

Memorandum

Attention:	Bob Dargatz	File No.:	A21-002.012
Organization:	City of West Kelowna	Project:	Crestview Rd Sightlines
Phone:		Date:	March 30, 2021
Email:	Bob.Dargatz@westkelownacity.ca	Revision:	0
cc:			

RE: Crestview Rd Sightlines at Hayman Rd

1 Introduction

Align Engineering Ltd (ALIGN) was retained by the City of West Kelowna to evaluate the sightlines from Crestview Road to Hayman Road related to the proposed rezoning of 2485 Hayman Road. This memorandum provides the results of the review.

2 Sightline Assessment

A site visit was conducted on March 26, 2021. Acceptable (largely unobstructed) sightlines were observed from Crestview Road looking right to the curve north of the intersection (**FIGURE 1**) and looking left to the south intersection with Stuart Road (**FIGURE 2**). Landscaping at 2505 Hayman Road was trimmed to maintain the sightline to the south.



Figure 1: Crestview Rd Sightline to the North (Looking Right)



Figure 2: Crestview Rd Sightline to the South (Looking Left) – Landscaping Trimmed

There are two types of sightlines that are designed for around intersections. They are stopping sight distance and turning sight distance. The stopping sight distance is the minimum requirement ensuring that those driving on the main road (i.e., Hayman Road) can see a vehicle entering the road and safely come to a complete stop. Turning sight distance is for a vehicle departing from the side road (i.e., Crestview Road) and ensures sufficient sightlines to look left and turn right and look right and turn left.

The minimum requirement for stopping sight distance along Hayman Road to the intersection exceeds 65 m for a 50km/h roadway. Turning sight distances are more constrained, but the sightlines are reasonably clear to provide nearly 80 m of sightline to the curve north of the intersection and 88 m to the south (see **FIGURE 3**). Design guidance for turning sightlines recommends 105 m of sightline to the north and 95 m to the south for a 50 km/h speed limit. However, the proximity of the intersection to the south and the horizontal curve to the north reduce operating speeds and the need for sight distances of these lengths.

3 Collision Data

The ICBC crash maps show no collisions at this intersection for the period of 2015 to 2019.

4 Conclusion

Based on the reasonably clear sightlines, sufficient stopping sight distances on Hayman Road, and no collision history in the latest five years of ICBC collision data, the sightlines are considered appropriate. The City should ensure that the proposed subdivision maintain the existing sightlines. These are made at intersections with corner cuts to ensure objects such as fences or landscaping do not block sightlines needed for intersection safety.



Sincerely,

Align Engineering Ltd

Tom Baumgartner, MSc, P.Eng., RSP₁
Senior Transportation Engineer | Principal