ITEM 6
MANAGER'S REPORT NO. 15
COUNCIL MEETING Feb. 25/74

Re: Speed Bumps

(Item 23, Report No. 9, February 4, 1974)

On February 4, 1974, Council was advised in a report from staff that any of seven lanes listed in the report would be suitable for a study on speed bumps. It was pointed out during discussion of the matter that the City of Vancouver is experimenting with a type of speed bump that rises to a height of four or five inches over a distance of nine feet, and then returns to lane level over about the same distance. Staff was subsequently directed to provide a further report on the type of speed bump now in use in Vancouver, including a breakdown of related costs and any other information of a relevant nature.

During the discussion, a motion to have speed bumps installed in three Municipal lanes was seconded but not acted upon. These lanes were as follows:

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If speed bumps are to be installed in the Municipality, the Engineering Department suggests implementation of the type that is now in use in Vancouver.

Following is a further report from the Engineer on this matter.

RECOMMENDATION:

THAT if speed bumps are to be installed that the type designed by Vancouver be used on the lanes noted.

TO: MUNICIPAL MANAGER

FEBRUARY 20, 1974

FROM: MUNICIPAL ENGINEER

RE: SPEED BUMPS.

Reference the Clerk's memo of February 7, 1974.

As indicated in the Clerk's memo the City of Vancouver are investigating the use of speed bumps as a means of speed control in lanes. To date they have only treated one lane and are using this for observations and public reaction. This lane is north of 49th Avenue just west of Boundary Road.

In checking with the City of Vancouver we were advised that they did a fair amount of research on this particular speed bump by running tests on an actual installation laid in their works yard. They appear to be quite satisfied with the design and the effects that they have observed and are intending to recommend further installations on City lanes that meet certain criterion such as use by commutor traffic short cutting street congestion, high degree of speeding, etc.

The type of speed bump being used by the City of Vancouver actually consist of pairs of bumps which are placed about 100' in from the lane entrances. A typical asphalt bump rises five inches in nine feet, level for two feet and then slopes back to lane level in nine feet. There is a ten foot section of lane and then the same bump is repeated. A full installation occupies 50 feet of lane.

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Re: Speed Bumps Cont'd.

In checking the speed bumps ourselves we found that vehicles with a short wheel base such as Volkswagens and Toyotas were able to cross the bumps at 30 m.p.k. without too much of a problem and would in our opinion not be much of a deterent if the driver was intent on speeding up to 30 m.p.k. On longer wheel base cars such as the standard American model it was a different story. On a test run we found that between 25 and 30 m.p.k. the vehicle bettomed out going down the first bump and on the second bump. It was quite obvious that if a motorist was not prepared for the bump and hit one at a speed in excess of 30 m.p.k. he stood a very good chance of losing control. It goes without saying that the motorist in a standard American model wouldn't try the bumps at 30 m.p.k. or greater the second time.

In estimating the costs for a typical lane treatment the follow-ing figures were used.

Two sets of bumps @ \$420.00 each Two warning signs @ \$ 36.00 each

\$840.00 72.00

TOTAL:

\$912.00

This is for the information of Council.

MUNICIPAL ENGINEER

HB:pkm

cc: Director of Planning

Secretary, Traffic Safety Committee