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## City of Kelowna

# MEMORANDUM

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DATE: May 20, 2003  
FILE: 5460-01  
TO: City Manager  
FROM: Transportation Manager  
RE: Glenmore Rd School Zone – North of Mountain Ave.

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### **RECOMMENDATION:**

THAT Council direct staff to remove the 30 kph school zone on Glenmore Rd fronting the Glenmore Elementary School after the current school year ending in June 2003;

AND THAT the speed limit on Glenmore Rd be set at 50 kph for southbound travel lanes from High Road southwards to Bernard and at 60 kph for northbound travel lanes from Bernard Avenue northwards past High/Summit roads effective July 1, 2003.

### **BACKGROUND:**

Glenmore Rd between Bernard Ave and High/Summit is the primary route of access to the Glenmore Valley and has been designated in the City's plans as a major arterial roadway since at least the mid-1980s. In 1994, growth projections showed the need to upgrade this road segment to a four-lane urban standard with the ability ultimately to have six lanes of traffic. City plans also called for this road to be designed for an operating speed of 60 kph which required on-street parking to be removed and direct access to individual properties to be relocated to side streets or lanes.

The widening of the roadway to four lanes took place in 1998 and 1999. Extensive consultations and negotiations with individual property owners took place over the years leading up to the construction. There were many direct consultations with property owners and many driveways needed to be relocated to side streets or back roads. This included the Kelowna Golf and Country Club where their principal access was relocated to Bernard Ave.

The Glenmore Elementary School was one of the properties affected by the Glenmore Rd improvements. Prior to the project the Glenmore Rd frontage was used as their main drop-off and pick-up location and their staff parking lot had its access directly off Glenmore Rd. Consultations with the School District and Glenmore School administration staff took place to address the relocation of these activities. Through these discussions it was agreed that the City would pay for the construction of a fence along the full frontage of the school. The school bus drop-off zone would be relocated to Tronson Rd and parent drop-off would be relocated to both Tronson Rd and the lane south of the school. The City agreed to fully urbanize Tronson Rd from Kennedy to

Glenmore Rd and install a sidewalk at an estimate cost of about \$100,000. It was agreed that the driveway to the staff parking would be relocated to the lane south of the school.

Through the consultations with School District staff, concerns were raised by the Parent Advisory Council of the school. They were opposed to the removal of the school zone. City staff proposed to maintain the 30 kph speed zone for a one year period after construction. During this period, the school would be monitored to confirm any additional safety improvements around the school prior to increasing the speed limit. After reviewing this proposal, City Council authorized staff to proceed with additional works that would support the increased speed limit. The additional improvements included paving of both lanes fronting the school and constructing sidewalks between the lanes and Mountain Ave estimated to cost \$206,000.

A list of the physical improvements around the Glenmore School is attached along with a reference map showing the location of some of the improvements.

The Glenmore Rd widening project provided significant improvements to pedestrians on Glenmore Rd. The project included a new 3 metre sidewalk along Glenmore Rd that is separated from the roadway by a 1.5m boulevard with large calliper trees as additional barrier. A raised curb provides another vertical barrier from the street. Within the roadway, there is a 1.5m bike lane that further separates the curb from the first travel lane. With these and the improvements around the school, children and pedestrians were given special attention and considerable improvements were made over the condition that existed prior to the road project.

In 2000, staff reported back to Council recommending that the 30 kph speed zone be converted to 60 kph. In this report the Glenmore Rd arterial road function was reviewed along with the findings of staff's monitoring of the speed limit. Access to the school was seen to have worked well. Compliance with the Glenmore Rd speed zone was however quite low. The recommended speed limit change was subject to the upgrading of the High/Summit & Glenmore intersection, which was planned for 2001. Staff noted in their report that a petition (329 names) had been received in support of the speed limit increase. Conversely though, the School PAC had undertaken a survey of families with children attending the school and found that 58.5% of the respondents were in favour of maintaining the 30 kph speed limit, although less than half of the families responded (186 out of 443).

During discussion on the staff report in 2000, Council expressed concern with the ability for traffic from Tronson Rd to turn right onto Glenmore Rd. Only right turn movements are possible at this intersection, as there is a continuous median island separating it from the northbound roadway on Glenmore Drive. This is generally considered to be a safe form of intersection, as no crossing movements are involved, and drivers entering from the side road need only select a suitable gap in the nearest lane on the main road. A survey during the school peaks indicated the following delays to vehicles turning onto Glenmore from Tronson:

- average 17 seconds/vehicle and 85<sup>th</sup> percentile of 35 seconds between 8 and 9 a.m.; &
- 10 seconds/vehicle and 85<sup>th</sup> percentile 19 seconds between 2 and 3 p.m.

There is no reason to suppose that increasing the posted speed past the school will result in fewer gaps, as the upstream signal phase changes at the Summit/High intersection will result in gaps in the traffic flow past Tronson. ICBC accident statistics do not show this intersection as being a safety problem. Pedestrian volumes crossing

or entering/leaving Tronson at Glenmore are modest: 25 in the morning school peak hour, and 30 in the afternoon school peak hour.

Council had some concerns about the impacts of improvements to the High/Summit & Glenmore intersection and pedestrian safety in crossing Glenmore Rd. Staff were instructed to proceed with the intersection design based on a potential 60 kph speed limit and report back on potential speed limit changes after the intersection was constructed. The intersection improvements were completed in 2001. In conjunction with these improvements a traffic safety audit was done on the design to address pedestrian safety. The consultant recommended against the earlier suggestion of pedestrian activated flashing lights for pedestrians crossing from the curb to the pedestrian island. Instead they recommended relocation of an above ground Aquila electrical box to improve visibility of pedestrians by motorists. The relocation of this electrical box took place in 2002.

Staff has continued to monitor the roadway and frequently get inquiries from the public about the need for the school zone. Earlier this school year, staff met with representatives of the School PAC to discuss their support for a proposed increased speed limit. This group still however wanted the school zone left in place.

Posted speeds should be both safe and reasonable, or they will be ignored, and cause loss of respect for speed limits in general, to the detriment of safety in situations where they are particularly important. Pedestrian crossing activity, parent drop-off activity and/or the absence of fences between a playground and the road are usually the primary basis for reduced speed school zones. None of these conditions apply along Glenmore Road. There is no reason for children to want to cross the road within the area of the school, as there is a fenced golf course on the east side of Glenmore Road. However, there are signal protected crossings of Glenmore Road at both Summit Drive and Mountain Avenue.

A copy of a draft of this report was provided to the President of the school PAC and the organizer of the petition who represent opposite views on this issue. They were invited to provide a written response for attachment to the Council report. Their responses are attached. Unsolicited correspondence has been received from the Glenmore Valley Community Association and the Board of School District #23 and is also attached.

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Ron Westlake, P.Eng.  
Transportation Manager

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John Vos  
Director of Works & Utilities

RWW

Attach.

**GLENMORE ELEMENTARY SCHOOL IMPROVEMENTS:**



## **GLENMORE ELEMENTARY SCHOOL IMPROVEMENTS:**

1. Construct 3 metre wide sidewalk and fence along Glenmore Rd frontage.
2. Plant trees along the Glenmore Road frontage at spacing mutually agreed to with School District.
3. Re-locate thirteen existing parking spaces, eight on Glenmore Drive and five in the existing staff parking lot, to the south lane adjacent to the pre-school pods.
4. Relocate Glenmore Rd access to staff parking lot to lane south of school.
5. Urbanize the full north frontage of school on Tronson Rd along with new sidewalk extending to Kennedy St
6. Install drainage and asphalt on lanes on the south and west sides of the school.
7. Re-locate existing fence on the south side of the playing field and install a 2.5m parking/drop-off strip for approximately 9 vehicles.
8. Construct a sidewalk on the school site from Glenmore Road to the gymnasium.
9. Construct a sidewalk on the West Side of Corner Road from Mountain Avenue to south lane.
10. Construct a sidewalk on the East Side of west lane from Mountain Avenue to the south lane.
11. Compensation for school property required in accommodating the widening of the south lane for the parent drop off area and land widening near Glenmore Road.
12. Signage and sightlines improvements at the intersection of Summit and Glenmore Road, including the relocation of a shallow utility.