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## CITY OF KELOWNA

# MEMORANDUM

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**Date:** January 26, 2004  
**File No.:** 4520-20: Oversize/Overheight Permit s & 5420-20: McCulloch Road  
**To:** City Manager  
**From:** Transportation Manager  
**Subject:** **Regulation of speed and the operation of trucks on McCulloch Road through KLO Creek Canyon**

Report prepared by: Harry Thompson, P.Eng, Traffic & Transportation Engineer

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### **RECOMMENDATION:**

THAT Council approve the lowering of the posted maximum speed on McCulloch Road through the KLO Creek Canyon, pursuant to section 209(1) (d) of the Motor Vehicle Act;

AND THAT an amendment to Traffic Bylaw No. 8120 to facilitate regulation of truck traffic on roads on which speed has been reduced such as this section of road, be forwarded for reading consideration.

### **BACKGROUND:**

East of Field Road, McCulloch Road passes through KLO Creek Canyon. This section of McCulloch Road is narrow and winding, with limited sight distance at curves, a narrow cross-section – around 5m wide in some places - and steep drop-offs on the down slope side. Logging operations have resumed east of KLO Creek Canyon, and logging trucks meeting oncoming traffic creates a safety hazard. A number of complaints have been received from residents and visitors.

The City has investigated the feasibility of undertaking improvements on this road, but the topography makes it difficult to implement modest remedial measures: on the down slope side, fill material required for widening could be significant, and would in any case intrude on the stream below. On the upslope side, cutting back sufficiently to widen the road and ensure slope stability would impact on adjacent property, and is likely to be costly. Rebuilding the road on a new alignment would be the best solution, but the cost of doing that has been estimated at \$1 million, excluding property costs. This scale of expenditure would be difficult to justify for the very limited number of dwellings on the east side of the canyon. Nevertheless, the road is used by significant numbers of occasional users. While visitor traffic will likely be less until the Kettle Valley Railway trestles are rebuilt, this road is also used by snowmobilers, fishermen and hunters in the appropriate seasons. We understand that an application is likely to be submitted in the near future for rezoning, OCP amendment and subdivision of land on the east side of KLO Creek. As a condition of approval, the developer would be required to upgrade McCulloch Road off-site within the KLO Creek corridor. Given the many demands on the City's budget for new and upgraded roads, it would be preferable to delay any major expenditure pending development further east within or beyond the City limits.

To address the short term safety problems we are recommending two measures. Firstly, we recommend that the posted maximum speed be reduced to 30 km/h. Council has the authority

to approve this speed reduction through section 209(1) (d) of the Motor Vehicle Act. This will increase the likelihood that a driver will be able to stop at a suitable location to allow an approaching vehicle to pass safely. Speeds in excess of 30 km/h are not considered appropriate on this section of road.

Secondly, we are recommending an amendment to the Traffic Bylaw, in terms of which trucks and truck-trailer combinations with more than three axles will be required to obtain a "Reduced Speed Road Permit" from the City Engineer or authorized delegate if they wish to use a road for which speed has been reduced due to specific road conditions such as the section of McCulloch Road in question. In issuing the permit, the City Engineer or delegate may require the truck operator to post traffic control persons (TCP's) to stop oncoming traffic when a truck is passing through the designated section of road.

At present Weyerhaeuser has voluntarily provided TCP's and appropriate signage; however, they anticipate completing their logging operations by 6<sup>th</sup> February, 2004, and other logging trucks are expected to be operating along this road in the foreseeable future. Approval of this amendment to the Traffic Bylaw will enable the City to take measures to ensure the safety of other road users. In its present form, the Traffic Bylaw only regulates vehicles which exceed general limitations on vehicle weight or length. The logging trucks do not exceed these limits. However, it is their length that creates a particular problem on a narrow, winding road such as this. Specifying the number of axles makes enforcement simpler, and ensures that appropriate checks are in place when long vehicles are operating through KLO Creek Canyon, and possibly on other designated roads, should the need arise.

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Ron Westlake, P.Eng.  
Transportation Manager

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John Vos, P.Eng.  
Director of Works and Utilities