Lord Roberts Community Traffic Study
Meeting 3 Notes

Location: Fort Rouge Leisure Centre    Date: November 20, 2019
Attendees: 9    Time: 2:30 p.m. – 4:30 p.m.
                2:30 – 3:30 for data presentation
                3:30 – 4:30 for discussion on priorities

Meeting Purpose:
- Review progress-to-date
- Get input from PAC on community priorities and the study's scope moving forward

Meeting Notes

Study purpose, timeline status (on track), public engagement objectives, techniques, and overview of phase 2 feedback

Question: Did not remember getting feedback summary
Response: sent in summer and available on the project webpage

Data review:
- Technical team reviewed feedback from the public
- Collected data to validate the feedback
- Constraints on data collection included: study timeline, school schedule, available resources, previously collected traffic data
- Types of data
  - Parking counts and locations
  - Traffic volumes, speeds, collision dates
- Data collection methods
  - Site visits (walked, biked, drove neighbourhood)
  - Cameras
  - Pneumatic tubes
  - Watch and record speed volumes

Speeds
- 85th percentile speed is 33 to 49 km/hour, and below the 50 km/h speed limit
- Around school, 85th percentile speed is higher than the 30 km/h limit
- On average, Morley has 148 vehicles per day travelling 55km/hour or higher
- Question: was speeding the same in both directions?
  - Response: looked at both direction, similar in both directions.
- Comment: Speeding is not the norm in this neighbourhood.
• Residents told us speed is a problem during public engagement. Speeding is occurring, but not high numbers.
• Perception of speed is influenced by road design.
• Comment: Lowering speed limits doesn't necessarily lower speeds.

Volumes

• Average daily traffic volumes are typical for these types of streets.
• Public highlighted collector streets as cut-through traffic streets, however, volumes are expected to be higher on these streets because the function of a collector is to collect traffic from local streets and distribute it to arterial streets.
• Brandon has slightly higher volumes compared to other local streets, which is likely due to the traffic signal at Osborne.
• Comment: Is a traffic signal warranted at Lilac and Jubilee?
  ○ Response: a traffic signal is not currently warranted.