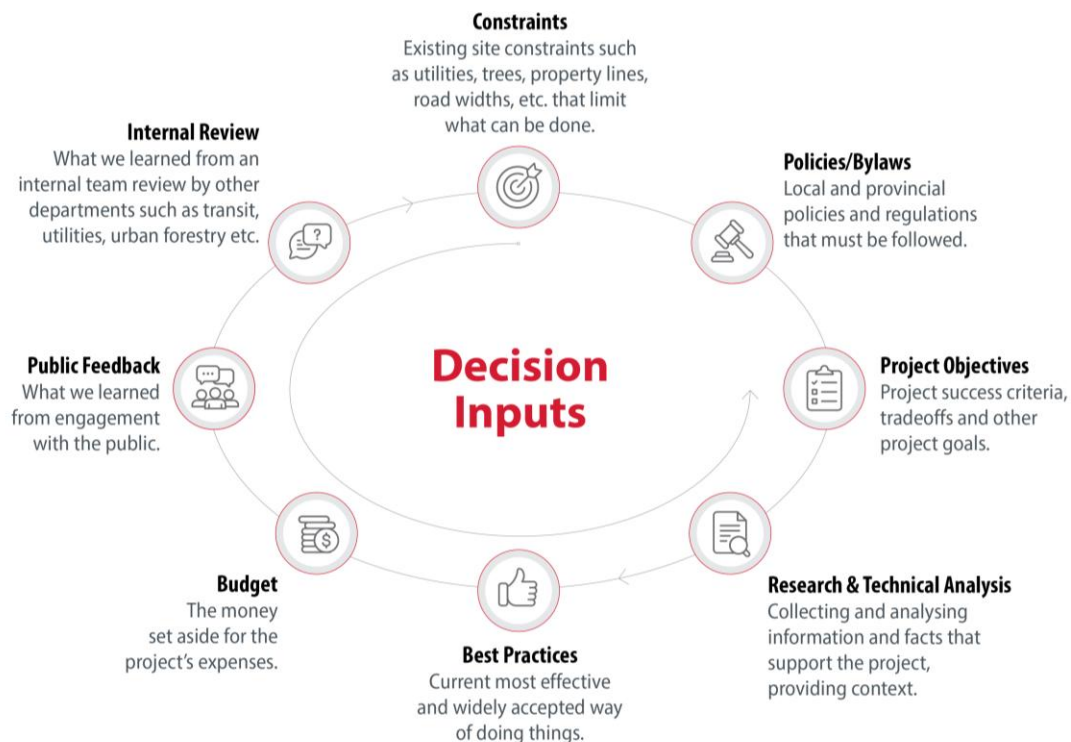


Project Overview

We are designing improvements for Spruce Drive that will slow vehicles, make better connections through the neighbourhood, upgrade painted bike lanes and make it easier to get to schools, parks, homes and nearby stores.

The Westbrook Local Area Plan highlighted a need to improve Spruce Drive S.W. between Worcester Drive S.W. and Bow Trail S.W. / 33rd St S.W. Data shows this is a well-used route that needs upgrades to improve safety. Engagement for Phase 1 was completed from March 7-31, 2025, and a What We Heard Report was published in April 2025.

Since then, the project team has been integrating what was heard along with further studies and design review to produce the final design we are sharing now. The graphic below shows the inputs into decisions at The City.



What we heard – What we did

Discover below how your feedback from Phase 1 (Explore) helped shape the finalized pathway design:

Theme	What we heard	What we did
Traffic safety and speeding	Speeding is a concern along Spruce Drive S.W, particularly near the school, playgrounds, curves, crossings, and intersections.	The design includes roadway narrowing, curb extensions, raised crossings and intersections, additional marked crossings, enhanced intersection design, and proposed traffic controls. These changes are intended to calm traffic, improve visibility, shorten crossing distances, and reduce collision risk.
Safer, more comfortable bike and pedestrian infrastructure	Support for safer, more comfortable facilities for people walking, wheeling, and biking.	The project adds a continuous multi-use pathway along Spruce Drive S.W. and improves connectivity between communities and destinations. Requests for connections beyond the project scope have been shared with the appropriate City teams for future consideration.
Intersection and crossing Improvements	Many comments focused on specific intersections, crossings, and curve locations where people experience safety challenges when walking, biking, or driving.	The design improves crossings and intersections through features such as curb extensions, raised crossings, mid-block crossings, and enhanced traffic control measures where appropriate.
Parking	General support for reducing parking along Spruce Drive. • Areas to consider keeping parking; Wildwood Hall and Wildwood School overflow for events, some bus stops where people park and take bus, mailboxes but open to more landscaping in other areas. • Consider impact of future housing developments on parking needs.	The design reduces parking in selected locations where usage is low while retaining parking in key areas identified through engagement. Space gained from parking reductions supports safety improvements, landscaping, and public realm enhancements.

Spruce Drive Pathway Improvements

Reveal Phase: What We Did

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Community enhancements	Participants expressed interest in additional trees, landscaping, beautification, seating, gateway features, and maintaining neighbourhood character.	The design expands boulevard and green space areas, preserves most existing trees where feasible, adds new landscaping and trees where space permits, and creates opportunities for future beautification initiatives.
Support for traffic calming	Many participants supported measures to reduce vehicle speeds and improve comfort for all users, particularly near schools and community destinations. Suggestions included speed reductions, stop controls, traffic circles, and speed humps.	The design prioritizes permanent traffic-calming measures through street design, including narrower roadways, raised crossings, curb extensions, landscaping, and intersection improvements that encourage slower speeds.
Operations and Maintenance	Participants raised questions about drainage, snow clearing, street cleaning, garbage receptacles, bus stop integration, and ongoing maintenance.	These operational considerations will continue to be reviewed through detailed design and implementation. The project incorporates bus stop improvements where required and maintains coordination with City maintenance programs.
Infrastructure priorities	While many supported the project, some questioned whether pathway improvements should be prioritized over other City investments.	The project was identified as a community priority through the Westbrook Local Area Plan and supports Council priorities related to safety, active transportation, and improved pathway connectivity.
Out-of-Scope Requests	Participants requested improvements outside the project limits, including Edworthy Park access, golf course and Bow Trail connections, Quarry Road Trail upgrades, and other pathway network enhancements.	Feedback on improvements outside the project scope have been shared with the appropriate City teams for consideration in future projects.



Spruce Drive Pathway Improvements

Reveal Phase: What We Did
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More Resources

Learn more about:

- Lane width and speed: [Lane Width - NACTO](#).
- Set-back crossings: [Improve Visibility at Turn Conflicts - NACTO](#).
- Curb extensions, corner radii, and slowing down turning movements: [Corner Radii - NACTO](#) and [Slow Turns are Safe Turns - NACTO](#).
- Speed reduction mechanisms: [Speed Reduction Mechanisms - NACTO](#).
- How speed impacts the odds of pedestrian survival rates collisions: [Safe Speeds – The Canadian Association of Road Safety Professionals \(CARSP\)](#)