

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. In this policy:

“Access Restriction” means a traffic calming measure which restricts specific vehicle movements.

“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.

“Benefitting Properties” means any property or parcel, either fully or partially, located within the block of a requested traffic calming measure.

“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.

“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.

“Curb Extension” means a horizontal intrusion of the curb into the roadway resulting in a narrower section of roadway.

“Curb Radius Reduction” means the circular curved curb which connects the tangent curb sections of two intersecting streets.

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“Directional Closure” means a curb extension or vertical barrier extending to approximately the centreline of a roadway, effectively obstructing (prohibiting) one direction of traffic.

“District” means The Corporation of the District of West Vancouver.

“Diverter” means a raised barrier placed diagonally across an intersection, that forces traffic to turn and prevents traffic from proceeding straight through the intersection.

“Horizontal Deflection” means a traffic calming measure which causes a lateral shift in the travel pattern of vehicles.

“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.

“Lanes” means a street with the primary function of providing access to properties from the rear instead of the fronting street.

“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.

“Lateral Shift” means a roadway alignment change, introducing a ‘jog’ to the left or to the right.

“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.

“On-street Parking” means the reduction of the roadway width available for vehicle movement by allowing motor vehicles to park adjacent to the curb.

“Raised Crosswalk” means a marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the adjacent roadway.

“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.

“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.

“Speed Hump” means a raised area of a roadway, which deflects both the wheels and frame of a traversing vehicle.

“Traffic Calming” means the combination of mainly physical measures intended to reduce vehicle speeds and discourage traffic short-cutting.

“Traffic Calming Point Assessment” means a screening tool focused on the various attributes of a roadway in order to quantify its potential need for traffic calming.

“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.

“**Vertical Deflection**” means a traffic calming measure which causes a vertical upward movement of the vehicle.

4. Policy Statement

4.1. General

- 4.1.1 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.
- 4.1.2 The following types of traffic calming measures are considered by the District:
- 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;
 - d. access restriction, including directional closure, diverters, and intersection channelization.
- 4.1.3 Traffic calming measures are only considered:
- a. on local roads excluding cul-de-sacs or dead-end streets less than 90 metres long; or
 - b. on collector roads that are located within school or playground zones.
- 4.1.4 Traffic calming measures are not considered where there is ongoing construction and changing traffic patterns.
- 4.1.5 Traffic calming measures are not applicable to lanes.
- 4.1.6 The following are not considered traffic calming measures.
- a. stop signs;
 - b. speed limit reduction.

4.2. Initiation

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. Staff will conduct a Traffic Calming Point Assessment to determine if the location meets minimum requirements as set out in Traffic Calming Procedure 0158.

4.3. Plan Development

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 0158.

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.

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4.4. Approval

Staff will send a letter to owners in the benefitting area of the proposed traffic calming measures asking them to confirm whether or not 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 calming plan;
- c. a maximum of 20% of the respondents opposing the proposed traffic calming plan.

4.5. Implementation

Staff will schedule the detailed design and implementation of traffic calming measures to begin only when there are sufficient resources and budget available to proceed. The District will undertake, manage, and make decisions pertaining to all aspects of work in order to coordinate and execute the construction activities.

5. Related Policies or Procedures

- 5.1. Traffic Calming Procedure 0158

6. Approval

Approved by	<input type="checkbox"/> CAO	<input checked="" type="checkbox"/> Mayor and Council
Approval date	2024/03/04	
Council minutes eDocs # (Council Policies only)	5709954	
Council report eDocs # (Council Policies only)	5651430	
Signature	<i>[Original signed by Mayor]</i> _____ MAYOR	

7. Additional Information

Category	<input checked="" type="checkbox"/> Council	<input type="checkbox"/> Administrative
Related procedure	<input checked="" type="checkbox"/> Yes (0282-20-0158)	<input type="checkbox"/> No
Date of last review	n/a	