

Lord Roberts Community Traffic Study Meeting 3 Notes

Location: Fort Rouge Leisure Centre
Attendees: 9

Date: November 20, 2019
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.