

ITEM 7
MANAGER'S REPORT NO. 68
COUNCIL MEETING 84/10/29

RE: LETTER FROM MR. W.R. KAYE WHICH APPEARED ON THE AGENDA
FOR THE 1984 OCTOBER 22 MEETING OF COUNCIL (Item 3 d)
1515 CRESTLAWN DRIVE - SPEED BUMPS

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 84 10 19
FROM: DIRECTOR ENGINEERING
SUBJECT: 1515 CRESTLAWN DRIVE - SPEED BUMPS

RECOMMENDATION:

1. THAT Mr. W.R. Kaye of 1515 Crestlawn Drive, Burnaby, B.C., V5B 3J9 receive a copy of this report.

REPORT:

Mr. W.R. Kaye of 1515 Crestlawn Drive wrote to Council by letter dated 1984 October 03, which appeared on the Council Agenda of 1984 October 22.

The Engineering Department received a copy of a letter from Mr. Kaye, dated 1984 September 09, sent to the Mayor's Office, requesting speed bumps or a reduced speed of 10 Km/h. We responded to this request, advising Mr. Kaye of the existing Council policy and the costs involved in placing speed bumps in his lane and he was further advised that the policy calls for the work to be done at the expense of the applicant.

The present policy of requiring that the applicants pay for the installation of speed bumps has been in effect for the past nine years and has worked very well. The question of having speed bumps installed as a local improvement is not possible as they are not included in Section 651 of the Municipal Act which specifies those works which may be undertaken as a local improvement. We should point out to Council that the policy has been rather effective in providing a form of control through the local property owners exercising their option of choice and thus expressing how strongly they feel about speed bumps in their particular lane.

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The requested posting of the lane to a 10 Km/h limit should not be entertained for the following reasons:

1. The speed limit for all lanes is 20 Km/h as stipulated in the Provincial Motor Vehicle Act as well as the Burnaby Street and Traffic Bylaw. These speeds have been posted on informational signs on most major street entries into Burnaby and should, therefore, be well known to all drivers.
2. The costs of posting every lane in Burnaby would not be justified, especially in times calling for budgetary restraint.
3. The requested 10 Km/h (6 M.P.H.) speed limit would rarely meet with compliance, particularly in our longer and straighter lanes.

In summary, the present lane speed bump policy has proven to be quite adequate in resolving the concerns of residents about speeding in lanes and the policy should therefore be retained.


DIRECTOR ENGINEERING

HB:sp

cc: () Traffic Supervisor