

Re: Speed Bumps  
(Item 23, Report No. 9, February 4, 1974)  
(Item 6, Report No. 15, February 25, 1974)  
(Item 5, Report No. 21, March 18, 1974)

ITEM 4  
MANAGER'S REPORT NO. 31  
COUNCIL MEETING Apr. 28/75

On February 25, 1974, Council authorized the installation of speed bumps on an experimental basis in the following three lanes:

<u>Lane</u>	<u>From</u>	<u>To</u>	<u>Length</u>
North/Kitchener	Cliff Avenue	West	1,200
West/Jubilee	Victory	Watling	1,000
East/Stride	15th Avenue	18th Avenue	1,600

The cost of installing the speed bumps in the three designated lanes was charged to the C.I.P. Special Roads Projects.

On March 18, 1974, Council adopted the following recommendation with respect to the method by which the cost of speed bumps could be charged to affected property owners if future installations were considered desirable:

"THAT if the trial construction of speed bumps in lanes indicates the desirability of continuing the program, financing of such work be by cash payment from the property owners abutting the lane concerned."

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

RECOMMENDATIONS:

1. THAT speed bumps similar to those used in the evaluation study be installed in lanes upon request and at the expense of the applicant; and
2. THAT all previous applicants be notified in order that they may apply for speed bumps; and
3. THAT future speed bumps be constructed in accordance with the specifications as shown on the sketch attached to the Engineer's report.

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TO: MUNICIPAL MANAGER  
FROM: MUNICIPAL ENGINEER  
SUBJECT: SPEED BUMPS

21 April, 1975

Council, at its meeting of 25 Feb., 1974, directed the Engineering Department to install engineered asphalt speed bumps in three lanes in Burnaby on an experimental basis. These bumps were to be kept under observation for a period of approximately one year, at which time their value would be assessed. If such bumps are then felt to be desirable, Council would approve of their continued installation, provided the applicants paid for them.

In the year that the speed bumps have been in, we have received virtually no comments one way or the other regarding their installation or their effect on the purported speeding problems. Therefore, in an effort to evaluate them we had staff go to each area and try to interview as many residents as possible living adjacent each lane.

Attached for the information of Council are the results of these interviews.

The answers to the first two questions asked are probably the best indicators as to whether the installed speed bumps resolved the concern of those living adjacent the lanes in question; in short, were they effective. About 75% of those interviewed felt they were. While we were able to obtain a 75% majority in favour of these bumps, we did get the impression that very few were really excited about them.

In summing up, we would say that if the complaints related to speeding are directed to vehicles driving in lanes in excess of 30 m.p.h. (48.3 km.p.h.) then these bumps will resolve the problem. If the speeds are under 30 m.p.h. the speed bump design we use will have very little effect.

The recommended method of constructing speed bumps is shown on the attached sketch. (The bumps in the three experimental lanes were constructed in this manner.)

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2. THAT all previous applicants be notified in order that they may apply for speed bumps.
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*E. E. Olson*  
MUNICIPAL ENGINEER

HB:cmg

Attch.

c.c. ( )Traffic Supervisor

SPEED BUMP EVALUATION

INTERVIEW RESULTS

LOCATION: 1. Lochdale School Area                      DATE: 6 March, 1975 and 11 April, 1975  
 2. Ledingham Park Area                                      11 March, 1975 and 11 April, 1975  
 3. Lane North-East of Stride School                      11 March, 1975 and 8 and 11 April, 1975  
 4. Total of above 3 locations.

Number of residents interviewed (Includes people who didn't care, and others not aware that bumps existed.) 1. 14    2. 16    3. 42    4. 72                      Interviewer: Mark Reed

Other Interviews: Lochdale School Principal and member of Students' Council, both of whom are quite satisfied with the speed bumps.

LOCATION:	<u>YES</u>				<u>NO</u>			
	1.	2.	3.	4.	1.	2.	3.	4.
Were speed bumps effective in reducing traffic speeds? .....	11	12	26	49	1	2	14	17
Were speed bumps successful in making lane safer? .....	11	12	25	48	1	2	15	18
Did speed bumps create problems:								
(a) for bicyclists? .....	0	0	6	6	12	14	25	51
(b) for pedestrians? .....	0	1	7	8	12	13	25	50
(c) in snow or ice conditions? .....	1	1	3	5	11	10	27	48
(d) other? .....	0	0	0	0	12	14	30	56
Did the speed bumps attract:								
(a) motorcyclists? .....	2	5	20	27	10	9	13	32
(b) bicyclists? .....	2	5	11	18	10	9	20	39
(c) speeders? .....	2	7	23	32	10	7	14	31
Number of residents satisfied with speed bumps:	1. 12	2. 12	3. 24	4. 48				
Number of residents dissatisfied with speed bumps:	0	2	15	17				

Comments: Bumps should be closer (5)  
 Bumps should be higher (10)  
 Should be more bumps (6)  
 Vehicle could be sent out of control (2)  
 Was satisfactory before bumps existed (Location 1) (1)  
 Bumps too extravagant, need be only 1/2 the size. (1)

Discrepancies in totals are attributed to people who, for some reason, did not provide answers to certain questions.

The most severe bumps (Stride) apparently attracted the most speeders.

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SPEED BUMP EVALUATION

Accident History

- Nine month period prior to speed bump installation:  
no reported accidents
- Nine month period after speed bump installation:  
no reported accidents

Condition of Speed Bumps

1. Lochdale School Area: lots of rubber patches and many scrapes
2. Leddingham Park Area: some rubber patches and some scrapes
3. Lane Northeast of Stride School: lots of gouges, scrapes, rubber, many people drive on lawn beside lane to avoid bumps. Lawn is in rough shape.

Metro Ambulance Service Opinion (Mr. Baxter and Dispatch Office)

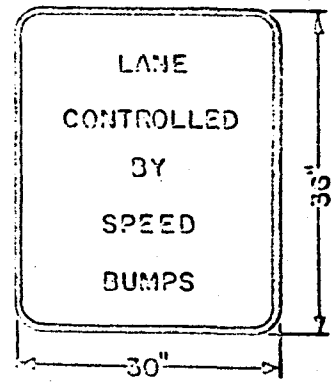
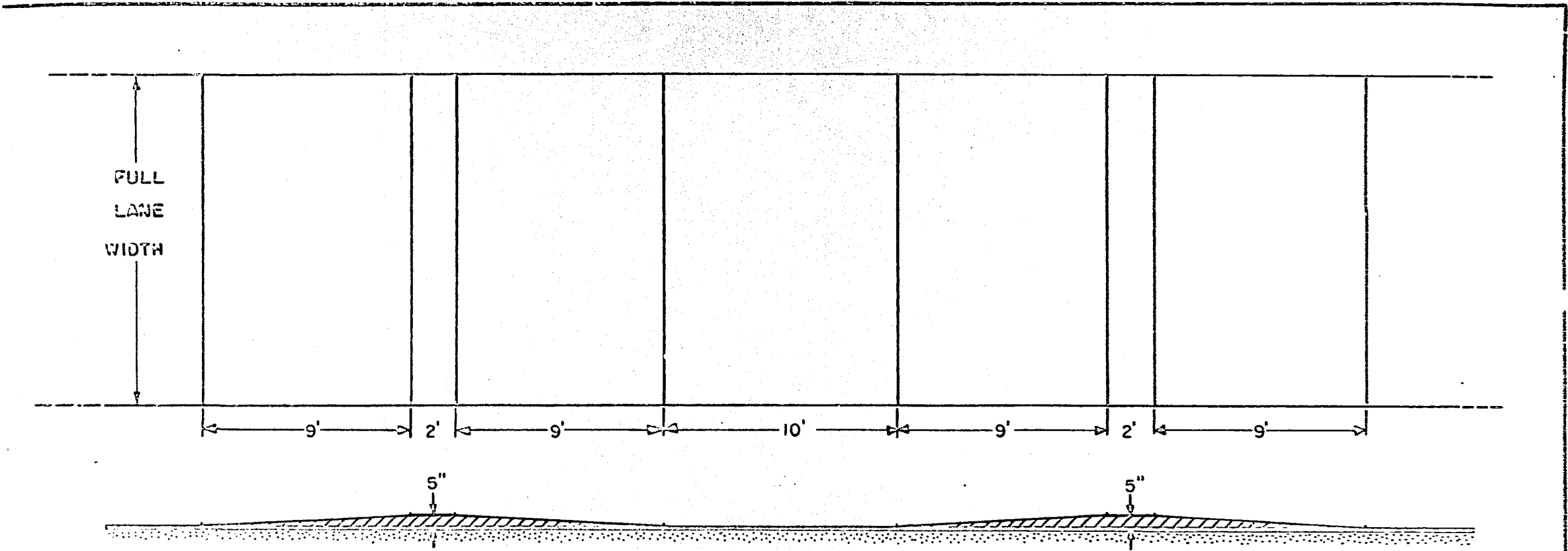
encountered no problems in Burnaby or Vancouver

R.C.M.P. Traffic Office Opinion (Sergeant Cathcart)

encountered no problems

Fire Chief's Opinion

never used the bumps in Burnaby but is totally against any kind of speed bump.



SPEED BUMP SIGNS TO BE ERECTED AT ALL DESIGNATED HIGHWAY ENTRANCES TO CONTROLLED LANES

(Black letters on a yellow background)

**ASPHALT SPEED BUMP DETAIL FOR LANE USE**

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CORPORATION OF THE DISTRICT OF BURNABY	
ENGINEERING DEPARTMENT	
Traffic	DIVISION
DESIGNED BY L.Q.Fong	SCALE 1"=50'
DRAWN BY D.W.Malcolm	DATE April, 1974
CHECKED BY	DRAW NO
APPR'VD BY	L

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NO. DATE REVISION