

**TRANSPORTATION COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: LOCHDALE STREET: LOCAL TRAFFIC MEASURES**

**RECOMMENDATION:**

1. THAT a copy of this report be sent to the residents of the 6500 and 6600 block of Lochdale Street.

**REPORT**

The Transportation Committee, at its meeting held on 2008 January 09, received and adopted the *attached* report on the traffic monitoring information and the outcome of a meeting with residents to discuss the traffic concerns with the opening of Lochdale Street to Sperling Avenue.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor L. Rankin  
Member

Copied to:	City Manager Director Engineering Director Png. & Bldg.
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**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

**DATE:** 2008 January 02

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** PL 37500 – 01  
*Ref: Lochdale*

**SUBJECT:** LOCHDALE STREET: LOCAL TRAFFIC MEASURES

**PURPOSE:** To report on the traffic monitoring information and the outcome of a meeting with residents to discuss the traffic concerns with the opening of Lochdale Street to Sperling.

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**RECOMMENDATION:**

1. **THAT** the Transportation Committee recommend to Council that the residents of the 6500 and 6600 block of Lochdale Street be sent a copy of this report.

**REPORT**

**1.0 INTRODUCTION**

At its regular meeting of 2006 December 13, the Transportation Committee received a report from staff regarding traffic issues raised by residents of the 6500 / 6600 blocks Lochdale. A petition from residents expressed traffic concerns regarding the then planned removal of a traffic barrier, as shown in *Figure 1*, and the construction of Lochdale Street through to Sperling Avenue to a finished standard, as a result of a subdivision which had been approved on the northwest corner of Lochdale at Sperling.

On 2006 January 08, on the recommendation of the Transportation Committee, Council directed staff to monitor traffic volumes and speeds on Lochdale Street before and after the removal of the barrier and to consult with Lochdale residents on the results of this monitoring. Subsequently in 2007 May, Lochdale was completed through to Sperling and opened to through-traffic.

**Figure 1 Lochdale Street at Sperling**



In accordance with this direction, staff collected data on vehicle volumes and speeds on Lochdale Street on 2006 October, 2007 June and 2007 September and met with residents on 2007 November 13 to discuss the traffic monitoring information.

This report summarizes this traffic information and the outcome of the meeting with residents.

## **2.0 LOCHDALE STREET TRAFFIC**

### **2.1 Resident Concerns**

The petition submitted by residents on the 6500 / 6600 Block Lochdale Street raised the following concerns with the planned completion of the road and the removal of the temporary barrier:

- Lochdale will become a corridor for additional traffic as vehicles shortcut along Lochdale to avoid the traffic signal a block to the south at Halifax and Sperling.
- the increase in traffic, truck noise and the road widening itself will reduce property values on Lochdale.

- as there are currently no sidewalks on Lochdale, there will be an increased risk to pedestrians.
- resident's vehicles backing out onto the street will face a greater risk of collision.

## 2.2 Traffic Monitoring Results

To identify any significant changes in traffic volume and speeds arising from the opening of Lochdale Street to Sperling, staff gathered information on vehicle speeds and volumes on Lochdale Street both before and after the removal of the traffic barrier.

The baseline traffic count and vehicle speed measurement was taken on 2006 October 12, prior to the removal of the barrier. After the barrier was removed in 2007 May (upon completion of road construction), traffic counts and speed measurements were taken in 2007 June and 2007 September.

The traffic volume information in *Table 1* shows 241 vehicles using Lochdale Street on 2006 October 12 when the street was still closed to traffic at Sperling. After the street was opened to traffic in 2007 May, the traffic counts of 2007 June show an average of 187 vehicles on weekdays and 174 vehicles on the weekend days. Additional follow-up "after" traffic counts taken in 2007 September show a similar number of vehicles, 181 and 166, on the average weekday and weekend day respectively.

Both the "before" and "after" vehicle volumes are considered normal for a local residential street. The number of local vehicle trips using Lochdale Street on a weekday would be expected to vary between approximately 215 and 360 (based on each of the 36 homes on Lochdale Street typically generating between six and ten vehicle trips per day). As the number of weekday trips using Lochdale, both before and after the removal of the barrier, falls into the lower part of this range, there is no evidence from the traffic volume information that Lochdale has attracted any measurable increase in non-local short-cutting vehicle trips.

Vehicle volumes on Lochdale are also comparable to those on Winch Street, one block to the north, which has been open to Sperling for many years. A traffic count undertaken on Winch Street at the same time (2007 June), as the "after" traffic count on Lochdale, shows traffic volumes varying between an average of 321 on weekend days to 390 on weekdays. This is higher than the traffic volumes recorded on Lochdale, but also normal for a residential street.

**Table 1 Traffic Volume Counts  
 (Vehicles)**

Count Location/Date	24 hour West bound	24 hour East bound	24 hour Total	Peak hour West bound	Peak hour East bound	Peak Hour Total
<b>Lochdale Before</b> Thurs 10/12/2006	119	122	241	15	12	27
<b>Lochdale After</b> Wed 06/20/2007	97	67	164	11 *	12	23
Thurs 06/21/2007	99	110	209	9	11	20
Fri 06/22/2007	93	88	181	3	9	12
Sat 06/23/2007	103	89	192	5	2	7
Sun 06/24/2007	83	73	156	1	0	1
<b>Weekday Average</b>	<b>96</b>	<b>88</b>	<b>187</b>	<b>8</b>	<b>11</b>	<b>18</b>
<b>Weekend Day Average</b>	<b>93</b>	<b>81</b>	<b>174</b>	<b>3</b>	<b>1</b>	<b>4</b>
<b>Lochdale After</b> Wed 09/19/2007	94	120	214	12	16	28
Thurs 09/20/2007	85	81	166	10	13	23
Fri 09/21/2007	77	86	163	8	6	14
Sat 09/22/2007	88	93	181	5	5	10
Sun 09/23/2007	68	82	150	1	2	3
<b>Weekday Average</b>	<b>85</b>	<b>96</b>	<b>181</b>	<b>10</b>	<b>12</b>	<b>15</b>
<b>Weekend Day Average</b>	<b>78</b>	<b>88</b>	<b>166</b>	<b>3</b>	<b>6</b>	<b>13</b>

*Table 2* shows the 85<sup>th</sup> percentile vehicle speeds on Lochdale after the opening of the street to through-traffic and indicates that 85% of the vehicles are travelling below the indicated speed. The 2007 June traffic information indicates that, on both weekdays and weekends, 85% of the vehicles on Lochdale were (on average) travelling at or below a speed of 42 kph westbound and 44 kph eastbound. The 2007 September traffic information indicates slightly higher 85<sup>th</sup> percentile vehicle speeds of 46 kph and 47 kph on weekdays and 43 kph and 44 kph on weekends depending on direction.

The conclusion to be drawn from these results is that less than 15% of vehicles are travelling either slightly below the speed limit or over the speed limit. The vehicle speeds on Lochdale are slightly lower than the 85<sup>th</sup> percentile traffic speeds on Winch Street which are 44/44 kph (weekday/weekend day) in the westbound direction and 49/50 kph in the eastbound direction. Both the vehicle speeds on Lochdale and those on Winch are normal for a local residential street.

**Table 2 Vehicle Speeds  
 (85<sup>th</sup> Percentile Kph\*)**

Count Location/Date	Westbound	Eastbound
<b>Lochdale After</b>		
Wed 06/20/2007	43	43
Thurs 06/21/2007	40	46
Fri 06/22/2007	43	43
Sat 06/23/2007	43	42
Sun 06/24/2007	41	46
<b>Weekday Average</b>	<b>42</b>	<b>44</b>
<b>Weekend Day Average</b>	<b>42</b>	<b>44</b>
<b>Lochdale After</b>		
Wed 09/19/2007	47	47
Thurs 09/20/2007	45	46
Fri 09/21/2007	45	48
Sat 09/22/2007	44	44
Sun 09/23/2007	41	44
<b>Weekday Average</b>	<b>46</b>	<b>47</b>
<b>Weekend Day Average</b>	<b>43</b>	<b>44</b>

\*85th Percentile kph is the highest speed in kilometres per hour at which 85% of the vehicles are travelling

### 3.0 RESIDENTS MEETING

Acting on the direction of Council to meet with the residents to discuss the results of the traffic monitoring, staff held a meeting with residents on 2007 November 13 in the library of Lochdale Community School. The traffic information in this report was sent out to all property owners on the 6500 and 6600 blocks of Lochdale along with the announcement of the meeting.

The eleven residents who attended this meeting were generally accepting of the traffic count information. Residents were not concerned about the volume of traffic on Lochdale but were concerned with the speed of traffic on Lochdale. The point was made by residents that, even though the speed data showed that few of the vehicles on Lochdale were exceeding the speed limit, this relatively small number of vehicles could create a significant safety hazard especially for pedestrians. As there are no sidewalks on most of Lochdale (except at the Sperling end of the street), the residents noted that pedestrians (including school age children) usually walk on the road. To slow traffic on Lochdale, residents inquired about the process to have speed humps installed on their street and to have a traffic circle installed at the intersection of Lochdale with the lane as shown in *Figure 2*. The number and location of speed humps has not yet been determined.

**Figure 2 Traffic Calming Measures Proposed By Residents**



Staff have contacted residents and have provided them with information on the established cost-shared Local Area Service Program (LASP) to have speed humps installed on their street.

It is the view of staff that speed humps would be more effective than a traffic circle in addressing the traffic speed issue raised by residents and therefore cannot recommend the requested traffic circle in this case. While there is an LASP process in place for the City to share with residents the cost of traffic circles, the eligibility criteria for this program do not support the implementation of a traffic circle at a “T” intersection as proposed by residents for the intersection of Lochdale with the lane. The program is meant to address residential street intersections rather than street/laneway intersections as the design of an effective circle may be precluded by right of way constraints. In this instance, staff have advised the residents that installation of a traffic circle in this location is not feasible within the available right of way.

Staff will work with residents to install the speed humps under the LASP, should they be advanced by the residents for Council approval.

To: Transportation Committee  
From: Director Planning and Building  
Re: Lochdale Street: Local Traffic Measures  
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#### 4.0 CONCLUSION

In conjunction with a subdivision of property on the northwest corner of Lochdale and Sperling Avenue, Lochdale was constructed to a final standard at Sperling Avenue, thus opening Lochdale Street to Sperling. In response to concerns raised by the residents of the 6500 / 6600 blocks, Council directed staff to monitor changes in traffic patterns and usage on Lochdale Street and to consult with residents.

The traffic monitoring indicated that both the “before” and “after” vehicle volumes on Lochdale are normal for a residential street and do not indicate a measurable increase in non-local short-cutting traffic arising after the removal of the traffic barrier. The traffic speed data also indicated that 85% of the vehicles on Lochdale Street are travelling below the speed limit of 50 kph.

At the meeting of 2007 November 13 with Lochdale residents, those attending reviewed the traffic information and were generally accepting of the information. However, residents were concerned with the speed of traffic on Lochdale. The residents noted that, even though the speed data showed that, while less than 15% of the vehicles on Lochdale were exceeding the speed limit, this relatively small number of vehicles could create a safety hazard for pedestrians and for vehicles exiting driveways. To slow traffic on Lochdale, residents inquired about the process to have speed humps installed on the street and to have a traffic circle installed at the intersection of the Lochdale and the lane.

Staff have provided information to the residents regarding the Council’s established LASP speed hump program and will work with residents to install these speed humps should they be advanced by the residents for Council approval under the LASP speed hump program.



B. Luksun, Director  
PLANNING AND BUILDING

RG:jc

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Director Engineering