

DATE OF MEETING NOVEMBER 24, 2025
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TRANSPORTATION
SUBJECT LOST LAKE ROAD TRAFFIC CALMING

OVERVIEW

Purpose of Report

To provide the Governance and Priorities Committee with an overview of the Lost Lake Road Traffic Calming proposal and opportunity to provide direction.

Recommendation

That the Governance and Priorities Committee recommend that Council direct Staff to complete design and implementation of Lost Lake Road Traffic Calming Phase 2 as outlined in the Staff Report titled "Lost Lake Road Traffic Calming" dated 2025-NOV-24.

BACKGROUND

Staff have received ongoing concerns from the Lost Lake Neighbourhood Association and residents regarding the traffic speed and volumes along Lost Lake Rd.

Previous Traffic Calming

In 2021, the City implemented several traffic calming measures along Lost Lake Rd between Vanderneuk Rd and Burma Rd including speed bumps, raised pedestrian crossings, median barriers, and a traffic circle. These measures helped to bring down vehicle speeds, but residents remained concerned about the degree of improvement and requested additional measures be implemented.

Current Traffic Calming Requests

Requests to add additional traffic calming measures along Lost Lake Rd have been received by the neighbourhood association and from residents. At the 2025 Neighbourhood Association consultation event, the Lost Lake Neighbourhood Association identified the following as one of their priority actions:

Traffic Calming Completion – Implement and fix previously identified issues: a) Involve the neighbourhood association to increase involvement in the 2025 traffic calming survey; b) Add concrete barriers on the right side of the lane in both directions on Lost Lake Road at Smokey Crescent to prevent motorists from swerving into the areas that pedestrians use; and c) Staff mentioned replacing the current signage asking motorists to share the road with pedestrians and cyclists with one reminding motorists to follow the new safe passing laws.

Additionally, since the beginning of 2023, Transportation Engineering Staff have received five complaints from residents wanting the existing traffic calming expanded, and three complaints wanting the existing traffic calming measures removed. |

DISCUSSION

Traffic Assessment

Traffic speed and volume on the segment of Lost Lake Rd was initially assessed to determine whether this section met the City’s traffic calming project thresholds for implementation of the first phase of traffic calming. The existing speed limit is 50 km/h and the road is categorized as a collector road. The City’s traffic calming guidelines establish thresholds of 85th percentile speeds greater than 7 km/h over the posted speed limit and over 3,000 vehicles per day for collector roads. The initial assessment determined 85th percentile speeds to range from 57 km/h to 66 km/h along the corridor which met the criteria for traffic calming.

Following the installation of the initial traffic calming features, a second round of data was collected to assess the effectiveness of the traffic calming measures. It was found that while the measures had helped, they had not fully brought the corridor to within the traffic calming guideline thresholds. Post-traffic calming data was collected at four segments of Lost Lake Rd with results in Table 1.

Table 1: Traffic Speed and Volume Monitoring Sept 28 – Oct 4, 2021

Parameter	Vanderneuk from Malibu to Lost Lake	Lost Lake from Hiquebran to Dewar	Lost Lake from Dewar to Tanya	Lost Lake from Tanya to Blue Jay Trail
85 th Percentile Speed	53.6 km/h	56.4 km/h	55.5 km/h	57.4 km/h
Average Daily Traffic	3,116 veh/d	1,896 veh/d	1,124 veh/d	734 veh/d

Traffic Calming Phase 2 Concept

The topography along Lost Lake Rd limits the options available for introducing significant traffic calming measures, notably the steep slopes on either side of the road through much of the study corridor. Given those constraints, the Phase 2 traffic calming treatment has focused on the introduction of additional speed humps along the section of Lost Lake Rd with the greatest speed concern, as well as the addition of flexible bollards at some of the existing Phase 1 features to improve pedestrian safety.

Many of the concerns received from the public related to the provision of an improved pedestrian facility such as a sidewalk. Staff revisited the high-level cost estimate for adding a sidewalk along this section of Lost Lake Rd which came in at \$9M. This was determined to be cost prohibitive under the traffic calming program.

2023 Community Survey

Staff conducted a follow-up community survey in 2023 to determine resident interest in pursuing additional traffic calming measures to further bring down traffic speeds. At that time, it was

found that 27% of residents were in favour of additional traffic calming and 73% were opposed or expressed concerns.

Based on those results, Staff paused additional traffic calming at that time. Following the completion of that survey, the Lost Lake Neighbourhood Association requested a subsequent survey be conducted.

2025 Community Survey

Staff conducted a community survey from July 4 to August 11, 2025, with notices distributed to residences with frontages along the impacted section of road. Survey responses were reviewed by Staff to remove duplicate submissions and compile the results. The survey received 101 responses, of which:

- 62 were in support of implementing traffic calming Phase 2 (61.4%)
- 2 were neither in support nor opposition (2.0 %)
- 37 were opposed to implementing traffic calming Phase 2 (36.6%)

Some of the main themes heard in the feedback section in support of and in opposition to the proposed traffic calming expansion included:

Feedback in Support:

- Pedestrian safety needs to be improved (Staff note, Staff have reviewed the cost for a sidewalk and found it to be cost-prohibitive at this time)
- Driver speed and behaviour is an ongoing issue that needs to be addressed
- Increase in young families and children walking along Lost Lake Rd heighten need for safety improvements

Feedback in Opposition:

- The existing traffic calming measures are sufficient
- The traffic calming measures create excessive challenges in winter when roads are icy
- Speed management should be being done by RCMP enforcement
- The existing traffic calming measures create a hazard that has caused multiple vehicle incidents and should be removed (Staff note: ICBC data did not show a change in vehicle incidents before and after the traffic calming installation)
- Causes excessive wear and tear on vehicles
- Funding should be put towards creating a sidewalk instead

Cost Estimate

Implementation of Phase 2 has been estimated at \$50,000. This project funding will be allocated from the Traffic Calming budget. Given the constraints along this corridor with respect to the adjacent slopes, additional or alternative measures are anticipated to increase costs significantly.

Emergency Services and Transit Referral

Nanaimo Fire and Rescue was engaged to review the concept design and expressed no concern with the proposed Phase 2. Standard practice for local neighbourhood traffic calming has been to ensure that fire trucks can navigate the design based on them being the least maneuverable emergency response vehicles.

There are no transit buses that use this section as part of their route, so the RDN was not consulted directly.

Staff are in the process of implementing the recent Council motion regarding seeking feedback directly from emergency response and transit drivers and have been discussing the most appropriate protocols with our referral contacts. At this time, the protocol has not been established to be implemented on this project.

OPTIONS

1. That the Governance and Priorities Committee recommend that Council direct Staff to complete design and implementation of Lost Lake Road Traffic Calming Phase 2 as outlined in the Staff Report titled “Lost Lake Road Traffic Calming” dated 2025-NOV-24..
 - The advantages of this option:
 - i. Adds additional traffic calming to address speed concerns
 - ii. Aligns with neighbourhood association priority request and community survey majority support
 - The disadvantages of this option:
 - i. The concerns of dissenting residents will not be addressed
 - Financial Implications:
 - i. The cost for implementation of this option is anticipated to be \$50,000
 - ii. This funding will be allocated from the Traffic Calming budget

2. That the Governance and Priorities Committee recommend that Council direct Staff to prepare an alternate traffic calming design.
 - The advantages of this option:
 - i. Opportunity to invest in alternate options
 - The disadvantages of this option:
 - i. Potential implementation will be delayed
 - Financial Implications:
 - i. Cost implications will depend on the proposed direction provided by the Governance and Priorities Committee

3. That the Governance and Priorities Committee recommend that Council direct Staff to maintain the existing road alignment and cross-section that is currently on Lost Lake Rd.
 - The advantages of this option:
 - i. Maintains existing configuration that drivers are familiar with
 - The disadvantages of this option:
 - i. Does not address the safety concerns being expressed by residents and the neighbourhood association
 - Financial Implications:
 - i. This option would not have any cost associated with it

SUMMARY POINTS

- Traffic Calming measures were implemented along Lost Lake Rd in 2021 but were found to not bring traffic speeds down to within traffic calming thresholds.
- A community survey was conducted regarding the implementation of additional traffic calming measures which found a majority of residents in support.

ATTACHMENTS:

ATTACHMENT A: Lost Lake Road Phase 2 Concept |

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Concurrence by:

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