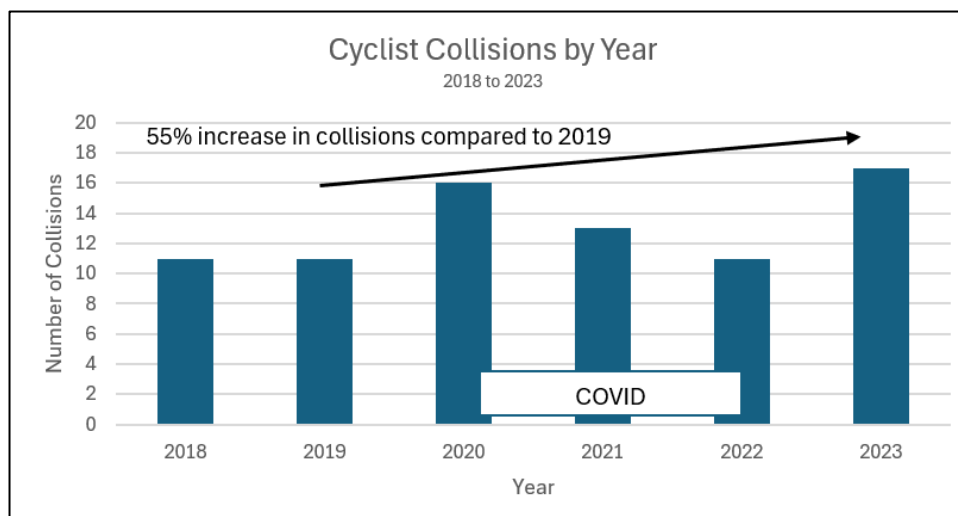


Figure 3 – Cyclist Collisions by Year

Between 2019 and 2023, 10 locations on District roads had two or more cycling collisions, with 6 of these locations along Marine Drive. Three locations have 3 cyclist collisions:

- Southborough Drive & Stevens Drive & Taylor Way (3 collisions)
- Marine Drive and Piccadilly South (3 collisions)
- Marine Drive & Gallagher Place & Westport Road (3 collisions)

In 2024, the following cycling improvement projects were completed:

- Detail design was completed for the MUP between Lionsgate Bridge and Capilano Road. A construction permit from MoTT was obtained late in the year.
- Detail designs were advanced and shared with MoTT for the Hadden Drive to Westcot Road MUP to get their comments and requirements for a construction permit.

The following cycling related projects are planned for 2025 and 2026:

- Construction of the Lions Gate Bridge to Capilano Road multi-use pathway, construction planned for summer 2025 (coordinated project with the District of North Vancouver)
- Construction of the Taylor Way off-ramp, Hadden Drive to Westcot Road, multi-use pathway, construction planned for fall 2025, pending approval from MoTT

By studying the details of the collisions that occurred at the high collision locations identified in the 2024 and 2025 Roads Safety Updates, will help develop cycling safety projects in 2026.

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).

The following improvements are planned to be completed in 2025 and 2026:

- Marine Drive at Burkehill Road - as part of the sidewalk installation project
- Marine Drive at Cranley Drive - bus stop and intersection improvements in partnership with area development
- Marine Drive at Radcliffe Road – bus stop and intersection improvements with funding contribution from CMBC.

In addition, in 2024/25 the District, in partnership with TransLink, completed a study to identify projects to improve bus speed and reliability. While the focus of the recommended projects is to improve bus speed and reliability, many of the projects will also reduce the collision risk for buses. A report to Council on the recommended bus speed and reliability projects will be presented at the July 7th open Council meeting.

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 lower 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. Most roads, however, are under the District's jurisdiction. Even though most roads are under the

District’s jurisdiction, 55% of casualty collisions occur on roads that are under MoTT’s jurisdiction (Figure 4).

ICBC Casualty Collisions in West Vancouver 5 years - Jan 2019 to Dec 2023			
District of West Vancouver	Casualty Collisions on District Roads	Percentage of Casualty Collisions on District Roads	
Arterial (7.7% of all District roads)	321	(55%)	
Collector (24.9% of all District roads)	201	(34%)	
Local (67.4% of all District roads)	62	(11%)	% on District Roads
Total	584		(45%)
Other Jurisdictions	Casualty Collisions on Other Roads		
Ministry of Transportation and Transit	712		
Park Royal/ Squamish Nation	9		% on Other Roads
Total	721		(55%)
Total Number of Casualty Collisions in West Vancouver			1,305

Figure 4 – ICBC Casualty Collisions in West Vancouver

Arterial and collector roads account for approximately 33% of District roads, but 89% of casualty collisions occur on them. Local roads, which are approximately 67% of all District roads, account for 11% of casualty collisions.

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

Figure 5 shows total collisions in West Vancouver from 2018 to 2023 based on ICBC statistics.

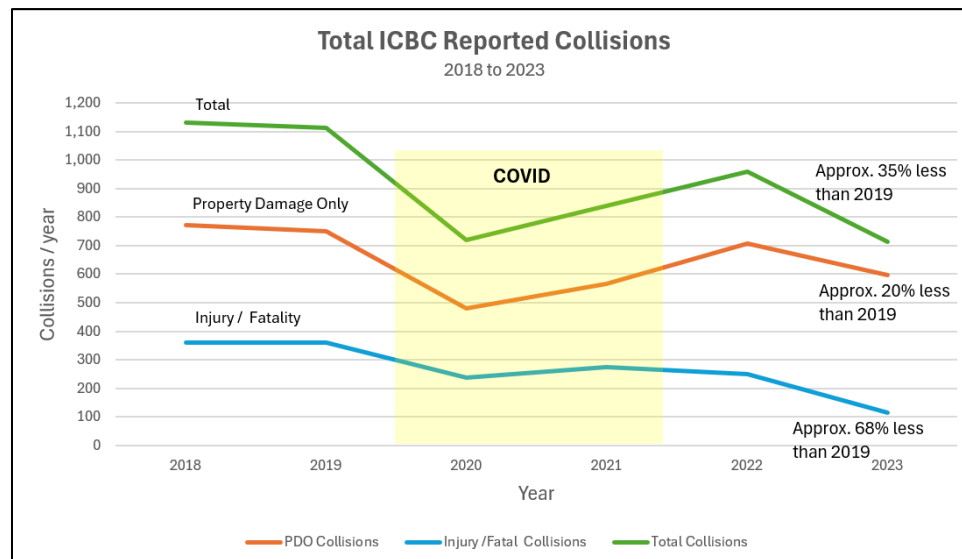


Figure 5 – Total ICBC Reported Collisions

There was a significant drop in collisions in 2020 during COVID. Coming out of the pandemic, the District saw an increase in PDO and Casualty collisions in 2022. In 2023, there was a decrease in the of collisions in the District. The number of PDO collisions and casualty collisions in 2023 were lower than before the pandemic. Future ICBC collision data will provide some clarity over whether or not the decrease in collisions is variability in annual collision frequencies or a sustainable trend.

The top casualty collision location in West Vancouver is the Hwy 1/99 – Taylor Way interchange which is under MoTT jurisdiction. It had 200 casualty collisions over 5 years. The top 5 casualty collision locations under DWV jurisdiction are all on arterial roadways:

- Marine Dr & Park Royal North/South - 29 casualty collisions
- Marine Dr & 13th St & Keith Rd - 26 casualty collisions
- Marine Dr & 15th St - 26 casualty collisions
- Mathers Ave & 15th St - 16 casualty collisions
- Marine Dr & 16th Street - 13 casualty collisions

The casualty collision data shows that a small proportion of locations account for a significant number of incidents. 13.5% 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 across the District.

The following roadway improvements were completed in 2023/24:

- improvements on Marine Drive, 26th Street – 31st Street, as part of the bike lane project, including double yellow centreline, recessed reflective pavement markers, and consistent lane widths.
- purchase of four portable speed reader boards to conduct speed counts and a speed awareness campaign

The following improvements are planned be completed in 2025/26:

- traffic signal timing review to ensure consistent yellow time and consistent all red time
- Marine Drive and 31st Street - conversion of pedestrian signal to a speed responsive traffic signal. (The project has been delayed while waiting for BC Hydro to relocate a utility pole.)
- Install recessed centre line pavement reflectors at:
 - 21st St from Queens Ave to Marine Dr (1100m)
 - 15th St from Queens Ave to Marine Dr (1230m)
 - Stevens Dr from Rabbit Ln to Taylor Way (600m)
 - Stevens Dr from Onslow Pl to Bonnymuir Dr (900m)

To reduce collisions at high collision locations, the District partnered with ICBC to hire a consultant to do a Network Screening Study. The study involved reviewing collision data to identify high casualty, pedestrian, and

cycling collision locations. Then, based on the type of collisions occurring at the high collision locations, recommend options to reduce the collision frequency. The study recommendations are summarized in Figure 6.

Network Screening Study Recommendations Summary	
Location	Recommendations
Marine Dr & Park Royal North/South	<ul style="list-style-type: none"> • Refresh all pavement markings • Change westbound left turn signal to protect only • Install No Turn on Red for eastbound traffic • Install additional right lane must turn right sign
Marine Drive & 17th Street	<ul style="list-style-type: none"> • Convert angle parking to parallel parking • Increase the width of the eastbound curb bulge to provide clarity that there is insufficient width to pass a bus without changing lanes.
Marie Drive & 15th Street	<ul style="list-style-type: none"> • Install left turn lanes - also a recommendation from recent Bus Speed and Reliability study
Marine Drive & 13th Street	<ul style="list-style-type: none"> • Restrict gas station access on 13th St to right in and right out only • Change left turn signals to protected only • Add leading pedestrian interval
Marine Drive & 16th Street	<ul style="list-style-type: none"> • Install curb bulge on the northeast corner
Taylor Way (south) & Park Royal South	<ul style="list-style-type: none"> • Modify pavement markings to better delineate the road • Add additional signal head to improve visibility for eastbound drivers
Marine Drive & 25th Street	<ul style="list-style-type: none"> • Install left turn lanes • Install curb bulge on southeast corner
Marie Drive & Westport Road	<ul style="list-style-type: none"> • Install additional signage and pavement marking to increase awareness that cyclists may be on the road.
Marine Drive & Piccadilly South	<ul style="list-style-type: none"> • Install additional signage and pavement marking to increase awareness that cyclists may be on the road.

Figure 6 – Network Screening Study Recommendations Summary

The Network Screening Study’s recommendation for left turn lanes on Marine Drive at 15th Street aligns with the recommendation from the Bus Speed and Reliability Study. TransLink has approved a grant to undertake a detail study to understand the costs and impacts of installing the left turn lanes. More information is available in the July 7 Bus Speed and Reliability report to Council.

The Network Screening Study also recommended adding left turn lanes on Marine Drive at 25th Street. There is a development underway on the southeast corner of Marine Drive and 25th Street. If the District chooses to proceed with the installation of the left turn lanes, there an opportunity to coordinate the work with the offsite work being done by the development to minimize traffic disruptions and costs.

Railway Safety

Figure 7 shows the 33 railway crossings in West Vancouver:

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



Figure 7 – Railway Crossings in West Vancouver

Transportation Safety Board data only shows one railway collision between 2019 and 2023. The collision occurred at the entrance to Ambleside Park in 2023 and involved a driver failing to stop for the flashing lights and hitting a CN track inspection vehicle. There were no injuries.

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

In 2024 and 2025, the District:

- paved the approaches at two pedestrian railway crossings in Ambleside Park to eliminate tripping hazards
- closed the 26th Street pedestrian bridge due to the extensive deterioration of the bridge
- repaired the stairs at the 28th Street pedestrian crossing, and
- completed an assessment of all the railway crossings and found 7 crossings that need attention because of deteriorating walking surfaces, deteriorating staircases, and overgrown vegetation

The following improvements are planned be completed in 2025/26:

- replace the stairs at the Travers Avenue crossing
- replace the stairs at the Sunset Lane crossing

Road Safety Programming and Initiatives

Traffic Calming

A new Traffic Calming Policy was approved by Council at the March 4, 2024, Council Meeting. Under this policy, traffic calming measures are only considered on local roads, excluding cul-de-sacs or dead-end streets less than 90 meters long, and on collector roads that are located within school or playground zones. Additionally, all traffic calming requests must be accompanied by signatures of support from 50% of the owners in the benefitting area.

In 2024, the District received 50 traffic calming requests, including 10 requests for school zones, which are being evaluated as part of the School Safety Assessment Program. Following the adoption of the Traffic Calming Policy, staff informed the 102 requesters who had submitted traffic calming requests in 2023 and early 2024 prior to the policy's implementation about the new submission process. To date, staff have received eight completed requests with supporting petitions and are reviewing the applications to select candidate locations for construction in 2025.

Council approved traffic calming measures for Glenmore Drive. The work, including raised crosswalks and a compact gravel walking path, is planned for the summer of 2025.

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 major changes to the road network, such as constructing new sidewalks or bike lanes.

In 2024, District staff conducted site meetings with 11 elementary and secondary schools across the District in October and November. The remaining schools did not feel it was necessary to meet in 2024. A total of 58 issues requiring action were identified, summarized as follows:

1. Quick Fixes (15 items): to be completed by the end of the summer
 - Signage requests – 5
 - Trimming requests – 4
 - Line painting requests – 3
 - Other minor improvements – 3
2. Coordination Issues (6 items): requiring ongoing collaboration with other departments such as Bylaws and the schools
3. Long-Term Improvements (35 items): to be reviewed and prioritized. Depending on budget availability, some items may be implemented in 2025, while others may be considered for inclusion in the 2026 budget.
 - traffic calming – 10
 - sidewalk installation – 4
 - rapid flashing beacons – 3
 - other infrastructure-related needs – 18

The following improvements were completed in 2024:

- quick fixes such as signage changes, line painting, and vegetation trimming per school requests
- compact gravel walking path on the north side of Wildwood Lane
- rapid flashing beacons at 3 schools.

In addition to ongoing quick fixes, the following work is planned to be completed in 2025:

- sidewalk installation on Marine Drive, Morgan Crescent – Ferndale Avenue – Cypress Park Primary School
- installation of speed humps on Westport Rd – Eagle Harbour School
- installation of additional rapid flashing beacons

Speed Reader Board 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 can 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 8 shows the locations of the permanent speed reader boards.

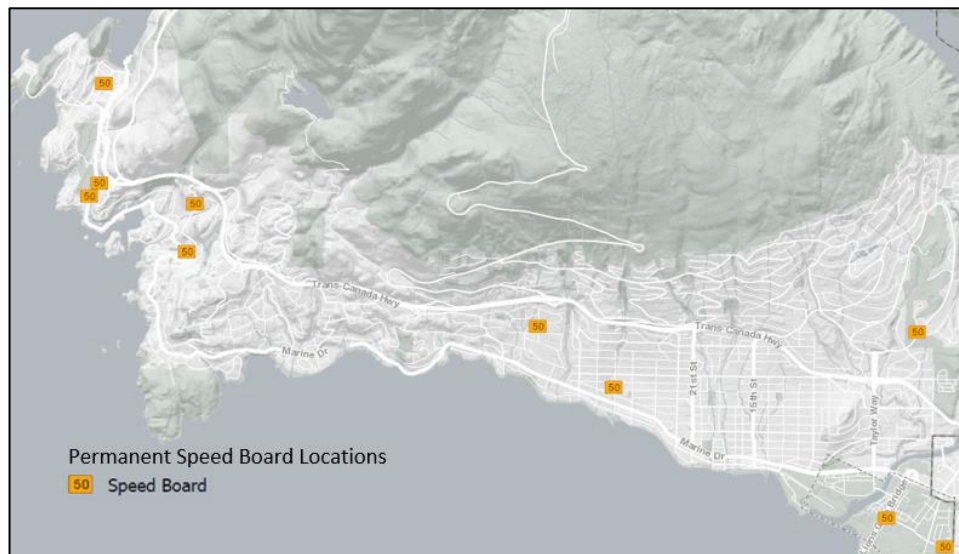


Figure 8 – Permanent Speed Board Locations

In addition to the permanent boards, the District has:

- 3 battery powered mountable units
- 1 solar-powered mountable units
- 1 unit on a dolly
- 1 unit on a trolley

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.

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, 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 making it more attractive to use sustainable modes of transportation and reducing 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**

THAT

1. the Council report titled "Road Safety Update" dated June 23, 2025, from the Senior Manager, Roads and Transportation, be received for information

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, local 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:



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