


COUNCIL AGENDA/INFORMATION		
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**DISTRICT OF WEST VANCOUVER**  
750 – 17<sup>TH</sup> STREET, WEST VANCOUVER, BC V7V 3T3

## COUNCIL REPORT

Date: November 16, 2009  
 From: Brent A. Dozzi, P. Eng., PTOE  
 Manager of Roads and Transportation  
 Subject: **Westmount Road Traffic Calming Plan**

File: 1805.14

### RECOMMENDED THAT:

- The report dated November 16, 2009 from the Manager of Roads & Transportation entitled, "Westmount Road Traffic Calming Plan" be received for information.

### Purpose

The purpose of this report is to advise Council of the rationale, process, costs and results associated with the *Westmount Road Traffic Calming Plan*.

### 1.0 Background

On December 12, 2007 residents of Westmount Road met with staff and the Mayor to discuss their concerns for traffic safety through their residential neighbourhood. Staff had previously conducted a speed survey of Westmount Road, confirming it as one of the top five municipal roads for speeding.

Regular meetings with residents ensued, culminating in a formal "walk through" of Westmount Road on April 7, 2008. During that tour, staff and residents observed first hand, the problem with habitual speeding during the evening rush hour, as well as unsafe access/egress specific to each residential driveway in that environment.

In addition to meeting with residents throughout 2008, staff approached ICBC with the results of the speed survey and reports of at least two pedestrian fatalities and one pedestrian injury along the corridor. ICBC subsequently performed an analysis of their crash data base concluding that the proposed traffic calming project warranted a financial contribution based on a favourable cost/benefit funding analysis.

During the summer and fall of 2008 staff commenced with construction of traffic calming along Westmount Road with reference to prior successes and best practices as identified by the *Canadian Guide to Neighbourhood Traffic Calming*. Three center

medians were installed at the western terminus of Westmount Road and another at the eastern terminus. To maximize efficiencies and synergies, this work was performed in conjunction with rehabilitative road and curb work associated with an earlier water main re-construction project. During the summer of 2009, the balance of traffic calming works were completed, including the installation of an additional seven center medians and a mini-roundabout.

## **2.0 Policy and Bylaw Considerations**

Traffic calming is a fundamental objective of the *District of West Vancouver Strategic Transportation Plan* (currently under development) intended to enhance and improve road safety for all users. Further, traffic calming has proved to be a very successful tool for improving compliance with parking and traffic regulations.

## **3.0 Analysis**

### 3.1 Discussion

The *Westmount Road Traffic Calming Plan* was developed through many discussions with residents of Westmount Road with specific reference to prior successes and best practices as identified by the *Canadian Guide to Neighbourhood Traffic Calming*.

Given Westmount Road is a collector road connecting to Highway 1, the tendency of motorists was to maintain/initiate a highway driving mentality when entering/leaving the area. Hence the traffic calming strategy was twofold:

- (i) Draw attention to the neighbourhood with visual cues, thereby signalling to motorists that they are travelling in a different environment; and
- (ii) Physically cause motorists to slow within a reasonable range of the posted speed limit of 50 kph.

The placement of center medians and a mini-roundabout along Westmount Road serves to support this strategy. Not only has the road environment changed, but the road section appears to have been narrowed. In fact, all turns and lane widths can accommodate cars, buses, and trucks (including fire) at the posted speed. Lastly, installation of these works has allowed for the introduction of landscaping and a community sign intended to distinguish Westmount Road from Highway 1 to reinforce the notion of neighbourhood and soften the hard edge of the concrete curb.

### 3.2 Results

Before and after installation of traffic calming along Westmount Road statistics are summarized in the following tables.

Location	Date	Condition	Average Traffic Volumes (VEH/DAY)	85 <sup>th</sup> Percentile Speed (KPH)	
				EB	WB
3500 Block Westmount Road	October 4 <sup>th</sup> to 10 <sup>th</sup> , 2006	Before	2997	62.6	65.5
3545 Westmount Road	October 19 <sup>th</sup> to 26 <sup>th</sup> , 2009	After	3172	58.3	58.9
3315 Westmount Road	October 19 <sup>th</sup> to 26 <sup>th</sup> , 2009	After	3230	58.7	58.8

The 85<sup>th</sup> speed is the speed at which 85 of every 100 vehicles is travelling at or slower.

Location	Date	Condition	Percentage Of Vehicles Travelling Greater Than 60 kph and 70 kph	Percentage Of Vehicles Travelling Greater Than 70 kph and Less Than 80 kph	Percentage Of Vehicles Travelling Greater Than 80 kph
3500 Block Westmount Road	October 4 <sup>th</sup> to 10 <sup>th</sup> , 2006	Before	21.2	3.0	0.5
3545 Westmount Road	October 19 <sup>th</sup> to 26 <sup>th</sup> , 2009	After	7.9	0.5	0.08
3315 Westmount Road	October 19 <sup>th</sup> to 26 <sup>th</sup> , 2009	After	4.4	0.9	0.09

Results show that the 85<sup>th</sup> percentile speeds along the corridor have stabilized to within the 50 kph to 60 kph range, a decrease of up to 10% and the number of vehicles traveling at excessive speeds (greater than 70 kph) has decreased dramatically – up to 600%.

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For more information the ICBC Road Safety web page notes statistics on the benefits of traffic calming from around the world. The web page is: <http://www.icbc.com/road-safety/safer-roads>.

### 3.3 Financial Implications

The cost of the four center medians constructed in 2008 were included within the rehabilitative road and curb work associated with an earlier water main re-construction project.

The cost of the seven center medians and a mini-roundabout constructed in 2009 was approximately \$55,000. Of this amount \$10,000 has been funded by ICBC.

The cost of the Westmount Community Sign (approximately \$3,000) was born entirely by residents along Westmount Road and the Westmount Chevron gas station operator. Maintenance of the sign is the responsibility of the neighbourhood.

Maintenance of the landscaping will be within the existing road landscaping maintenance budget.

### 3.4 Environmental Implications

The amount of impervious road surface has been reduced by an area equal to the landscaped medians and mini-roundabout.

### 3.5 Social Implications

Given that Westmount is a linear neighbourhood, the collector road connecting to Highway should not supersede residents' quality of life and personal safety. Residents of Westmount Road request of motorists travelling through the area to respect the rules of the road and in doing so the community in which they live.

Author:

  
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Document # 375883-v1