



History of Traffic Calming at the City of Vancouver

1980s-90s

*Early Neighbourhood-
Scale Efforts*

West End
Traffic
Calming

Grandview-
Woodland
Traffic
Calming

Strathcona +
Shaughnessy
Traffic
Calming

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2000s

***Resident-Initiated and
Light Touch***

Speed Hump
Program Started

Local
Improvement
Program Started

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2010s

***Diversification &
Focus Areas***

Moving Towards
Zero Action Plan
Started

School Active
Travel Program
Started

Slow Zone
Program Piloted

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2021+

*City-wide Lens,
Neighbourhood-Scale
Action*

Neighbourhood
Traffic
Management
Program

Traffic Calming at the City Today

Neighbourhood Traffic Management Program

- Neighbourhood-Scale traffic calming plans for two neighbourhoods per year
- Speed Hump Program
- Slow Streets
- Development-initiated traffic calming

Traffic Calming at the City Today

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Other Related Programs

- Moving Towards Zero Program
- Grandview-Woodland Neighbourhood Slow Zone
- School Active Travel Program & School Streets
- Bikeway & Greenway Implementation and Upgrades
- Sidewalk & Curb Ramp Construction

Traffic Calming at the City Today

As per June 2022 council memo:

The Neighbourhood Traffic Management Program prioritizes the implementation of **traffic calming measures** in neighbourhoods with **traffic safety issues** like **speeding** and **high vehicle volumes on local streets**.

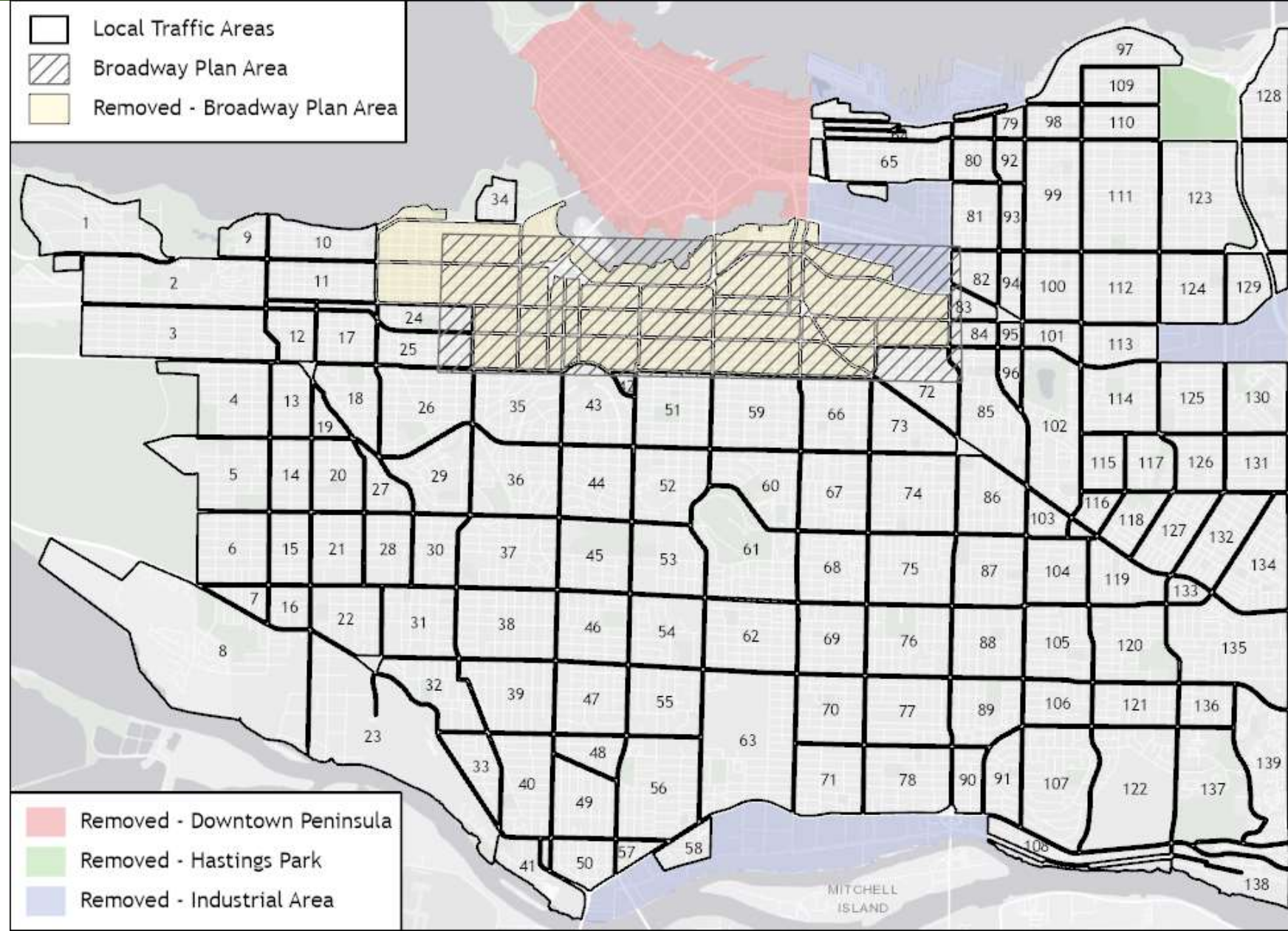
Program Goals:

1. Improve the **comfort** of people **walking, biking, or rolling** on local streets
2. Improve **safety** for people using local streets
3. Apply an **objective** and **equitable approach** for **selecting neighbourhoods**
4. Inform interventions with **broad and equitable engagement**
5. Encourage **coordination** with **related City initiatives** to identify co-benefit opportunities



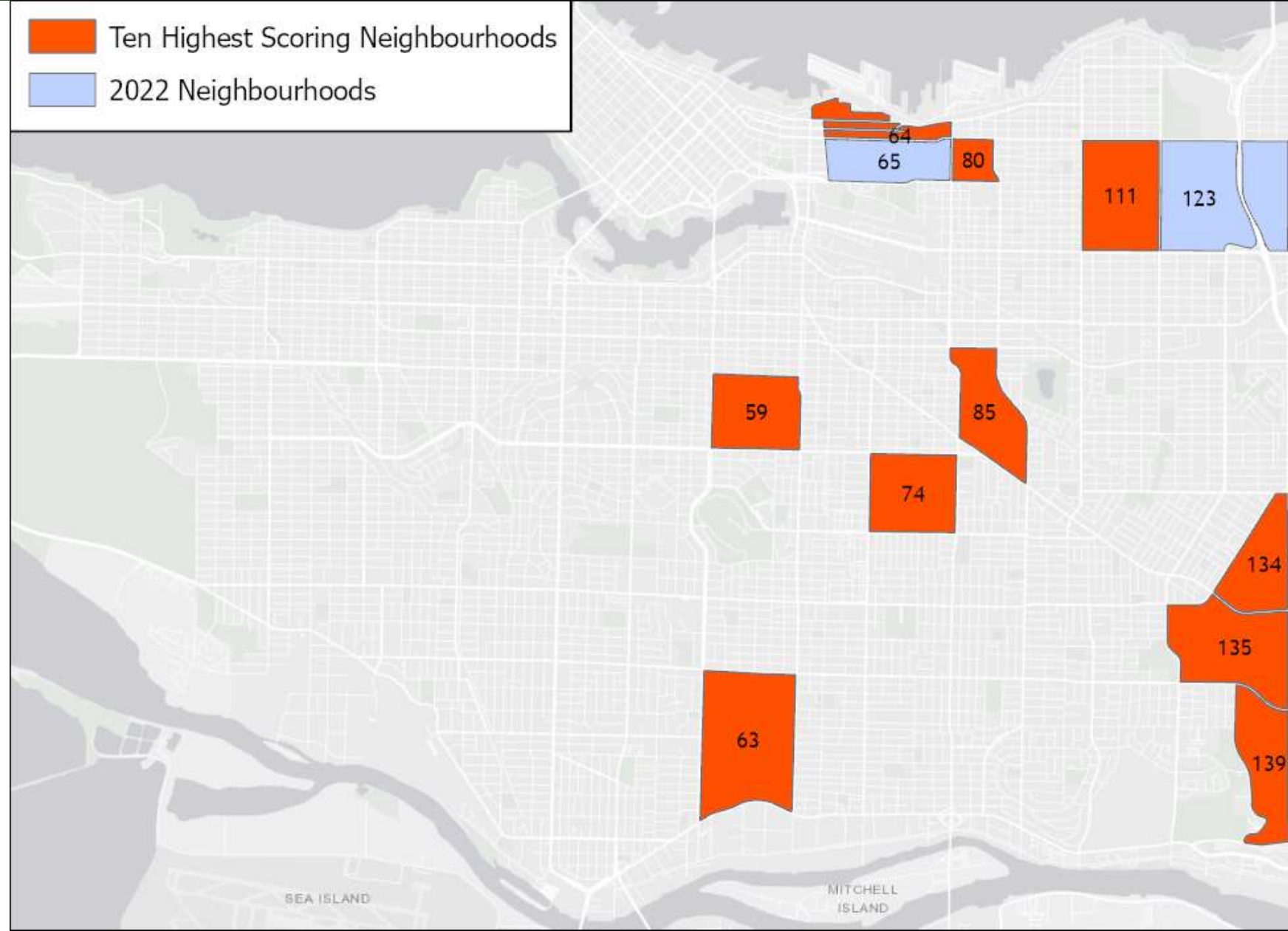
Neighbourhood Selection Framework

- To work at the **scale of a neighbourhood**, staff used arterial streets to create neighbourhood boundaries.
- Using arterial streets as boundaries, the City was divided into **139 neighbourhood areas**



Neighbourhood Selection Framework

- Neighbourhoods were prioritized based on collisions, vulnerable populations, and neighbourhood amenities
- The ten highest-scoring neighbourhoods were then filtered through secondary criteria to select the two areas for 2023



Neighbourhood Selection Framework

Pilot Neighbourhoods

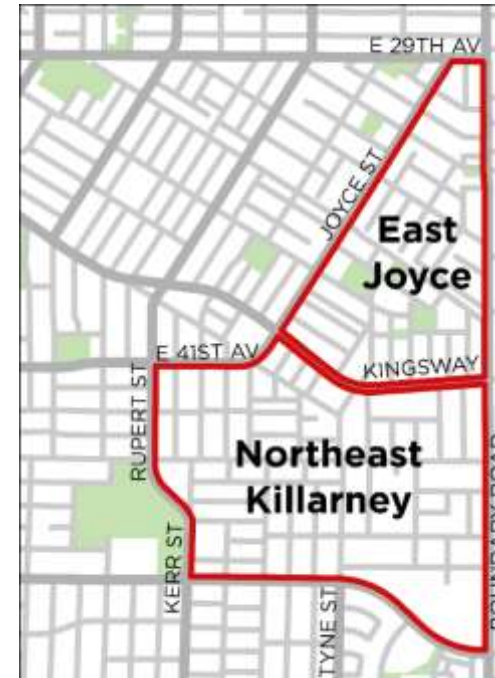
- Strathcona: Engagement in Spring 2022, Implementation is imminent



- Adanac: Phase 1 engagement planned for March 2023, followed by Phase 2 Engagement with implementation to start by end of 2023

2023 Neighborhoods

- Renfrew Northwest: Phase 1 engagement planned for Fall 2023



- Joyce-Killarney: Engagement expected in 2024

Strathcona Neighbourhood Pilot

- Engagement in March 2022
- Five measures selected for Implementation



Strathcona Neighbourhood Pilot

- Engagement in March 2022
- Five measures selected for Implementation
 1. Raised Crosswalk planned for implementation in Summer/Fall 2023
 2. 30 km/hr speed zone to be implemented in the next month
 3. One-way to be implemented in the next month
 4. Chicane on hold pending review of speeds after implementation of 2 & 3
 5. Pinch point on hold pending completion of development at E Georgia & Glen. #6 to be installed in the interim

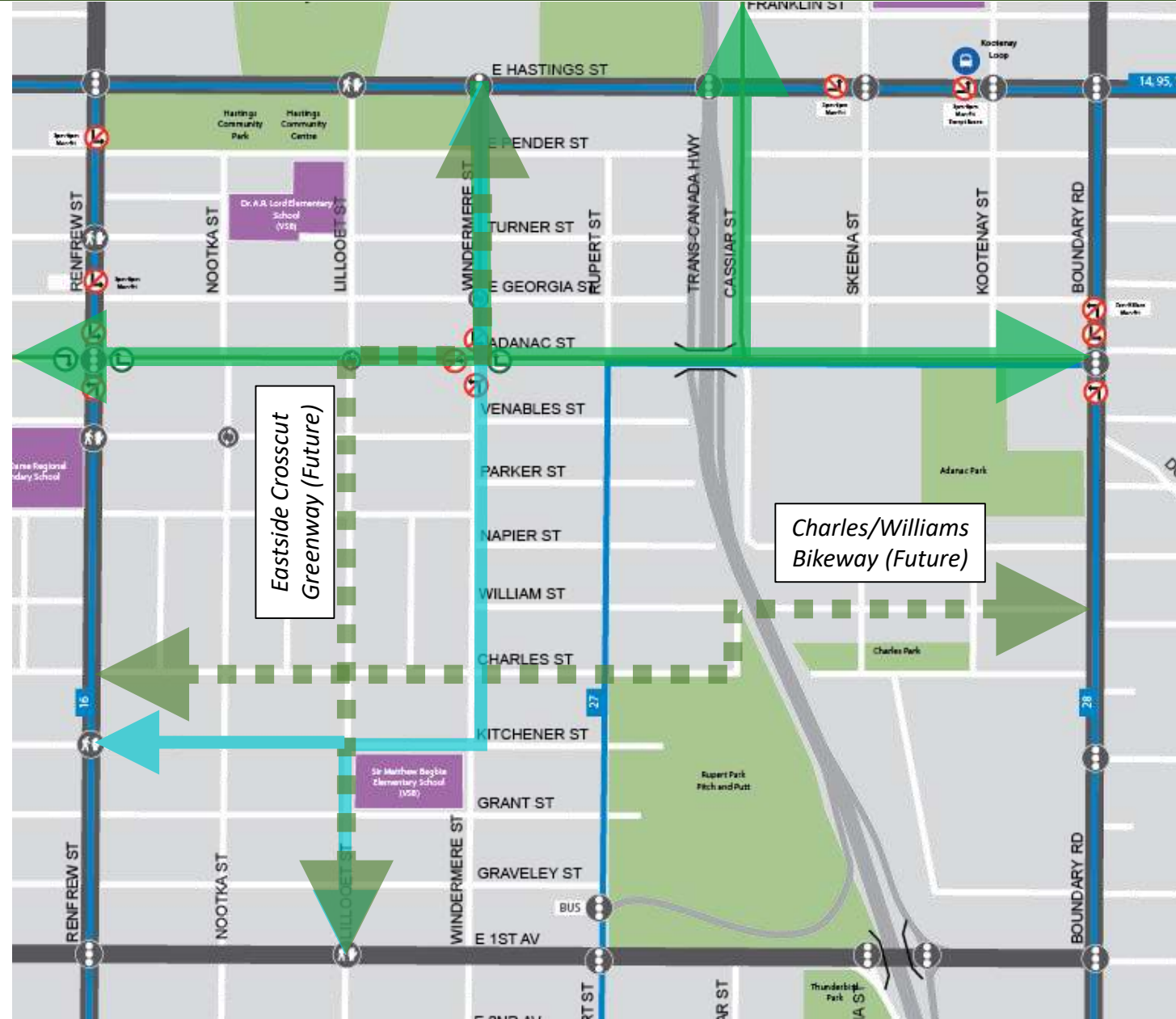


6. New speed humps on Glen between Keefer & E Georgia (adjacent to Admiral Seymour School)

Adanac Overpass Neighbourhood - Pilot

Neighbourhood Characteristics

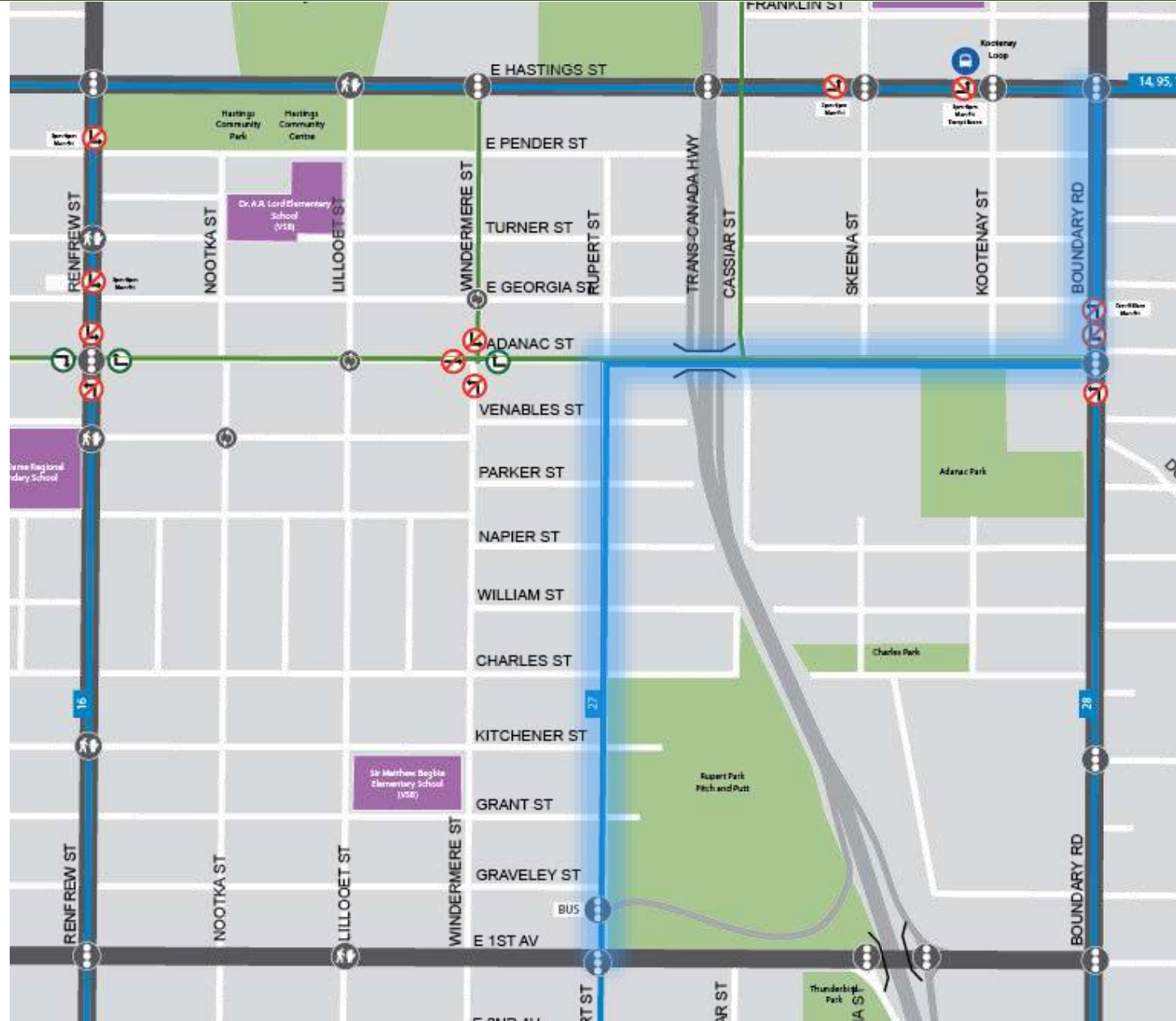
- Two elementary schools, one community centre, many parks
- Major bike routes & Slow Street
- Future bikeways/greenways on Windermere/Lillooet and Charles/Williams



Adanac Overpass Neighbourhood - Pilot

Neighbourhood Characteristics

- Two elementary schools, one community centre, many parks
- Major bike routes & Slow Street
- Future bikeways/greenways on Windermere/Lillooet and Charles/Williams
- One transit route, #27 bus



What We Know So Far

Vehicle Speeds

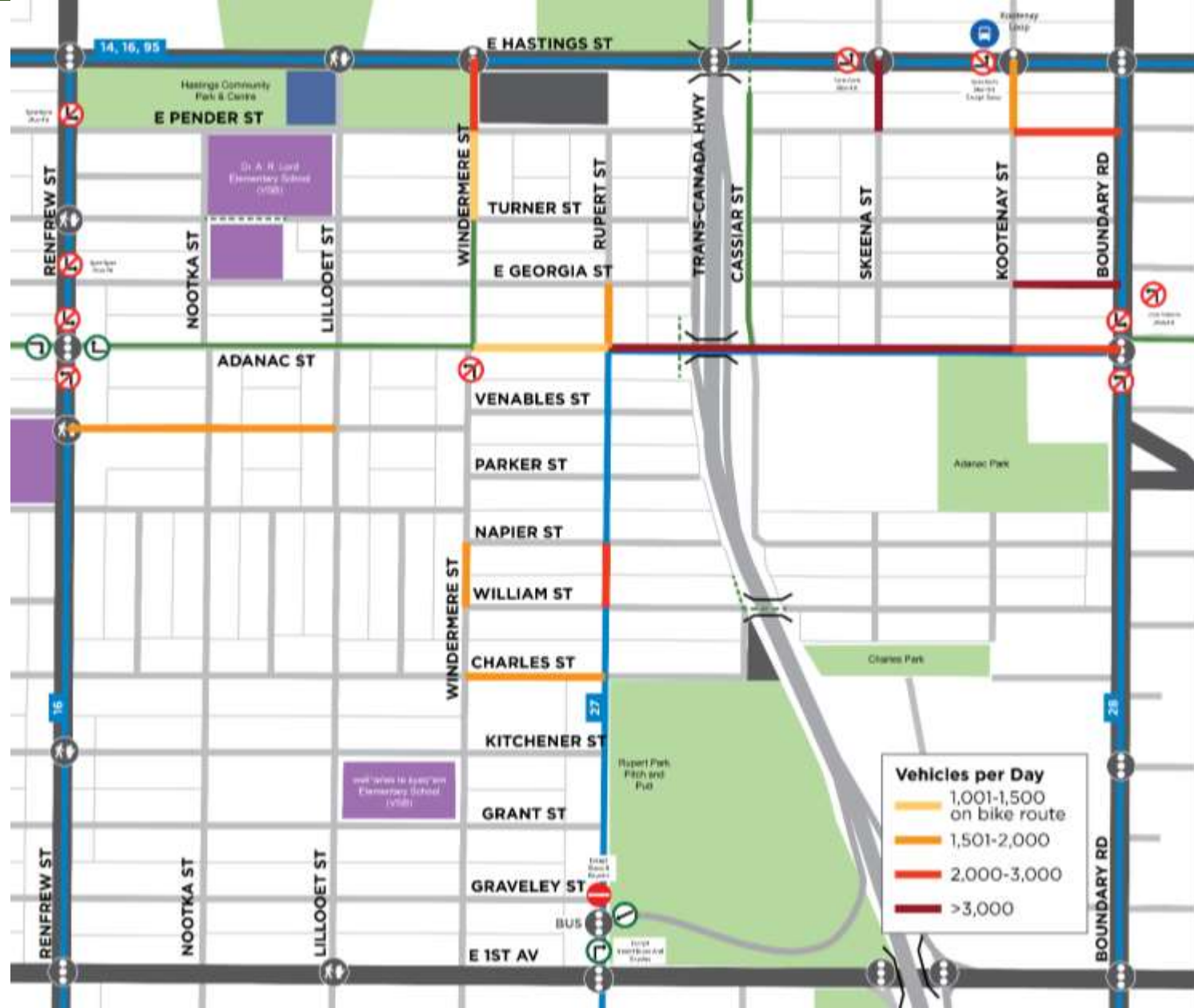
- Many of the streets in the neighbourhood have recorded speeds higher than what is desirable on local streets.
- High speeds are occurring on streets near schools, community centres, parks, and existing and future greenways and bikeways.
- High speeds on Adanac and Rupert St. pose a risk to those walking to and from bus stops along this route.



What We Know So Far

Vehicle Volumes

- Many streets have high or very high volumes. Volumes exceed what we expect for local streets, particularly ones near schools, parks, the community centre, or on bike routes.
- High peak hour volumes on some otherwise lower volumes streets suggests cut-through traffic in the neighbourhood



Traffic Calming Toolkit

Quick-Build



VS.

Full Build Out



Our toolkit includes quick-build measures that are used to reduce vehicle speeds and volumes. Full street rebuilds are beyond the scope of this program. Quick-build measures can be easily adjusted or removed if necessary.

Traffic Calming Toolkit



Full/Partial Closures

Reducing a street to one-way traffic, or closing the street to all general purpose traffic. Emergency vehicles, busses, bikes and pedestrians can still use the street in both directions.

Used For



Other Impacts



Curb Bulges

Extending the curb at an intersection to make crossing distances shorter, improve sight lines at intersections, and better delineate parking.

Used For



Other Impacts



Roadway Alignment

Narrowing or realigning the street to include curves, forcing drivers to slow down to navigate the road and give way to oncoming traffic.

Used For



Other Impacts



Diverter

Barrier restricting the types of turns vehicles (but not pedestrians or cyclists) can make at intersections.

Used For



Other Impacts



Speed Humps/Tables/Cushions

A raised feature on the street which force drivers to slow down. Alternative measures can be used on bus routes, bikes lanes, or pedestrian crossings.

Used For



Other Impacts



Mixed Use Lanes (Woonerf)

Creating a more welcoming environment for pedestrians in lanes without sidewalks.

Used For



Other Impacts



Thank You!

Additional Questions: trafficalming@vancouver.ca