

AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____

ET
Dept.
Manager

PC
GM/
Director

MF
CAO

The District of North Vancouver REPORT TO COUNCIL

March 19, 2026

File: ENGES-1189852991-425

AUTHOR: Demetra Barbacuta, Transportation Planning

SUBJECT: Pilot Project Update for Edgemont Boulevard and Highland Boulevard

RECOMMENDATION:

THAT Council receive the report, titled 'Pilot Project Update for Edgemont Boulevard and Highland Boulevard', dated March 19, 2026.

REASON FOR REPORT:

To provide an update on the pilot project regarding traffic safety measures at the intersection of Edgemont Boulevard and Highland Boulevard.

SUMMARY:

Historically, the intersection of Edgemont Boulevard and Highland Boulevard has experienced operational and safety concerns, with 29 reported collisions over the five-year period from 2020 to 2024, including one involving a pedestrian injury. Based on national guidelines from the Transportation Association of Canada (TAC), both an all-way stop and a traffic signal are warranted at this location. As a traffic signal represents a higher order of control, it would typically be implemented in place of an all-way stop. At Edgemont Boulevard and Highland Boulevard, the signal warrant is primarily driven by high pedestrian volumes, in which pedestrian volumes would need to decrease by approximately 70% for the signal to no longer meet warrant criteria. Staff applied for and successfully secured external funding to construct a signal and advised Council of the grant award in March 2024.

At the regular Council meeting on April 22, 2024, an endorsed councillor-initiated report directed staff to pursue alternative engineering solutions at the intersection of Edgemont Boulevard and Highland Boulevard rather than the originally proposed traffic signal. In September 2025, staff implemented a one-year pilot project consisting of an all-way stop and temporary curb bulges using flex posts. Speed data collected before and after installation of the all-way stop indicates a reduction in both 85th percentile and average vehicle speeds. Alternative treatments, such as a roundabout or raised intersection, were also considered;

however, they would not directly address the high level of pedestrian–vehicle conflict at this location and could negatively affect bus operations, as well as passenger safety and comfort.

Staff do not recommend reverting to a two-way stop at this time due to the safety and liability considerations outlined later in this report. Instead, staff recommend maintaining the all-way stop for the full one-year pilot period, as originally envisioned (to at least September 2026).

In response to public feedback, staff plan to remove the majority of flex posts at the intersection of Edgemont Boulevard and Highland Boulevard. A limited number of flex posts will remain, as they serve important safety functions, including shortening pedestrian crossing distances and preventing motorists from using the shoulder as an informal right-turn lane. Following completion of the pilot, staff will report back to Council with recommendations for the long-term intersection design, with final implementation targeted for completion by December 31, 2027, in alignment with available TransLink funding timelines.

EXISTING POLICY:

The installation of traffic safety measures in Edgemont Village align with the following plans and policies:

- Traffic Calming Policy (2007)
- Road Safety Plan (2010)
- Transportation Plan (2011)
- Edgemont Village Centre: Plan and Design Guidelines (2014)

Dating back to 2014, the *Edgemont Village Centre: Plan and Design Guidelines* recommended potential improvements at the intersection of Edgemont Boulevard and Highland Boulevard (pg. 49), such as “address[ing] operational efficiency and safety with **traffic control change (i.e. traffic signal or four-way stop).**”

BACKGROUND:

The table below summarizes Council’s direction and staff’s responses in relation to traffic safety in Edgemont Village:

Table 1. Edgemont Village Transportation Background

Date	Description
January 2023	Council carried the following motion on January 9, 2023: THAT Council direct staff to implement a 30 kilometre per hour speed limit on Edgemont Boulevard between Ridgewood Drive and Queens Road for the duration of one year as a pilot program to be implemented as soon as possible; AND THAT Council direct staff to consult with the Edgemont Village Business Association and Edgemont and Upper Capilano Community

SUBJECT: Pilot Project Update for Edgemont Boulevard and Highland Boulevard

March 19, 2026

Page 3

	Association to inform a traffic analysis to address the impact of speed, volume and circulation in Edgemont Village and surrounding areas; AND FINALLY that Council direct staff to report back on the pilot program and consultation for a traffic analysis.
May 2023	Staff installed 30km/h speed limit signs on Edgemont Boulevard from Ridgewood Drive to W Queens Road.
March 2024	Staff provided an update on the pilot project via a presentation and Report to Council at a Council Workshop on March 11, 2024. Council was informed of the District's grant application to TransLink for funding a traffic signal at the intersection of Edgemont Boulevard and Highland Boulevard.
April 2024	Council carried the following motion on April 22, 2024: THAT Council direct staff to implement engineering solutions to calm traffic in Edgemont Village, rather than the proposed traffic signal at Edgemont and Highland Blvd; AND THAT Council direct staff to report back on funding options for the proposed engineered solutions; AND THAT Council direct staff to use DNV's 2014 Edgemont plan and design guidelines when implementing solutions to increase safety, while also making Edgemont Village more welcoming, pedestrian friendly and beautiful.
March 2025	Staff shared an Information Report to Council that outlined a phased approach for the intersection of Edgemont Boulevard and Highland Boulevard, including a pilot project for an all-way stop and temporary curb bulges.
August 2025	Staff provided an Information Report to Council that stated the all-way stop at Edgemont Boulevard and Highland Boulevard "will be implemented in early September [2025] and run for at least one year."
September 2025	Staff installed the all-way stop and temporary curb bulges at the intersection of Edgemont Boulevard & Highland Boulevard.

ANALYSIS:

As part of the pilot project, staff have compiled additional safety-related information, including a review of crash history, operating speeds, and traffic analysis of the intersection.

Crash Analysis

From 2020 to 2024 (the last year of recorded data), there were 29 crashes at the intersection of Edgemont Boulevard and Highland Boulevard, averaging approximately five crashes per year. The crashes included: three rear-ends, four side-impacts (e.g., "T-bone" collisions), two side-swipes, one single-vehicle incident, one pedestrian-involved incident, and 18 parking-related collisions associated with the angle parking. Two of the crashes resulted in injuries, including one pedestrian injury.

Speed Analysis

Speed data was collected on the 3000 block of Edgemont Boulevard three times: April 2023 (prior to the 30km/h speed limit being installed), November 2023 (after the 30km/h speed limit was installed), and November 2025 (after the all-way stop was installed).

Two measures of speed are typically collected: 85th percentile speed and average speed. The 85th percentile speed is the speed at or below which 85% of motor vehicles travel. The average speed represents typical traffic behavior. As shown in the table below, the all-way stop has been effective in reducing both 85th percentile speeds and average speeds.

Table 2: Speed on Edgemont Boulevard (3000 Block)

	85th Percentile Speed	Average Speed
April 2023	42.4km/h	32.0km/h
November 2023	40.0km/h	31.0km/h
November 2025	38.1km/h	29.0km/h

Traffic Analysis

Traffic control devices, such as all-way stops and traffic signals, are installed according to national guidelines from the Transportation Association of Canada (TAC). Traffic signals are typically warranted where there is a high likelihood of motor vehicle or pedestrian conflicts. At Edgemont Boulevard and Highland Boulevard, a signal is warranted mainly due to high pedestrian volumes, which would need to decrease by nearly 70% for the signal to no longer be warranted. Signals provide a protected walk phase, requiring motor vehicles to stop and allowing pedestrians to cross safely. Since traffic signals are the highest level of control, if a signal is warranted, an all-way stop is also considered warranted.

While all-way stops are a lower level of control that relies more on driver judgement, they still offer several safety benefits such as:

- Improving safety for vulnerable users by requiring all motor vehicles to stop before a crosswalk;
- Improving safety and visibility of traffic conditions in all directions (e.g. drivers on Highland Boulevard have a safe gap to enter the Edgemont Boulevard intersection);
- Ensuring that motor vehicles enter the intersection at a lower speed; and
- Reducing the severity of crashes (i.e. collisions are less likely to result in a serious injury or fatality because drivers are travelling at a slower speed).

Based on feedback received from the community, staff also reviewed other engineering options for this intersection, such as a roundabout or raised intersection. Edgemont Boulevard and Highland Drive are transit routes, and the implementation of a raised intersection or a roundabout could affect bus operations as well as passenger comfort and safety. The primary purpose of these treatments is to reduce motor vehicle speeds. Therefore, neither option effectively addresses the core issue at this intersection: frequent conflicts between motor

vehicles and pedestrians caused by high volumes of both users. Based on the speed analysis, speeding does not appear to be the primary operational issue.

Liability/Risk:

There may be an increase in legal risk by making changes to the traffic control devices, specifically by changing the all-way stop back to a two-way stop (i.e. free flow on Edgemont Boulevard and stop controlled on Highland Boulevard). The District has a duty of care to users of streets within the District boundaries. There is an obligation to install and maintain traffic control devices so that reasonable users of the street can travel them in safety. The decisions regarding the installation of traffic control devices are within the jurisdiction of the District to make and those decisions are to be made reasonably, understanding the characteristics of each street or intersection, and in accordance with engineering best practices. Where there is a reasonably foreseeable risk of harm to a street user, the District should take measures to prevent such harm or else the District may be found liable in negligence.

In the case of this intersection, the District has information regarding the collisions that have occurred in the intersection and based on existing engineering guidelines, the all-way stop is warranted. A traffic signal would also be warranted. There is no data at this time to suggest that the conditions have changed so that a reversion to a two-way stop would be warranted. More data should be collected through the pilot project to inform the decision-making process for the permanent intersection design.

Timing/Approval Process:

The all-way stop pilot was implemented in September 2025. Due to the safety and liability considerations outlined in this report, staff do not recommend reverting the intersection back to a two-way stop at this time. Instead, staff recommend keeping the all-way stop in effect for at least the intended one-year duration of the pilot project (i.e., until at least September 2026).

For the remainder of the pilot project, staff recommend removing most of the flexible delineator posts ("flex posts") within the intersection of Edgemont Boulevard and Highland Boulevard. Public feedback indicates that some drivers perceive flex posts as visual distractions. Currently, there are 46 flex posts on Edgemont Boulevard at the Highland Boulevard intersection; in the next few weeks, staff recommend removing approximately 26 flex posts (approximately 60% reduction). A limited number of flex posts will remain, as they continue to serve important safety functions, specifically, reducing pedestrian crossing distances and preventing motorists from using the shoulder as an informal right-turn lane (i.e., treating the approach as two lanes instead of the intended single lane).

Staff will report back to Council after the conclusion of the pilot project with recommendations for the ultimate plans for the intersection of Edgemont Boulevard and Highland Boulevard, prior to implementing any changes. The final intersection design is targeted for completion by December 31, 2027, in alignment with TransLink funding deadlines.

Public Input:

In November 2024, staff emailed a letter to 128 business contacts in Edgemont Village to solicit feedback on traffic safety concerns and the pilot project at the Edgemont Boulevard and Highland Boulevard intersection. The majority of respondents supported additional traffic control at the intersection, and no other locations were raised for traffic safety concerns.

Staff continue to track all public correspondence through the Report-a-Problem (RAP) system and respond to each inquiry. Since the installation of the all-way stop, 82 RAP submissions have been received regarding the new intersection configuration, with feedback centred on traffic congestion, conflicts between motor vehicles and pedestrians, motor vehicles failing to obey the all-way stop, and the flex posts restricting visibility. Staff will continue to collect and review feedback for the duration of the pilot project.

Financial Impacts:

The pilot project (signs, flex posts, and pavement markings) is funded through existing operating budget. The funding source for subsequent phases of safety improvements will depend on the ultimate traffic control option and configuration, to be determined after the pilot project, subject to Council approval.

The District was awarded \$131K in grant funding in April 2024 from TransLink's annual Walking Infrastructure to Transit (WITT) program to install a traffic signal at the intersection of Edgemont Boulevard and Highland Boulevard; the funding deadline for project completion is December 31, 2027. External funding could potentially be transferred from signal work to other engineering measures, subject to TransLink approval (not guaranteed).

Conclusion:

The all-way stop pilot at Edgemont Boulevard and Highland Boulevard has reduced vehicle speeds and improved safety by requiring all vehicles to stop before entering the intersection, thereby reducing the potential severity of collisions. Staff recommend maintaining the all-way stop for the remainder of the pilot period, reducing the number of flex posts in response to public feedback, and reporting back to Council with a long-term recommendation following completion of the pilot.

Respectfully submitted,



Demetra Barbacuta
Transportation Planning Technologist

SUBJECT: Pilot Project Update for Edgemont Boulevard and Highland Boulevard

March 19, 2026

Page 7

REVIEWED WITH:

☐ Sustainable Community _____
☐ Development Services _____
☐ Utilities _____
☐ Engineering Operations _____
☐ Parks _____
☐ Environment _____
☐ Facilities _____
☐ Human Resources _____

☐ Clerk's Office _____
☐ Communications CG _____
☐ Finance _____
☐ Fire Services _____
☐ ITS _____
☐ Solicitor HG _____
☐ GIS _____
☐ Real Estate _____

External Agencies:

☐ Library Board _____
☐ NS Health _____
☐ RCMP _____
☐ NVRC _____
☐ Museum & Arch. _____
☐ Other: _____

THIS PAGE LEFT BLANK INTENTIONALLY