
CITY OF KELOWNA

MEMORANDUM

Date: 22nd October 2003
File No.: 5460-09

To: Mayor and Council

From: Transportation Manager

Subject: **Truck Traffic on Crawford Road**

RECOMMENDATION:

THAT Council approve the plan by Staff to restrict truck traffic on Crawford Road to southbound only, and to implement short term improvements to the Stewart Road West / Saucier / Bedford / DeHart route, in accordance with the report from the Transportation Manager dated October 22, 2003;

AND THAT staff bring forward for Council consideration budget submissions in the 2004 Provisional Budget to improve these roads.

BACKGROUND:

Since July the City has been receiving many complaints about the impact of high volumes of truck traffic on the quality of life and safety of residents along Crawford Road from a resident of Crawford Rd. These trucks are generally traveling via DeHart Road between areas west of Crawford Estate and the Arthon and Apex gravel pits located on Stewart Road West. Residents have indicated that over the years truck traffic to and from these locations has been increasing. During the summer of 2003 the fill material required at the Mission Park Sports Complex generated a large number of truck trips. Staff initially proposed to signpost Crawford Road to prohibit truck movements once the Mission Park Sports Complex work had been completed. This was with a view that the relatively low overall truck traffic could be accommodated on Dehart/ Stewart Rd W route. However, in early September, these pits again became busy providing wood and concrete disposal as well as providing gravels to Okanagan Mtn Park fire areas.

With the realization that these pits from time to time will be handling high volumes of traffic in the future, staff undertook a further review of the proposed Stewart West / Saucier / De Hart route, and had concerns about the safety for general traffic if high numbers of trucks were traveling in both directions. The City commissioned a road safety consultant to review the two alternative routes between DeHart / Crawford and Crawford / Stewart Road West intersections. This review evaluated the two routes in terms of the likelihood of accidents occurring and the consequences of accidents, presenting the results on a scale between A and F (A best, F worst). Issues evaluated were lane width, limited sight distance, small-radius horizontal curves, intersections, vertical grades, roadside clearance, and winter road conditions. While recognizing that there were problems on the Crawford Road route, the report concluded that the Stewart Road West route was the higher risk route, and that diverting additional truck traffic onto the Stewart Road route would not be prudent until improvements could be made. Of particular concern was the combination of two high-risk elements: tight curves with limited sight distance. Off-tracking of trucks, particularly with tandem trailers, may result in truck intrusion into the

opposite lane of traffic where opposing drivers have limited vision along the curve. The report made suggestions of possible improvements, including intersection improvements, straightening or widening of curves, improved signage and the provision of shoulders.

Both Stewart Rd and Crawford Rd are major links in the City's transportation network for this area. This portion of Stewart Road West is scheduled for upgrading around 2010 – 2015. These upgrades would involve considerable land acquisition and construction cost which could not be justified in terms of traffic volumes in the near future. Crawford is planned to be upgraded to a Class 1 collector standard at city cost over the coming years.

Short-term improvements would need to be low cost, and preferably be staged for inclusion in the ultimate road upgrading. For this reason, the consultants were asked to prepare a signage and improvement plan which would require trucks leaving the Arthon and Apex pits to use the Stewart Road West route, but permit trucks travelling south to the pits to use Crawford Road (i.e. in the uphill direction). This would halve the truck traffic on Crawford Road, but not increase two-way truck traffic to the extent that the Stewart Road route became unduly hazardous. In order for the plan to be implemented quickly, it would need to be feasible within the existing right of way, and involve limited capital outlay.

On 16th October staff met with two residents, heard their concerns, and explained the process being followed to decide on an appropriate course of action. After this meeting, they submitted a petition to the Mayor and Council. This petition outlines the impact of trucks on Crawford Road residents and requests that all truck traffic be removed from Crawford Road.

The City's consultants have prepared a plan to support Staff's proposal to limit trucks on Crawford Road to one direction only. This plan includes the following upgrades on the Stewart Road route:

- Additional warning signs
- Reflective post-mounted delineators around curves
- Improved road markings to identify centerlines, stop bars, etc.
- Roadside bush clearance and slope trimming to improve sight distances on curves
- Roadway widening on tight curves
- Improved winter maintenance

Additional signage and road markings will also be required on Crawford Road. These short term improvements could be implemented by mid-November at an estimated cost of \$75,000.

As part of the 2004 Provisional Budget, the upgrading of Crawford Road between Parkridge and Westridge, including the provision of sidewalks, could be considered at an estimated cost of \$500,000. This would address the present very narrow asphalt surface and provide safe location for pedestrians and cyclists. It would also integrate into the overall longer term plan to improve Crawford Road.

Ron Westlake, P.Eng.
Transportation Manager

John Vos
Director of Works & Utilities

