

1

MOBERLY PARK AREA TRAFFIC CALMING

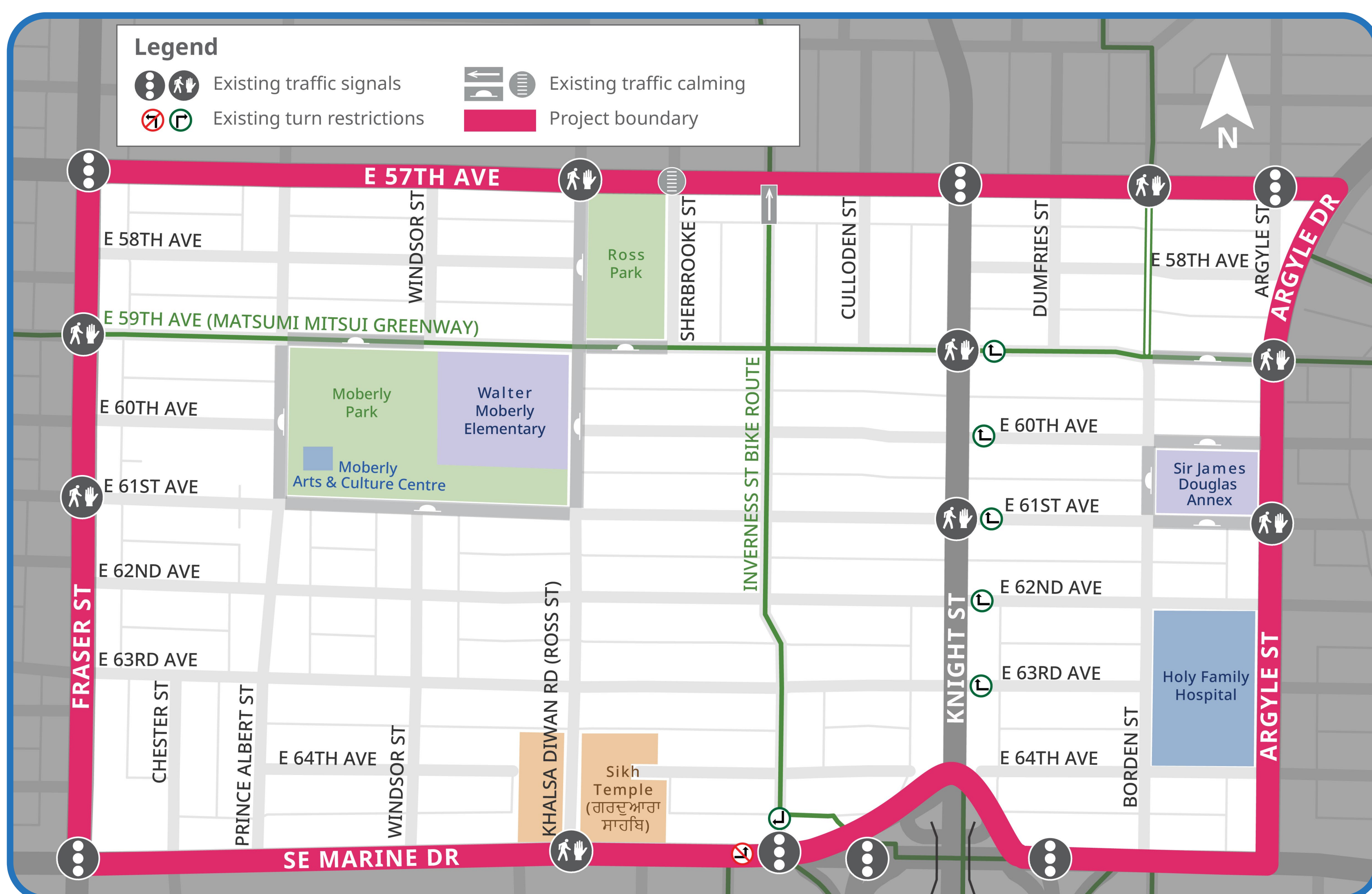
Why we are here

As our city and region grow, our transportation networks face more demands. When roads are congested, some drivers will cut through neighbourhoods. People might notice more vehicles and noise and have concerns about their safety and quality of life.

The **Neighbourhood Traffic Management Program** helps address these issues using traffic calming measures. Traffic calming refers to physical changes on the road to slow traffic and reduce vehicle volumes. These changes make roads safer for all users. Examples of these measures include traffic diverters and speed humps.

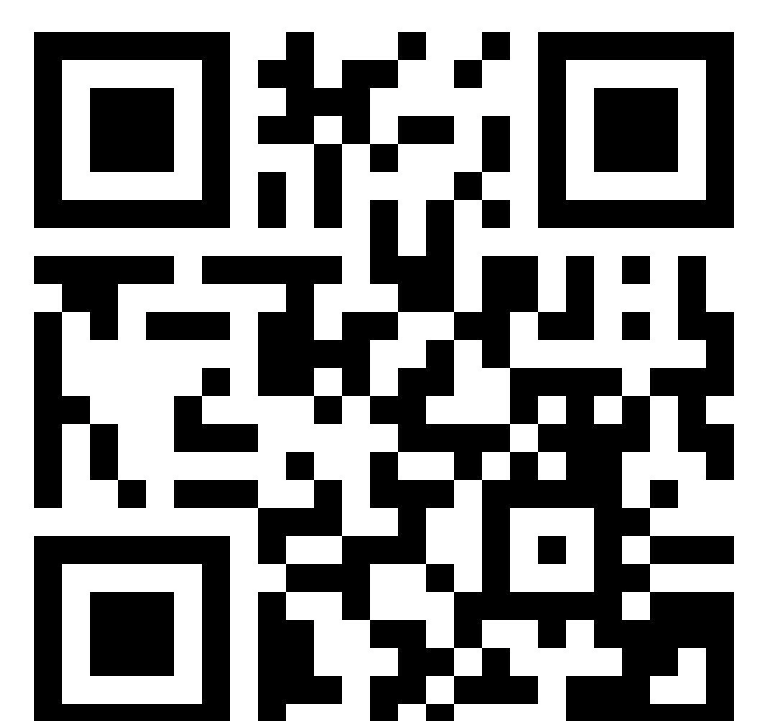
Project area

The project area is bounded by Fraser Street, E 57th Avenue, Argyle Street, and SE Marine Drive—a primarily residential area that also includes schools, greenways, parks, religious institutions, and a health care facility. The traffic calming plan aims to improve safety for all who live, study, worship, cycle and access services in the area. The project's focus is reducing cut-through traffic on local streets. Major streets like Knight Street and the boundary streets are not included.



Share your feedback

- Take our survey at shapeyourcity.ca/moberly-park-area-traffic-calming by **Thursday, April 30**
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2

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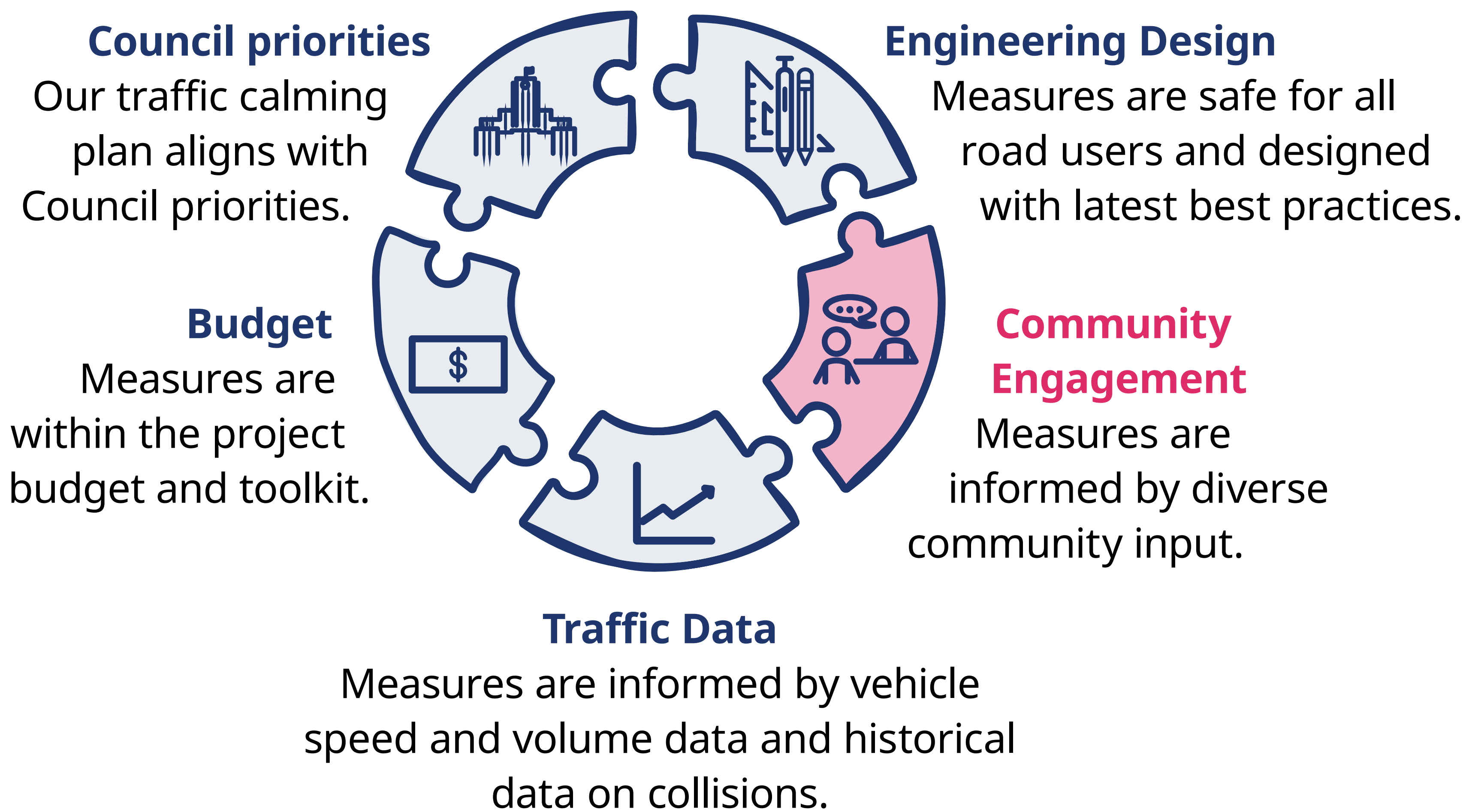
Project goals

Neighbourhoods are selected based on collision rates, population of vulnerable road users, vehicle traffic volumes and the location of community amenities like schools and parks. Our goals for traffic calming in the Moberly Park neighbourhood are to:

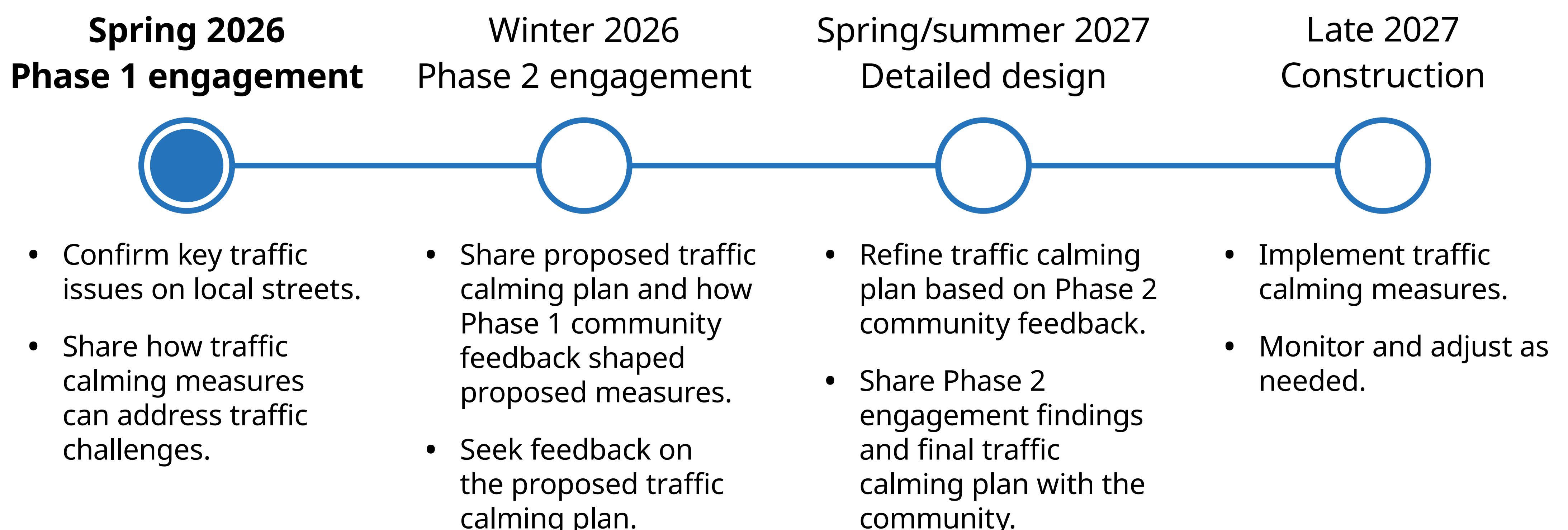
- Reduce vehicle shortcutting to and from the Knight St Bridge.
- Reduce vehicle speeds to 30km/h to improve safety for all road users.
- Reduce vehicle volumes on bike routes to all ages and abilities standard.

How we make decisions

Several factors go into our decision-making process for traffic calming plans. These include:



Timeline



3

CURRENT CONDITIONS

Vehicle volumes & shortcutting

Vehicle volume refers to the number of vehicles travelling daily on a given street.

Drivers may avoid the major streets and use local streets as alternate routes to shortcut. We generally assume shortcutting is happening when the numbers of vehicles going in and out of the neighbourhood in the busiest hour are about the same. That means they are passing through the neighbourhood and not ending their trips in the neighbourhood.

Planning greenways and bikeways

Our aim is to make walking, cycling, and rolling safe and accessible for people of all ages and abilities (AAA). On local street bikeways and greenways, our goal is to reduce:

- Vehicle speeds to less than 30 km/h.
- Vehicle volumes to less than 500 vehicles per day.

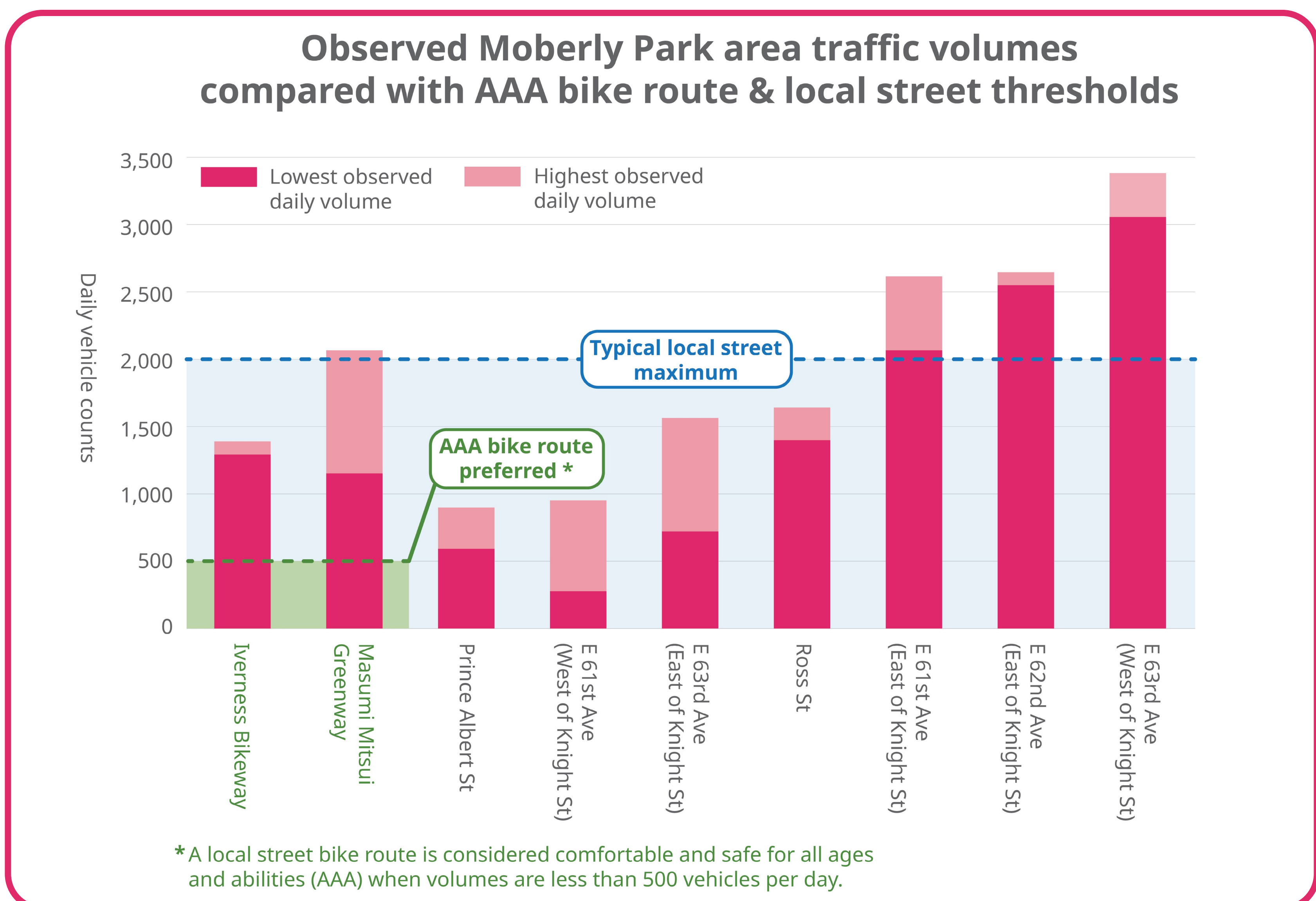
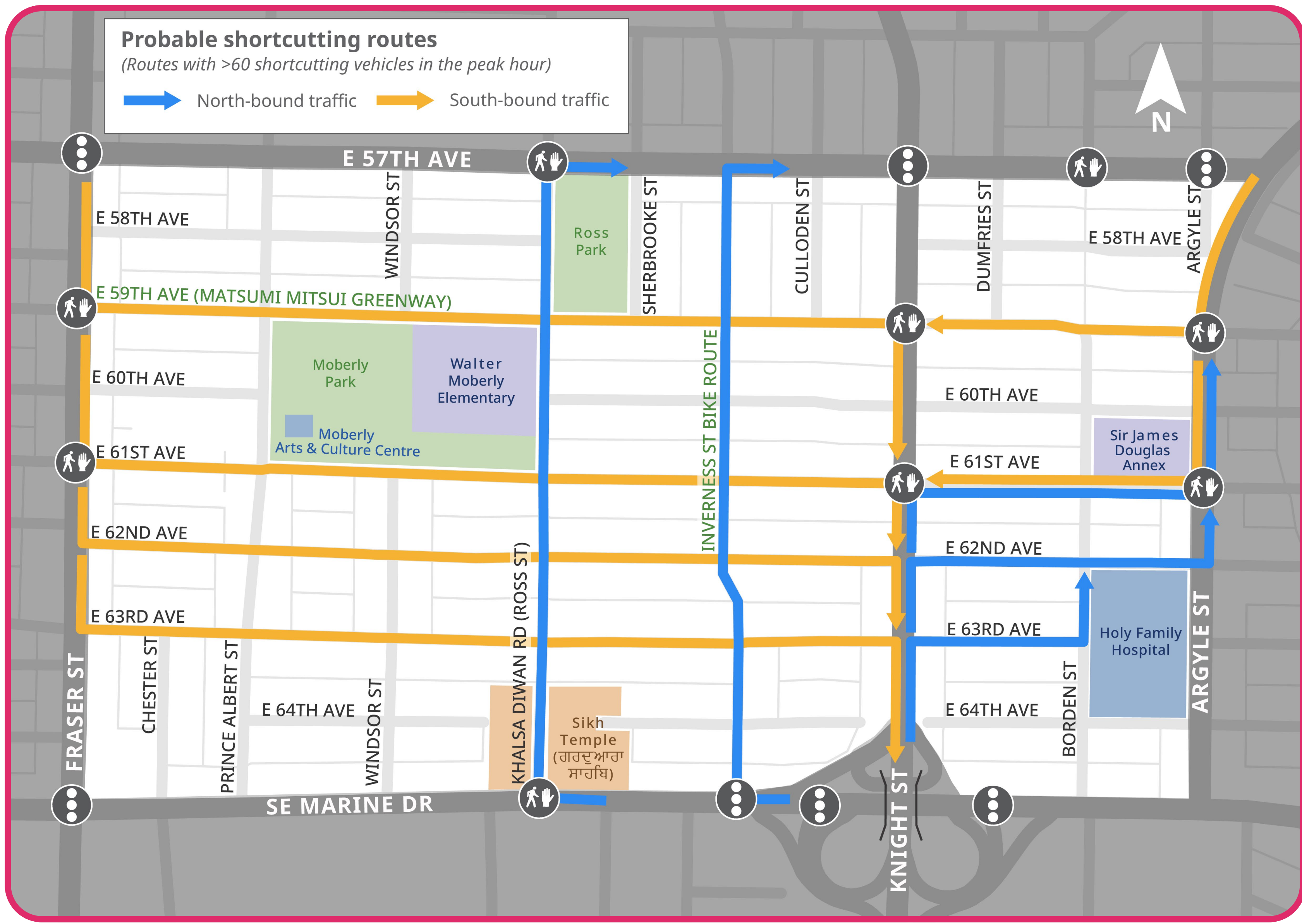
Local streets for local traffic

- **Livability:** Fewer vehicles mean quieter, safer streets with less pollution and easier access to neighbors, nature, and amenities.
- **Safety:** Less traffic reduces risks at intersections for cyclists and pedestrians.
- **Purpose-built:** Local streets aren't built for heavy traffic, which accelerates wear and leads to cracks and potholes.



What we observed

We collected vehicle volume data where drivers enter the neighbourhood from major streets and at locations within the Moberly Park area. Many drivers use the area to shortcut, leading to volumes that are too high for local streets and bikeways. Traffic is higher in the evenings compared to mornings. It is also higher east of Knight St compared to west of Knight St.



4

CURRENT CONDITIONS

Vehicle speeds

Vehicle speed refers to how fast vehicles are travelling along a given street.

Risks of higher speed

People drive faster on longer, wider streets as drivers perceive the roadway to be less restricted.

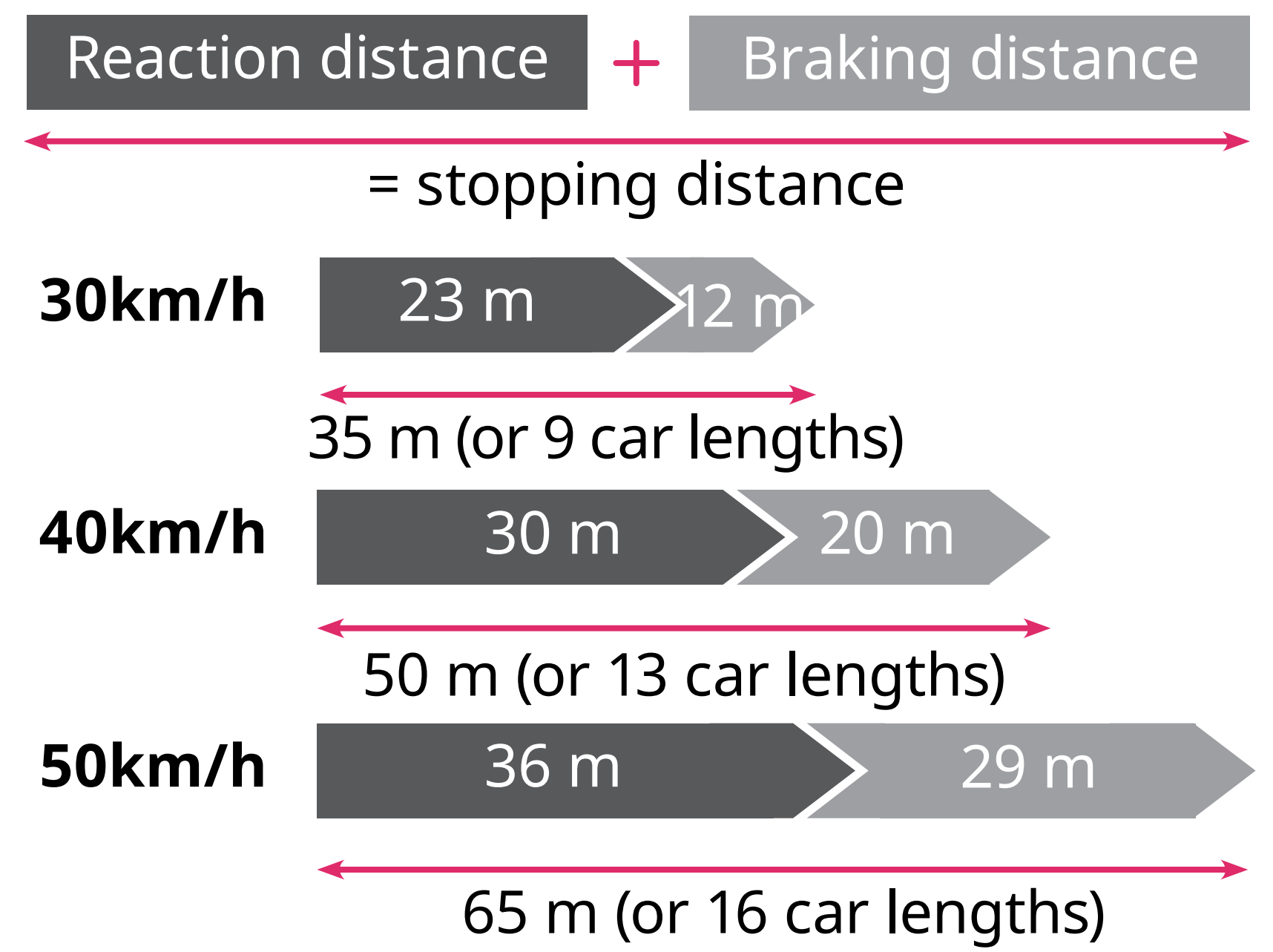
To improve safety, the City has established Slow Zones with 30 km/h limits in neighbourhood traffic management areas and on greenways/bikeways. Also, the City has reduced speed limits on all local streets to 30 km/h and is currently installing signs to reflect this change and alert drivers. At this speed, braking distances are shorter and collision risks and severity are significantly decreased, making streets safer and more comfortable for pedestrians and cyclists.



A car driving fast at E 57th and Sherbrooke St.

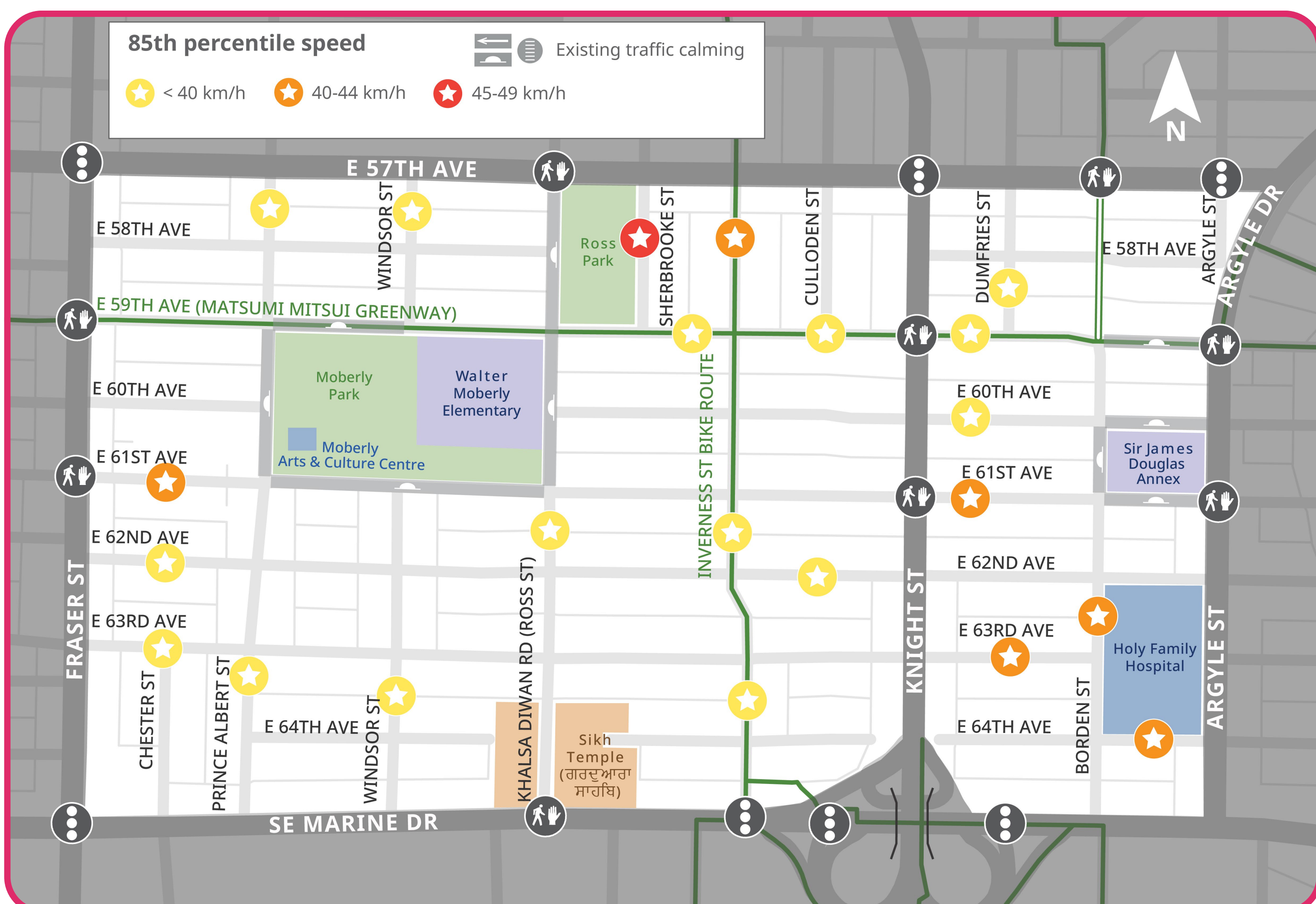
Typical stopping distances

Total vehicle stopping distance includes the reaction distance (distance travelled while the driver notices a hazard and brakes) and the braking distance (how far the vehicle travels from braking to full stop). Driving faster makes both distances longer, which means it takes more time and space to stop safely.



What we observed

We collected speed data at 22 locations around the neighbourhood. In most locations, 85% of drivers are driving at less than 40 km/h. We prioritize speed reduction measures where speeds are greater than 40 km/h.



5

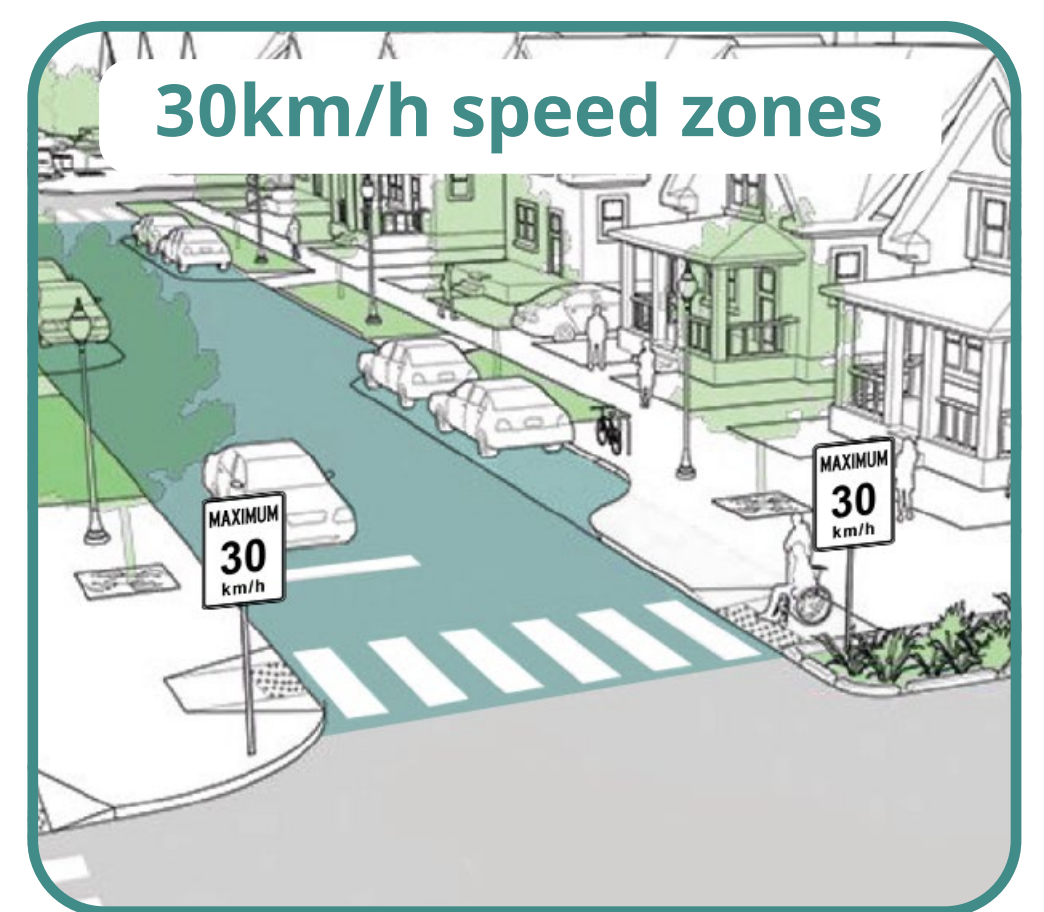
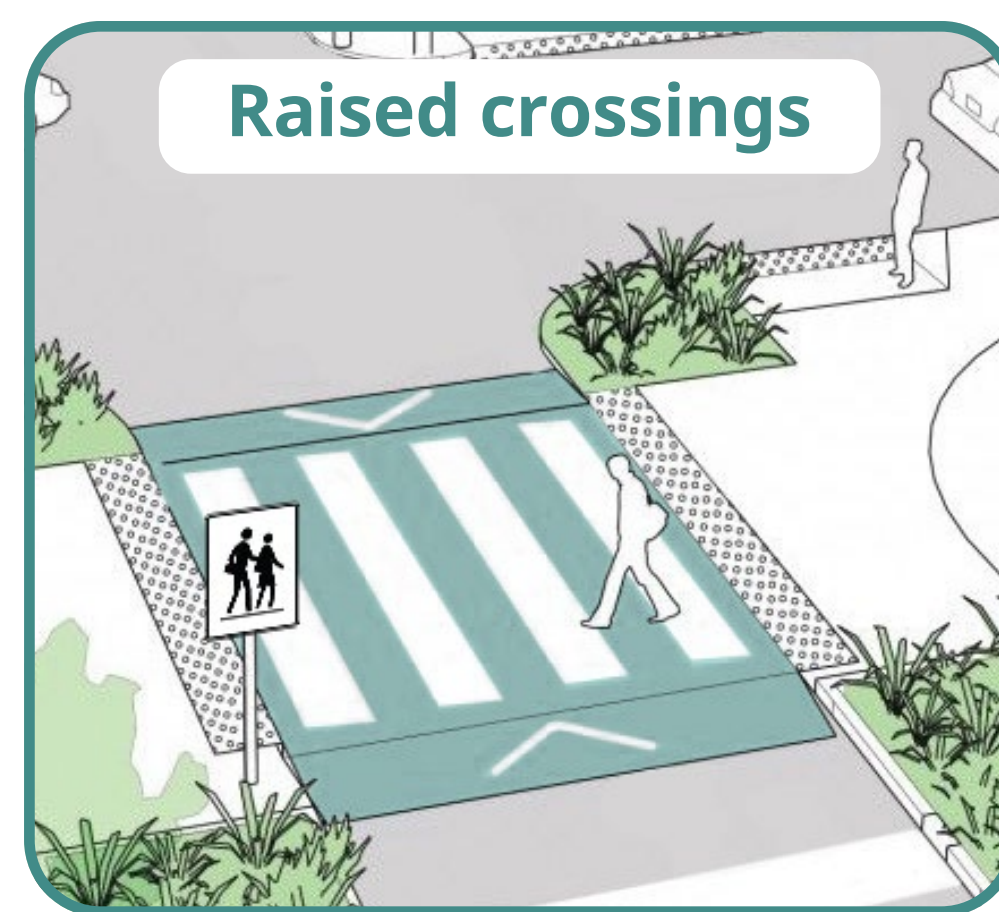
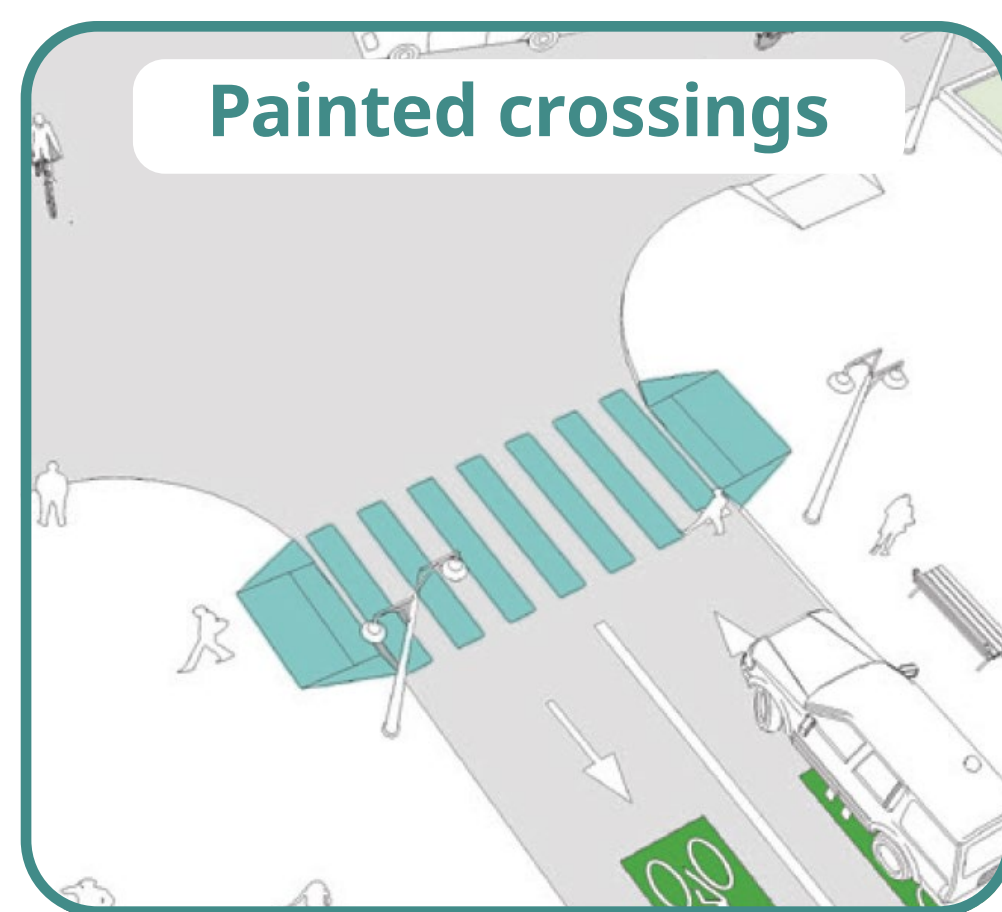
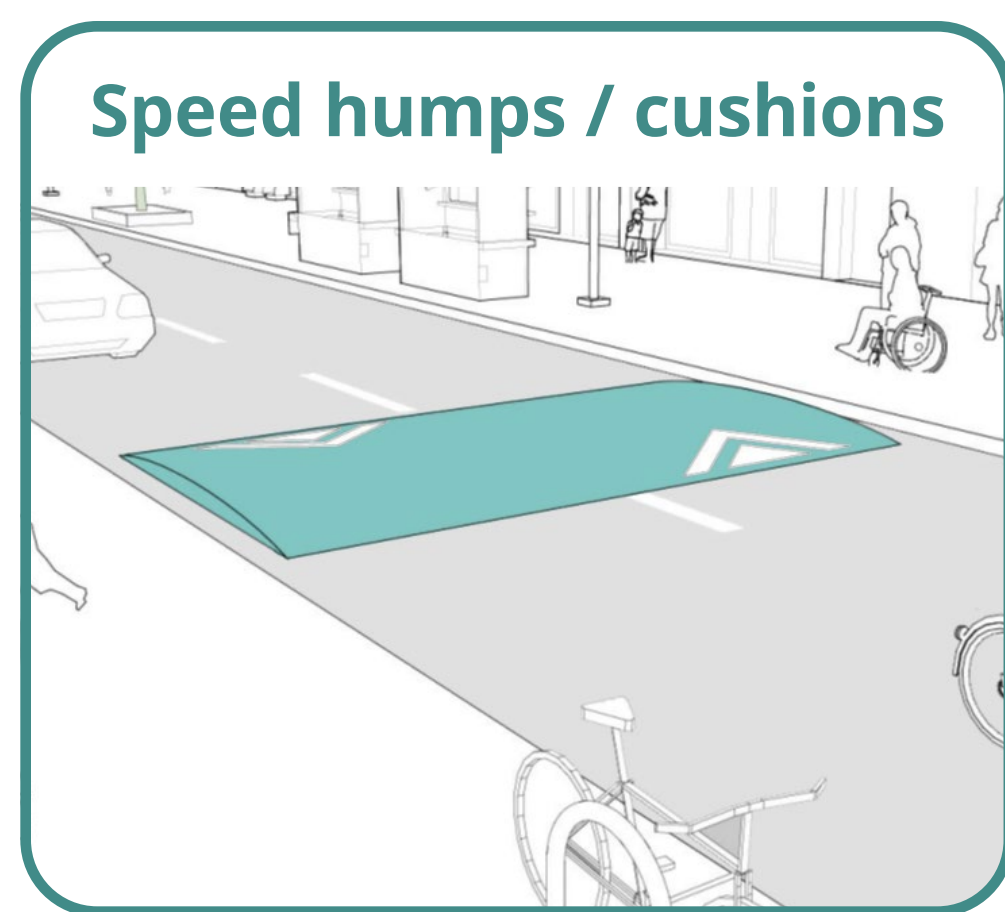
WHAT IS TRAFFIC CALMING?

Traffic calming measures improve safety for people walking, biking, and driving by lowering vehicle speeds and reducing the risk collisions and property damage. They also make streets more livable and help reduce noise pollution from vehicles. Trade-offs include slightly longer driving distances—typically 2-4 blocks—for some residents, minor changes to on-street parking, and shifts in local traffic patterns. Post-installation monitoring ensures traffic is not unfairly concentrated on any one street, and emergency vehicle access is maintained at all times.

Traffic calming measures fall into two groups: those that reduce speed and improve safety, and those that lower traffic volumes.

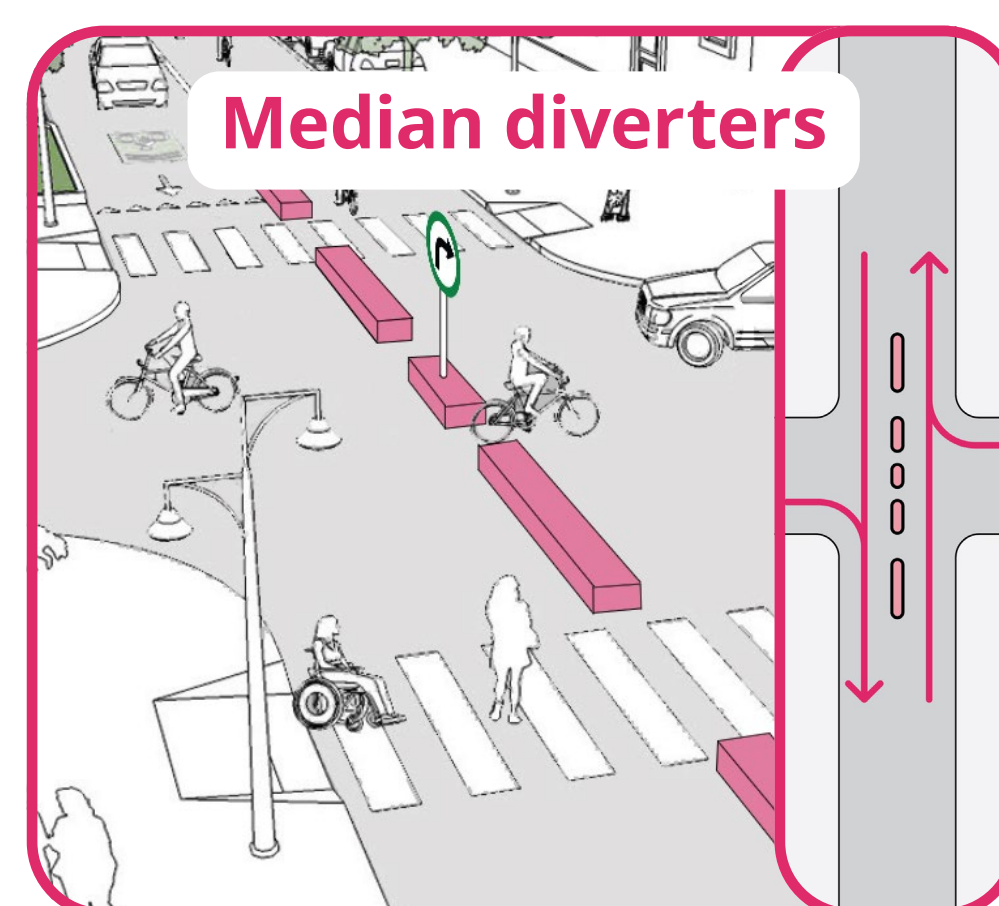
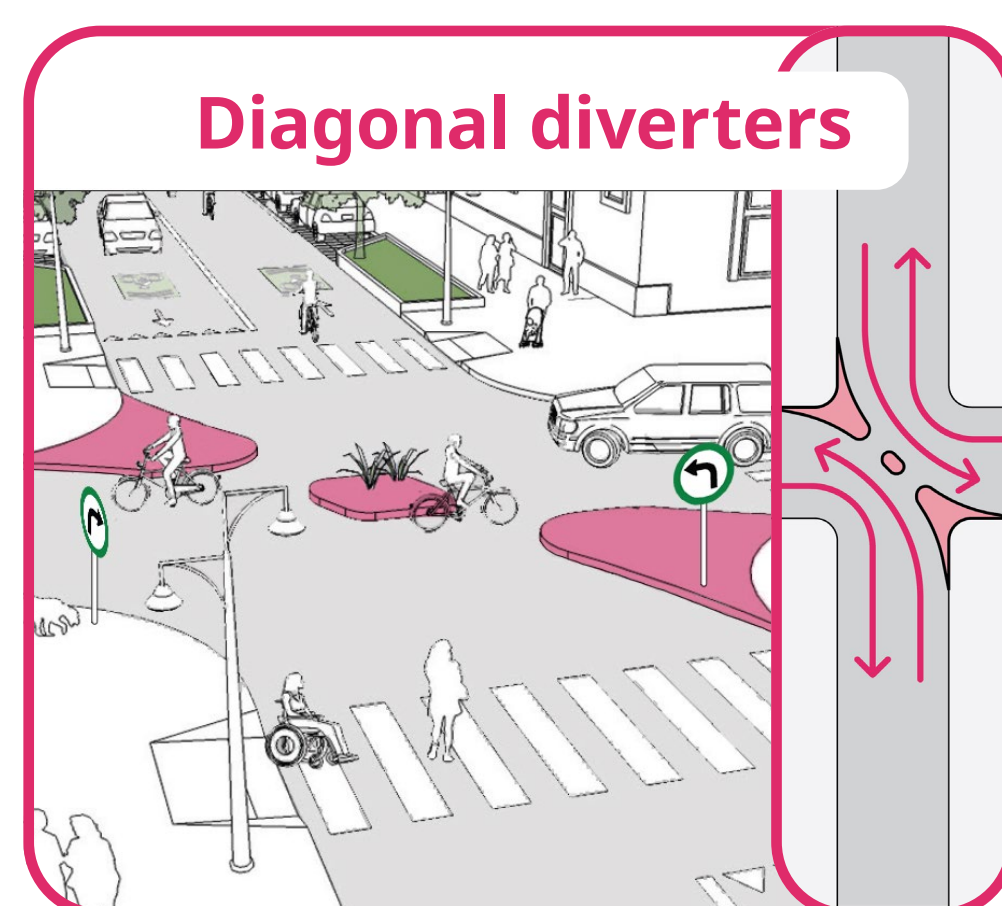
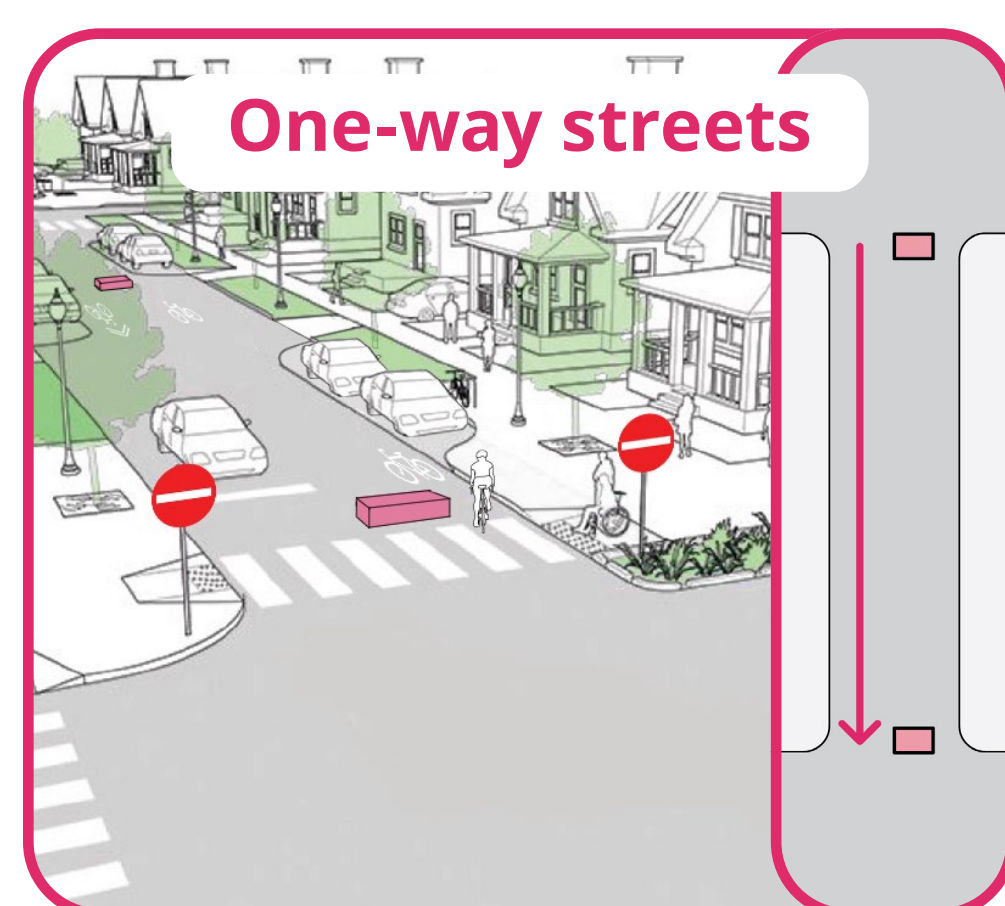
Lowering vehicle speeds and improving safety

Safety measures to reduce vehicle speeds can be tailored for specific areas. For instance, adding speed humps to one block won't affect traffic in other parts of the neighbourhood. Common speed reduction measures include:



Lowering vehicle volumes

Vehicle volume reduction measures work as a system; changes to one street can affect others. For this reason, we assess and implement volume reduction across entire areas rather than on individual streets. In some cases, measures are added on lower-traffic streets to prevent shifting traffic elsewhere. Vehicle volume reduction measures include:



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