

District of West Vancouver

POLICY

Title: Traffic Calming

Division: Engineering & Transportation Services

Policy Number: 0157

File Number: 0282-20-0157

1. Purpose

- 1.1. This policy outlines the District's approach to identify and prioritize how and in which circumstances traffic calming measures requested by the public, may be implemented.

2. Scope

- 2.1. This policy outlines the District's approach to receiving, evaluating, and implementing all requests pertaining to implementation of traffic calming measures within the District's road network.

3. Definitions

- 3.1. **"Access Restriction"** means a traffic calming measure which restricts specific vehicle movements.
- 3.2. **"Arterial Road"** means a major street for which the primary function is to provide for vehicle movement and is intended to carry higher vehicle volumes and larger vehicles.
- 3.3. **"Benefitting Properties"** means any property or parcel, either fully or partially, located within the block of a requested traffic calming measure.
- 3.4. **"Chicane"** means a series of curb extensions on alternating sides of a roadway, which narrow the roadway and require drivers to steer from one side of the roadway to the other to travel through the chicane. Typically, a series of at least three curb extensions is used.
- 3.5. **"Collector Road"** means a street for which vehicle movement and access are of equal importance and is intended to carry higher vehicle volumes and larger vehicles.
- 3.6. **"Curb Extension"** means a horizontal intrusion of the curb into the roadway resulting in a narrower section of roadway.
- 3.7. **"Curb Radius Reduction"** means the circular curved curb which connects the tangent curb sections of two intersecting streets.
- 3.8. **"Directional Closure"** means a curb extension or vertical barrier extending to approximately the centreline of a roadway, effectively obstructing (prohibiting) one direction of traffic.

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- 3.9. **“District”** means The Corporation of the District of West Vancouver.
- 3.10. **“Diverter”** means a raised barrier placed diagonally across an intersection, that forces traffic to turn and prevents traffic from proceeding straight through the intersection.
- 3.11. **“Horizontal Deflection”** means a traffic calming measure which causes a lateral shift in the travel pattern of vehicles.
- 3.12. **“Intersection Channelization”** means the use of raised islands or bollards located in an intersection to obstruct specific traffic movements and physically direct traffic through an intersection.
- 3.13. **“Lanes”** means a street with the primary function of providing access to properties from the rear instead of the fronting street.
- 3.14. **“Lane/Road Narrowing”** means reduced lane widths using pavement markings or other features with the intention for drivers to perceive the roadway to be less comfortable at higher speeds.
- 3.15. **“Lateral Shift”** means a roadway alignment change, introducing a ‘jog’ to the left or to the right.
- 3.16. **“Local Road”** means a street for which the primary function is to provide access to adjacent properties and is not intended to carry higher volumes of traffic or larger vehicles.
- 3.17. **“On-street Parking”** means the reduction of the roadway width available for vehicle movement by allowing motor vehicles to park adjacent to the curb.
- 3.18. **“Raised Crosswalk”** means a marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the adjacent roadway.
- 3.19. **“Raised Median Island”** means an elevated median constructed on the centreline of a two-way roadway to reduce the overall width of the adjacent travel lanes.
- 3.20. **“Speed Cushion”** means a segmented speed hump which allows for the passage of larger vehicles, such as emergency vehicles or buses, without difficulty while still reducing passenger vehicle speeds.
- 3.21. **“Speed Hump”** means a raised area of a roadway, which deflects both the wheels and frame of a traversing vehicle.
- 3.22. **“Traffic Calming”** means the combination of mainly physical measures intended to reduce vehicle speeds and discourage traffic short-cutting.
- 3.23. **“Traffic Calming Point Assessment”** means a screening tool focused on the various attributes of a roadway to quantify its potential need for traffic calming.
- 3.24. **“Traffic Circle”** means a small, raised island located in the centre of an intersection, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island that is not intended to accommodate larger vehicles.
- 3.25. **“Vertical Deflection”** means a traffic calming measure which causes a vertical upward movement of the vehicle.

4. Policy Statement

- 4.1. The District shall use traffic calming measures to improve safety for all road users, particularly pedestrians and cyclists, with the intent of reducing vehicle speeds, and discouraging traffic short-cutting.
- 4.2. The following types of traffic calming measures are considered by the District:
- vertical deflection, including speed humps, raised crosswalks, and speed cushions;
 - horizontal deflection, including traffic circles, chicanes, curb radius reduction, and lateral shift;
 - roadway narrowing, including curb extensions, on-street parking, and raised median islands; and/or
 - access restriction, including directional closure, diverters, and intersection channelization.

5. Related Policies or Procedures

- 5.1. Traffic Calming Procedure 0206

6. Approval

Approved by	☐ CAO	☒ Mayor and Council
Approval date	2024/03/04	
Council minutes eDocs # (Council Policies only)	5709954	
Council report eDocs # (Council Policies only)	5651430	
Signature	<u>[Original signed by Mayor]</u> MAYOR	

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Approved by	☐ Municipal Manager	☒ Mayor and Council
Replacement date	2025/07/07	
Council minutes eDocs # (Council Policies only)	5835143	
Council report eDocs # (Council Policies only)	5815281	
Replacement description	To align Council policies with related procedures based on scope.	
Signature	<u>[Original signed by Mayor]</u> MAYOR	

7. Additional Information

Category	☒ Council	☐ Administrative
Related procedure	☒ Yes (0282-20-0206)	☐ No
Date of last review	2025	