



Hall Road Neighbourhood

Traffic Calming Engagement Summary

June 15 - July 11, 2022



Background

Residents in the Hall Road neighbourhood have voiced their traffic and safety concerns, such as short-cutting, speeding, and pedestrian safety along portions of Hall Road, Wildwood Road, Packers Road, and O'Reilly Road. To address these growing pressures, community members were presented with traffic calming options to vote on and were welcomed to leave comments on the proposed solutions through a survey on getinvolved.kelowna.ca.

A comprehensive page leading up to the survey gave a project overview, a description of what traffic calming is with imagery to support, alongside detailed information and considerations taken when designing the first draft of measures presented to the community.

In addition to resident engagement and area vehicular data, the traffic calming plan was further guided by the City's [Neighbourhood Traffic Calming Management Policy](#). Issues such as pedestrian safety, short-cutting, and speeding on residential roadways require a comprehensive approach to develop effective solutions to slow down drivers and increase the safety of those who walk and play within the neighbourhood.

Five areas in the neighbourhood were prioritized where some had only one viable option and others had two options for residents to pick between, and each question included an aerial street view with the proposed changes showcased within. This helped the respondent understand and visualize what the measures were, allowing for informed responses throughout the survey.

The Engagement

Timeline

June 16 - July 11, 2022


Communications goals

- Ensure neighbourhood residents and visitors are informed about the project and participation opportunity
- Ensure residents know where to find and easily access project information and survey

Engagement overview

With 205 survey responses two things were clear - the communications efforts were effective and the community came together to share their insights. Alongside the responses, there were over 665 comments, averaging ~100 per question.

Firstly, a letter was sent to neighbourhood residents explaining the project and invited both voting and comments on the proposed traffic-calming options. Secondly, geo-targeted social media reached area residents and visitors alike inviting them to the project page, and in total, there were 318 page visits from that call-to-action.



"We need to find a balance of all factors, pedestrians, vehicles, property owners, cost, etc. and to fully consult community affected."

~Survey Respondent

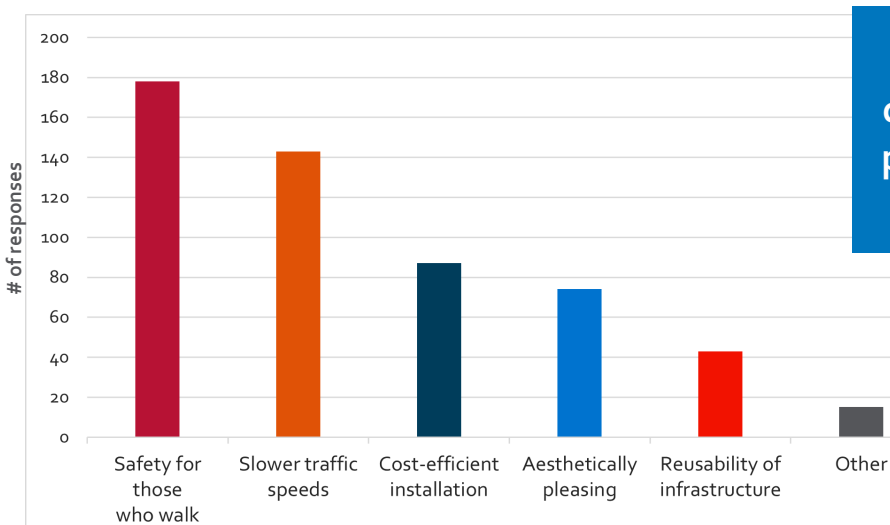
Participation overview

205
survey
respondents

184
live in the
Hall Road
area

178
support
pedestrian
safety

Important features to the community



87%
care about
pedestrian
safety

70%
want to
slow down
drivers

"... really appreciate the opportunity to voice my opinion on the many options. Great work Kamil!! Keep it up."

~Survey Respondent

What we heard

The survey was open to comments on the proposed traffic calming options to gain community insights into the neighbourhood as to help inform next steps in design.

City staff read and considered hundreds of comments, but often, community members have various and differing ideas for what happens in their neighbourhood; therefore, comments were themed to help inform the final plan.

Inclusive of long-term complaints and survey comments, the majority prioritized a focus on safety for those who walk around the neighbourhood and are in support of marked pedestrian spaces and slowing traffic down through various traffic calming measures to ensure so.

To note, there were some comments regarding the sewer utility upgrade due to the care home expansion.

Survey Analysis

Hall Road 90-degree corner

As evidenced below, voters support the improvements as proposed:

- Pave pedestrian shoulder with curb separation on inside corner
- Narrow vehicle lanes and add yellow centerline
- Widen outside of corner for smoother vehicle turning radius
- Trim hedge and bushes to property line to improve sightlines

"Currently, this corner is unsafe and many people walk in our neighbourhood each day."

~Survey Respondent

92 %
support or
strongly support
improvements

78 %
agree changes
improve pedestrian
safety

Top 2 comment themes

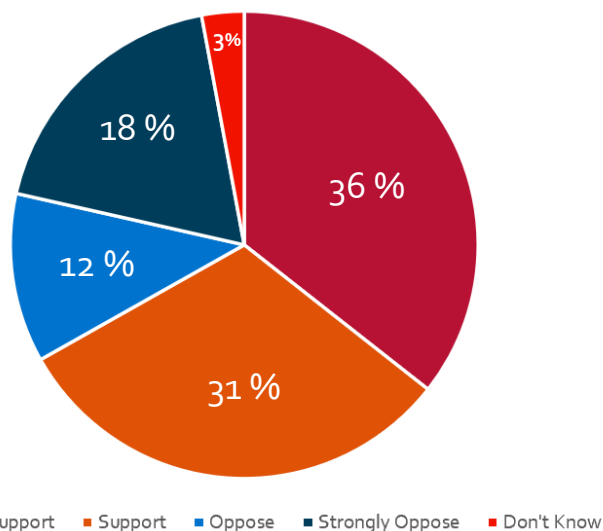
- Support adding pedestrian space
- Feel current conditions are unsafe

Hall Road and Packers Road intersection

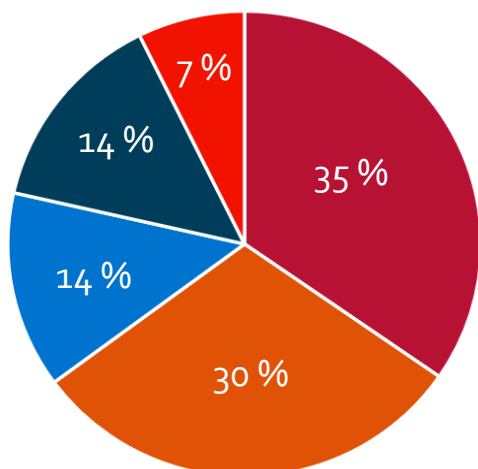
Add traffic circles and curb extensions at intersection to reduce vehicle speeds and improve operations for drivers.

While 67 per cent of respondents indicated support for the proposed changes, and 30 per cent opposed, comments indicated the proposed traffic circle was controversial with 50 per cent indicating support and 50 per cent against.

There was strong support, via the comments, for trimming the vegetation to improve sightlines.



Wildwood Road - speeding and shortcutting



Adding speed humps along Wildwood Road would discourage through traffic, slow vehicle speeds to the posted limit, and reduce traffic along the narrow winding section of Hall Road.

A majority of respondents (67 per cent) indicated support the addition of speed humps and this support was echoed in the comments. Other comments noted concern about traffic being pushed to Hall and O'Reilly roads. A number of comments indicated opposition to adding speed humps which is likely a main contributor to those who indicated opposition for the improvement option proposed in this location.

■ Strongly Support ■ Support ■ Oppose ■ Strongly Oppose ■ Don't Know

Hall Road between KLO Road and Packers Road

Speeding and pedestrian safety was a main contributor along this portion of Hall Road; therefore, two viable options were presented.

Option 1: Provide pedestrian space and narrow lanes.

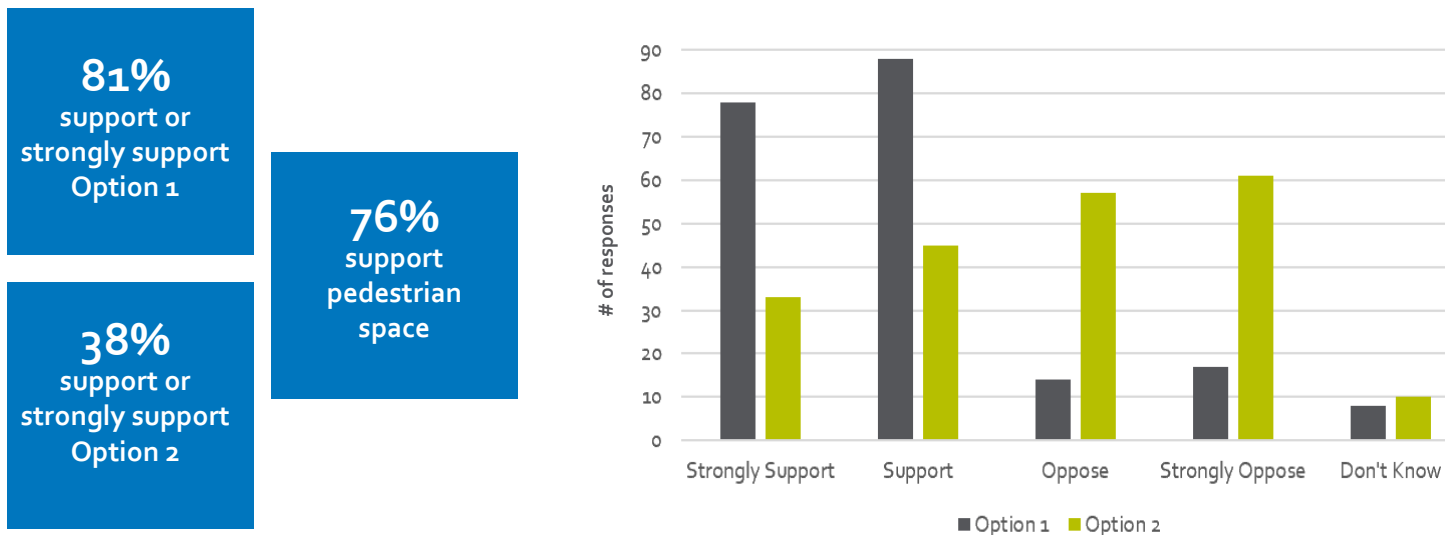
Improvements proposed include:

- Add paved pedestrian shoulder on north side of Hall and along go-degree corner
- Pave worn trail between KLO Road and Hall Road
- Narrow vehicle lanes and add yellow centerline and white shoulder line
- Extend no parking zone along from KLO to Packers

Option 2: Narrow lanes and add traffic circles.

Improvements proposed include:

- Add small traffic circle at Wildwood and Hall Road
- Narrow two sections along Hall where opposing traffic yields to oncoming
- Pave worn trail between KLO Road sidewalk and Hall Road



81%
support or
strongly support
Option 1

38%
support or
strongly support
Option 2

76%
support
pedestrian
space

Packers Road from Hall Road to O'Reilly Road

Speeding and safety on Packers Road were of top concern amongst residents prompting the two options presented to address these issues.

Option 1: Provide a pedestrian space and narrow lanes.

Benefits include:

- No pavement widening required
- The south side has fewer sightline concerns along the road's curvature
- Vehicle lanes are defined with yellow and white lines
- Vegetation trimming will improve sightlines on Packers Road
- Removing on-street parking allows for pedestrian space

Option 2: Add traffic circle and narrow lanes.

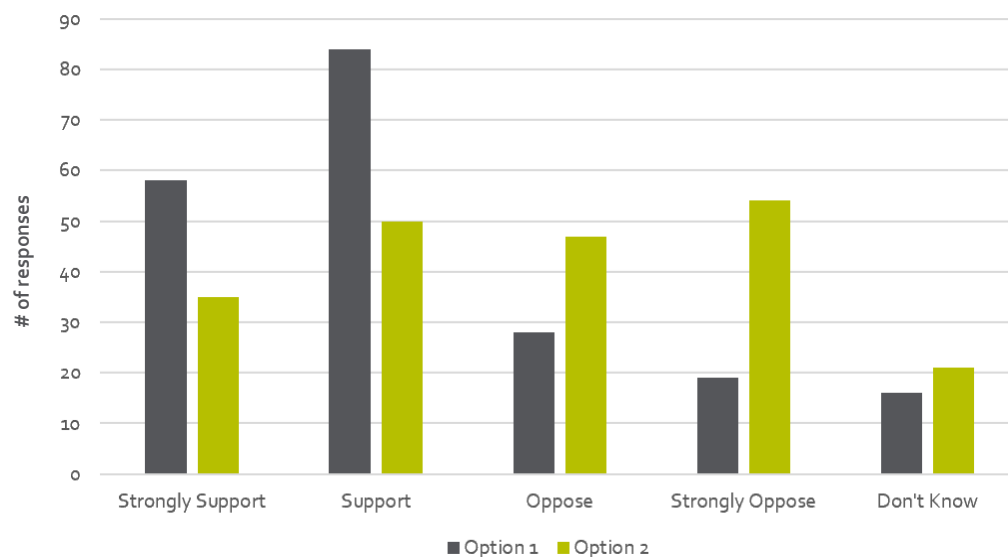
Improvements proposed include:

- Add traffic circle at the Packers and Fairhall intersection
- Add section on Packers Road where opposing traffic yields to oncoming
- Trim vegetation in the road right-of-way to improve sightlines

69%
support or
strongly support
Option 1

41%
support or
strongly support
Option 2

73 per cent of respondents support or strongly support adding a pedestrian space to increase safety for those walking along Packers Road between O'Reilly and Hall roads. Between the 49 per cent opposition for Option 2 and the top comment themes, residents are not in favour of traffic circles or narrow lanes for Packers Road.



Top comment themes
 Support for:
 Removing parking
 Adding pedestrian space
 Trimming vegetation

Packers Road and O'Reilly Road intersection

Shortcutting is a community concern on a portion of O'Reilly Road and two options were presented for the intersection to encourage the use of Packers Road as the through route.

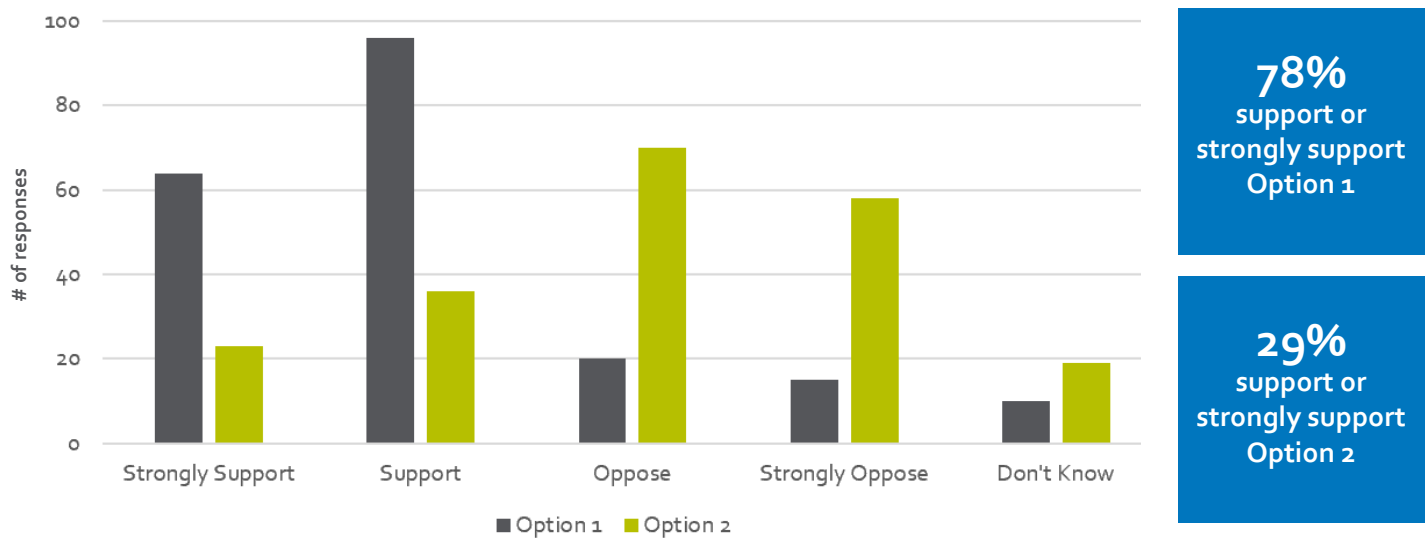
Option 1: Intersection realignment and pedestrian space. Improvements include:

- Install curbs to realign southbound direction
- Trim vegetation to improve sightlines on the inside of the corner
- Add centerline and white line to define vehicle lanes
- Add flexible posts to improve sightlines and give pedestrian space
- Add stop sign to eastbound leg of intersection
- Replace northbound yield sign with curve warning sign

Option 2: Directional closure and pedestrian space. Improvements include:

- Add curbs to realign south- and close in-bound direction on west leg of O'Reilly
- Trim vegetation to improve sightlines on the inside of the corner
- Add flexible posts to improve sightlines and give pedestrian space
- Add centerline and white line to define vehicle lanes
- Add stop sign to eastbound leg of intersection
- Replace northbound yield sign with curve warning sign

As evidenced by the graph below, respondents favour option 1 with a strong opposition to option 2. Among the comments, the themes show support for trimming back vegetation and a dislike for option 2, specifically against the directional closure.



What's next

A neighbourhood traffic calming plan incorporating feedback from the survey and stakeholders will be created.

Hall Road neighbourhood residents will have an opportunity to vote on the final concept. In order for traffic-calming to be implemented, the total votes must be at least 70 per cent in favor, or less than 30 per cent opposed of the proposed options. If not, the plan will not go forward. If there is no response received from the property owner, it will be assumed they are in favour of the plan and marked as such.

If the proposed final plan is approved, implementation will start Fall 2022 and finish Spring 2023, pending the care home sewer upgrade, budget approval, weather, and availability of crews.

Project staff are working alongside other departments and developers to ensure the traffic calming improvements are coordinated with the upgrades for the care home expansion.

Learn about various projects happening in Kelowna and participate in ones open for public participation by visiting
getinvolved.kelowna.ca