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**CITY OF KELOWNA**  
**MEMORANDUM**

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**Date:** June 19, 2002  
**File No.:** 5460-04

**To:** City Manager

**From:** Transportation Manager

**Subject:** Caramillo-Spruceglen Neighbourhood Traffic Management Plan

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**RECOMMENDATION**

THAT Council endorse the Caramillo-Spruceglen Neighbourhood Traffic Management Plan,  
AND THAT Council authorise the Transportation Division to proceed with implementation of the Caramillo-Spruceglen Neighbourhood Traffic Management Plan in the Summer of 2002.

**BACKGROUND**

As in most urban municipalities, traffic has become an issue on many neighbourhood streets in the City of Kelowna. With increasing traffic congestion on major roads, some motorists begin looking for short-cuts or drive inappropriately along the residential street system. As a result, residents have expressed concerns about speeding, short-cutting, safety for pedestrians and the impact of this activity on the quality of life within their community.

In order to discourage undesirable traffic patterns and/or travel behaviour, many municipalities have implemented neighbourhood traffic management strategies, including the provision of traffic calming measures as well as education, enforcement and awareness programs. In general, the experiences with these strategies in other jurisdictions have been viewed as a success.

In June of 2001, City Council adopted a *Neighbourhood Traffic Management Policy* for the City of Kelowna. The policy is designed to guide the process of administering plans on an ongoing basis, as well as developing and implementing traffic management measures as appropriate. It is expected that this will essentially be a 'living document' that will evolve along with the City's experience in neighbourhood traffic calming.

In the Fall of 2001, the Transportation Division proceeded to evaluate a series of five (5) candidate neighbourhoods where concerns had recently been expressed regarding local traffic issues. The five neighbourhoods evaluated were:

- The Caramillo/Spruceglen neighbourhood,
- The Fisher Road neighbourhood,
- The Peck Road neighbourhood,
- The Wilkinson Road neighbourhood, and.

- Westridge Drive.

Traffic conditions (traffic volumes, speeds and %'s of cut-through traffic) within each neighbourhood were measured, and the five candidate neighbourhood projects were ranked according to these traffic conditions as well as the following criteria:

- The number of separate issues identified within the neighbourhood,
- The number of reported collisions within the neighbourhood,
- The availability of sidewalks within the neighbourhood,
- The road geometry characteristics within the neighbourhood, and,
- Pending and planned roadway network improvements/rehabilitation.

Following this comparative evaluation, the Caramillo/Spruceglen neighbourhood emerged as the preferred candidate neighbourhood for further evaluation and investment in 2002. Specific attributes which elevated this particular project above the others included higher needs from a traffic volume and cut-through traffic perspective, and the planned resurfacing of Caramillo Road in 2002, offering an opportunity to leverage construction costs and limit the impact of construction activity within the neighbourhood.

## **PROCESS**

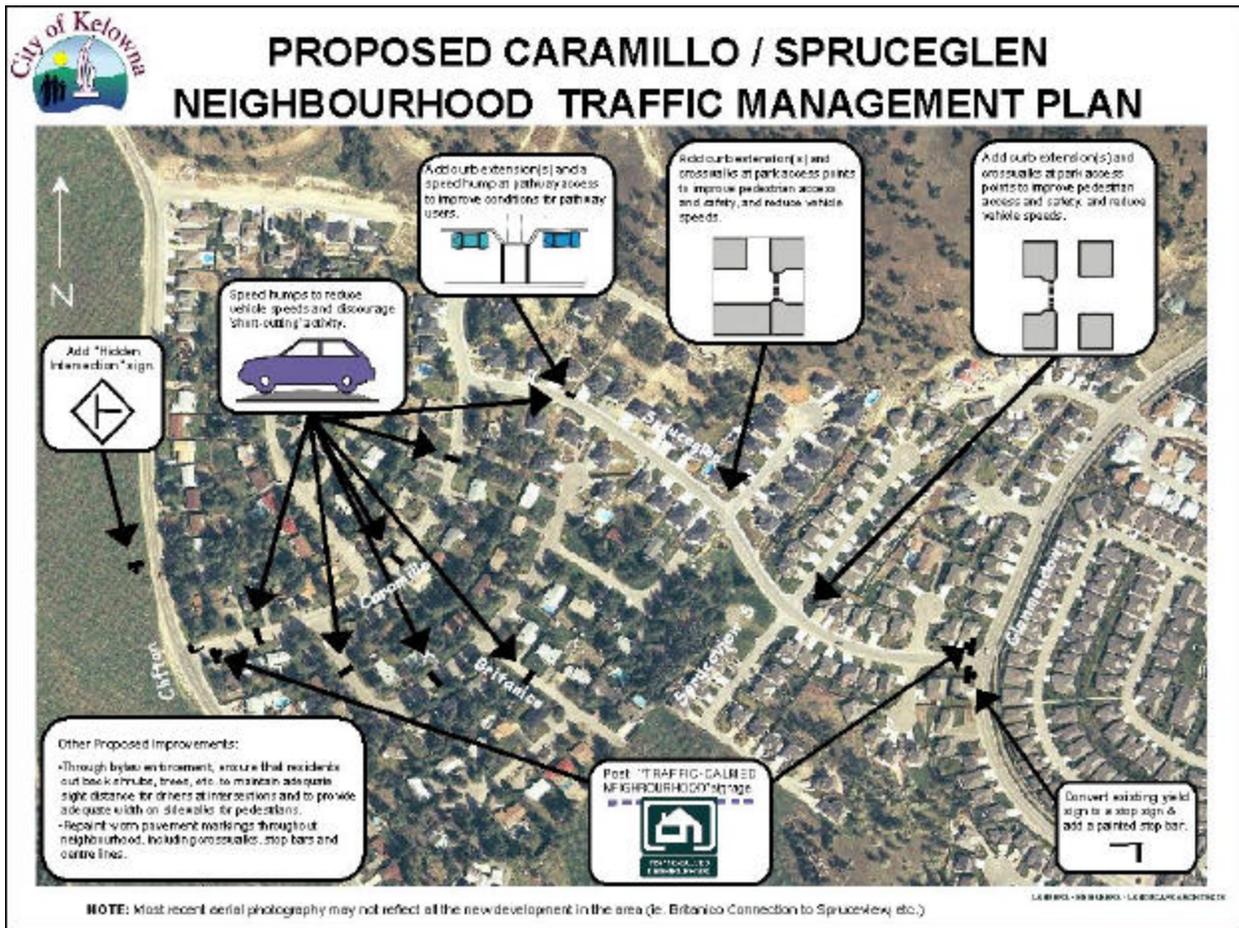
Once the preferred candidate for further analysis was identified, a process of community consultation was initiated to solicit feedback and invite participation in the process of developing a neighbourhood traffic management plan for the area.

A public meeting was held in December of 2001, with some 200+ invitations having been mailed directly out to residents of the Caramillo/Spruceglen neighbourhood (as shown in Figure 1). The level of participation was relatively low (<10%), although adverse weather conditions may have played a role in limiting the attendance. In reaction to the weather conditions experienced, a second public meeting was scheduled in February of 2002 to once again extend the opportunity for participation in the process. Similarly, a relatively low participation level was experienced (<10%), however, the second meeting exposed the process to a number of different attendees. In both meetings, Transportation Division staff and their consultant introduced attendees to the Neighbourhood Traffic Management Policy, and presented traffic calming concepts and techniques that may be considered in the Caramillo/Spruceglen area.

While most attendees were supportive and appreciative of the City's efforts in attempting to resolve their neighbourhood traffic issues, many differing opinions were expressed as to how to best achieve the desired results. A number of attendees were vocal in their requests to disconnect Caramillo Road from either Clifton Road or Spruceglen Road in an effort to easily resolve the issue. It is important to note that the Neighbourhood Traffic Management Policy would only consider the complete disconnection or closure of a local roadway in the event that other and less restrictive measures had been explored and had been proven ineffective. Simply closing local roads disconnects neighbourhoods, increases emergency response times, increases traffic circulation in other areas and cannot be supported in a City-wide context (the potential result of establishing such a precedent). Attendees were made aware of this fact.



Figure 2 – Proposed Neighbourhood Traffic Management Plan



## **CONCLUSION**

Based on the process undertaken and the feedback received to date, advancing this initiative to construction in the Summer of 2002 is recommended. As noted previously, an opportunity to implement the measures in conjunction with a planned resurfacing of Caramillo Road exists and opportunities to leverage costs with the larger resurfacing project will be pursued.

Funding for this project has been allocated and is available within the 2002 10-Year Capital Plan Allocations.

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Ron Westlake, P.Eng  
Transportation Manager

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John Vos, P.Eng  
Director of Works & Utilities

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