

# AGENDA ADDENDUM

*COMMITTEE OF THE WHOLE*

**Monday, May 25, 2015**

**7:00 p.m.**

**Committee Room, Municipal Hall**

**355 West Queens Road,**

**North Vancouver, BC**

**Council Members:**

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



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## COMMITTEE OF THE WHOLE

7:00 p.m.  
Monday, May 25, 2015  
Committee Room, Municipal Hall,  
355 West Queens Road, North Vancouver

### AGENDA ADDENDUM

THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

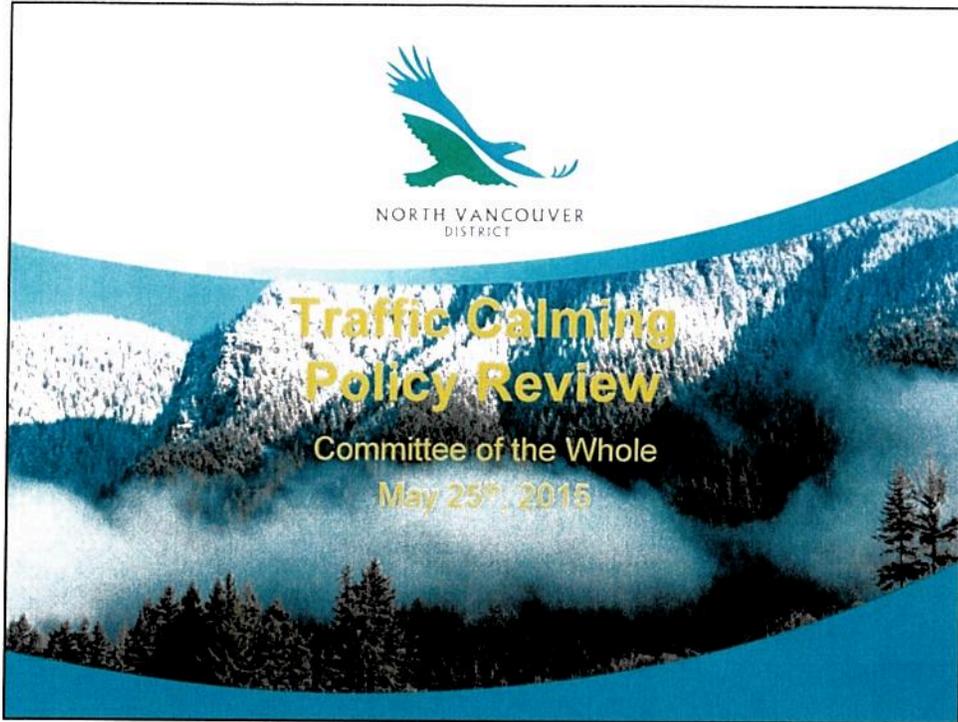
#### 3. REPORTS FROM COUNCIL OR STAFF

**3. Traffic Calming Policy Review**  
File No. 16.8620.30/010.000

Presentation: Steve Ono – Manager, Engineering Services

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5/22/2015



## What is Traffic Calming?

**Definition:** The combination of mainly **physical measures** that reduce the negative effects of vehicle use, alter driver behaviour, and improve conditions for other street users.

### ROAD SAFETY IMPROVEMENTS

Example:  
Improved Crosswalk

### TRAFFIC CALMING

Example:  
Speed Humps

### MEASURES TO DISCOURAGE SPEEDING

Example:  
Speed Reader Board

*...categories overlap.*



## Why do neighbourhoods want Traffic Calming?

Physical measures most effective:

- ✓ Self-enforcing
- ✓ Appropriate traffic speeds and volumes
- ✓ Proven safety benefits for pedestrians, cyclists, and drivers
- ✓ Better quality of life in neighbourhoods

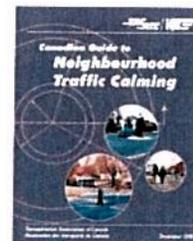


## Best Practices

District's policy consistent with best practices and other municipalities

- ✓ Metro Vancouver
- ✓ Industry

(Transportation Association of Canada,  
Institution of Transportation Engineers)





## Suitability Depends on Classification

**Local Roads**

- Access rather than movement
- Most traffic calming measures possible



*Beachview Drive*

**Collector Roads**

- Both access and movement
- Restricted to certain traffic calming measures



*West 15<sup>th</sup> Street*

**Arterial Roads**

- Focus on movement
- No traffic calming, but some speed reduction measures possible



*Mt. Seymour Parkway*

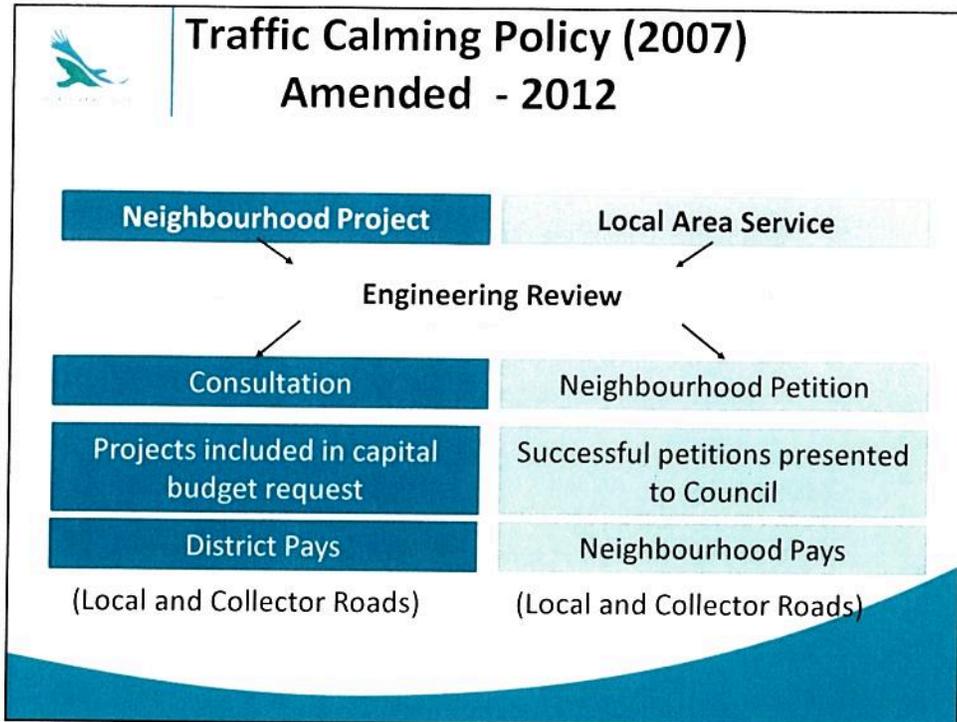


## Effectiveness Varies



**Traffic Calming Measures to Reduce Speed**

- Traffic Circle
- Speed Humps
- Speed Tables or Raised Crosswalks
- Speed Reader Boards
- Curb Extensions
- Slow Pavement Legends
- Centerline Delineators




## Existing Policy

- **Local and Collector** roads are funded through Local Area Service (LAS)
- **Neighbourhood-wide studies** still possible, but not currently being pursued
- **Speed humps** are considered for Collector roads under 5,000 vehicles/day if not a bus route





## Neighbourhood-Wide Studies

- Completed studies for six neighbourhoods
- Time-consuming public processes
- Have been contentious

- ✓ Fromme Road
- ✓ Norgate
- ✓ Pemberton Heights
- ✓ Lower Capilano
- ✓ Boundary
- ✓ Kirkstone



## Success with LAS Program



*Philip/Terrace/Gladwin*

- Successful in three neighbourhoods
- High level of public support
- Residents comfortable with cost
- Implementation within one year
- Local and Collector Roads
- Best use of staff time



## Council Discussion LOCAL ROADS

**Recommendation:**

**Continue to fund through Local Area Service**



*Philip/Terrace/Gladwin*

- Benefitting residents most affected
- Most likely to ensure neighbourhood consensus
- Minimal staff time and cost



## Council Discussion COLLECTOR ROADS

**Recommendation:**

**Balance needs of adjacent residents with others users**

### 1. Funding

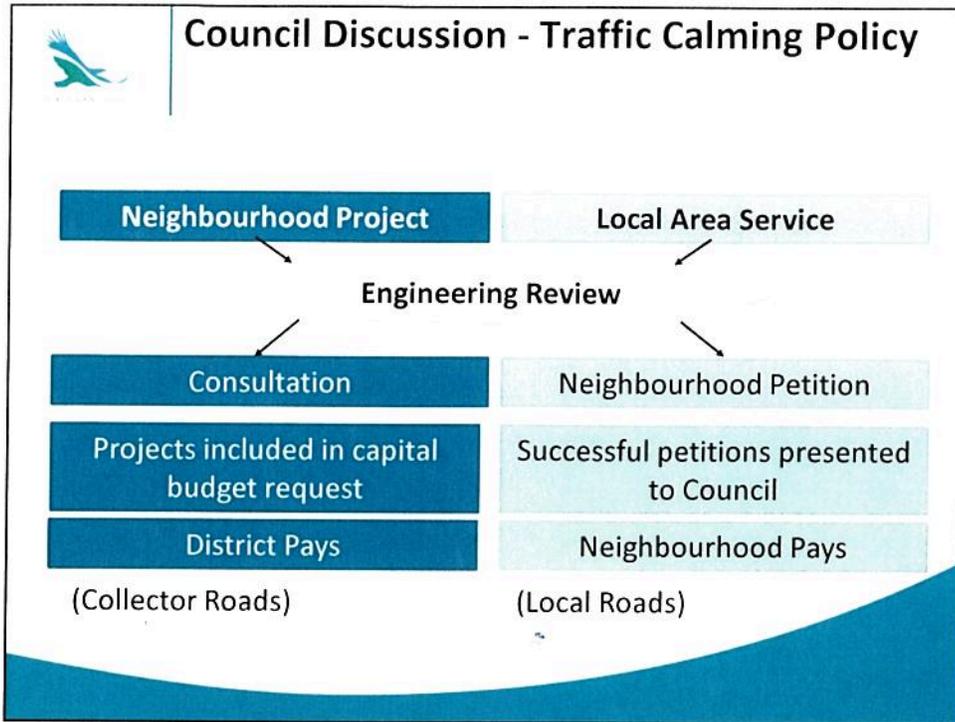
- District capital

### 2. Consultation

- Consult a wider area

### 3. Measures

- Incremental, discourage speeding through passive measures first



**THANK YOU!**

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