
CITY OF KELOWNA

MEMORANDUM

Date: September 11, 2003
File No.: 5460-04

To: City Manager

From: Transportation Manager

Subject: **Spruceview Place Traffic Calming/Removal of Temporary Closure**

Report prepared by: Bill Braden, Traffic Technician

RECOMMENDATION:

THAT Council rescinds the temporary closure of Spruceview Place South at Clifton Road, AND approves the traffic calming measures for Spruceview Place South detailed in the report of the Transportation Manager dated September 10, 2003.

BACKGROUND:

At the February 17, 2003 Council Meeting, the Transportation Division presented a temporary road closure of Spruceview Place South until such time the Skyline Connection is constructed. This measure was presented to mitigate potential short-cutting through the Spruceview neighbourhood, a concern that would be negated once the Skyline Connection severed upper and lower Clifton. From discussions with concerned citizens in the neighbourhood, the Transportation Division was confident that this measure was adequate to address their concerns, and they expressed support towards our proposed measure. A route south of Spruceview Place, Lindsay Drive, remained open to provide access to Clifton Road from the Spruceview area, but was circuitous enough to dissuade cut-through traffic.

This Road Closure Bylaw, Bylaw No. 8967, was presented to Council for adoption on March 24, 2003. During this Council meeting, some residents of the area were present and were adamant that the road closure be placed much further up Spruceview Place, effectively severing all access from the Spruceview area to Clifton Road. In order to address the cut-through, speeding, and safety concerns of the residents without delay, the Director of Works and Utilities suggested Council approve the Bylaw as presented, but that staff monitor the situation and return to Council with further recommendations.

As a result, Council approved a resolution: "THAT City Transportation staff consult with the Spruceview Place residents and look for solutions for dealing with the traffic concerns that have emerged in this neighbourhood as a result of introducing traffic calming measures in Caramillo Heights".

The Traffic and Transportation Engineer, and the Traffic Technician, met with a large group of residents on site on June 4, 2003. Many felt that even with the barricades in place, many drivers were still traveling too fast for road conditions, especially in a section of Spruceview Place where a vertical crest curve restricts visibility along the roadway. Some were still adamant that no access be provided from Spruceview Place to Clifton Road, indicating to staff that they had been told by the Developer that when they bought on Spruceview Place, there would not be a

connection through to Clifton Road (it should be noted that City Transportation Planning staff have always intended this connection, and that when queried, the residents admit they did not check the future network with City staff before they purchased, nor could they confirm who provided the information that the road would not continue to Clifton Road).

City staff proceeded with three sets of data collection; two speed/volume monitoring studies and one study reviewing whether or not traffic was still cutting through from upper Clifton via Lindsay Drive through this neighbourhood. The cut-through study indicated that very few vehicles were accessing Spruceview Place from Upper Clifton, and vice-versa, indicating that the majority of traffic using Spruceview Place was in fact local traffic. Traffic volumes were well within acceptable limits for the classification of this roadway. The speed studies indicated that the 85th percentile speed (the speed at which 85 percent of vehicles are traveling at or below; an industry standard for determining speed characteristics along a roadway) was 47km/h near Markham Ct, and 44km/h near the crest of the hill, both below the regulatory speed limit of 50km/h.

However, the crest curve is posted with a 40km/h advisory warning, as sight distance for access and egress from homes on either side of the curve, and safe pedestrian movement along/across the road, become compromised if drivers are exceeding this advisory speed. In light of the speeds, requests that more traffic calming be done, and the fact that Spruceview Place is part of a neighbourhood where traffic calming measures exist, it is appropriate to provide additional traffic calming measures in the vicinity of the crest curve on Spruceview Place.

City staff sent a letter to all affected residents within the Spruceview catchment area, advising them of our proposal to install speeds humps on Spruceview Place, and inviting their feedback prior to any final decisions being made. As the original proposal from Transportation staff recommended a temporary road closure with no additional traffic calming measures, it is appropriate that the closure at Clifton Road be removed in conjunction with the permanent addition of traffic calming measure on Spruceview Place. Our intent to remove the existing barricades was included in the letter to the residents.

Staff received comments back from 16 affected property owners, the results of their comments as follows:

- In agreement; 6, of these 5 which directly front on Spruceview.
- In agreement, but want additional speed humps; 4, of these 2 which front directly on Spruceview
- In agreement, but don't want the barricades removed; 3, all fronting on Spruceview
- Do not want any traffic calming or barricades; 2, both of which do not front Spruceview.

Considering the public's comments, staff proposes to add an additional speed hump lower down on Spruceview Place south of Lindsay Drive, bringing the total to three. It should be noted that this is the equivalent number to Caramillo Road, where staff has had very positive feedback from the residents regarding the success of their installations.

Ron Westlake, P.Eng.
Transportation Manager

John Vos
Director of Works and Utilities

/WWB