

REPORT
1993 July 26

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Bond/Nelson Area Community Transportation Plan:
Experimental Installation Of One Pavement Undulation
On Bond Street Adjacent To Forest Glen Park.

RECOMMENDATIONS:

1. THAT Council approve the installation of one pavement undulation on Bond Street adjacent to Forest Glen Park on an experimental basis.
2. THAT a letter be sent to all residents of the area informing them of the Community Transportation Planning process as well as the installation of a pavement undulation on Bond Street adjacent to Forest Glen Park.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1993 July 15, adopted the attached staff report recommending the installation of one experimental pavement undulation on Bond Street adjacent to Forest Glen Park, as part of a Community Transportation Plan for the area.

Respectfully submitted,

Members:

Mr. Ernest Neumann
Mr. Peter Miller
Mr. Len Werden

Councillor D. Evans
Chairman

Councillor D. Lawson
Member

:COPY - CITY MANAGER

- DIR. ADMIN. & COMM. SERV.

- DIRECTOR ENGINEERING

- DIR. PLNG. AND BLDG.

- DIR. REC. & CULT. SERV.

Councillor C. Redman
Member

Councillor J. Young
Member

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE

1993 JULY 8

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08-640
"Bond/Nelson Area"

SUBJECT: **BOND/NELSON AREA COMMUNITY TRANSPORTATION PLAN -
EXPERIMENTAL INSTALLATION OF ONE PAVEMENT UNDULATION
ON BOND STREET ADJACENT TO FOREST GLEN PARK**

PURPOSE: To recommend the installation of one experimental pavement undulation on Bond Street adjacent to Forest Glen Park, as part of a Community Transportation Plan for the area.

RECOMMENDATIONS:

1. **THAT** the Traffic and Transportation Committee recommend Council approve the installation of one pavement undulation on Bond Street adjacent to Forest Glen Park on an experimental basis.
2. **THAT** a letter be sent to all residents of the area informing them of the Community Transportation Planning process as well as the installation of a pavement undulation on Bond Street adjacent to Forest Glen Park.

REPORT

1.0 BACKGROUND

The third meeting of the Bond/Nelson area Resident Committee was held on June 29, 1993. At the meeting, the committee discussed possible options for reducing the speed and volume of traffic in the area. At a previous meeting, staff had presented some information on pavement undulations, as well as other options for Traffic Calming. Pavement undulations are especially useful in situations where traffic is speeding through neighbourhoods. By causing vehicles to slow down, the undulations act as a deterrent to "rat-running" traffic.

This report discusses the outcome of the Residents Committee meeting with regard to the development of "Traffic Calming" options for the Bond/Nelson area.

2.0 DISCUSSION

The main issue identified by residents of the area is the volume of rat-running traffic through the neighbourhood, and its speed, especially in the vicinity of Forest Glen Park. The Committee is attempting to develop a Community Transportation Plan to address the issues of speed and volume of traffic.

After reviewing information on pavement undulations, particularly their effectiveness in controlling speed, the Resident Committee is contemplating recommending their installation on Bond Street and Nelson Avenue as part of a Community Transportation Plan for the area. The presence of #130 bus route on Bond Street and Nelson Avenue, however, makes the installation of conventional pavement undulations impractical. It is often necessary for transit riders to stand while the bus is in motion; therefore, the jolt caused by the bus passing over an undulation could prove detrimental to passenger safety.

In an attempt to generate a range of options which could be used on the bus route, staff reviewed some information on a specialized design for the installation of pavement undulations on a bus route, from Herne, Germany. These undulations are designed so that wider wheelbased vehicles, such as busses, can pass over the undulation unimpeded (see Figure 1). It would be possible to customize the design for the pavement undulations used on North Fraser Way so that they could be used on the Bond Street and Nelson Avenue bus route. This design should be reviewed with BC Transit in order to establish a profile which may be easily traversed by busses.

The resident committee expressed an interest in the customised design for pavement undulations, and has recommended that the City install one such undulation on Bond Street adjacent to Forest Glen Park so that residents of the area may become familiar with them and so that the undulation may be tested by BC Transit.

3.0 CONCLUSION

In order to allow residents of the area to become familiar with the concept of pavement undulations, as well as to test the feasibility of their use on a bus route, the Bond/Nelson Area Resident Committee has recommended the installation of one pavement undulation on Bond Street adjacent to Forest Glen Park on an experimental basis. Based on the result of this test and further discussions with the Bond/Nelson Area Residents Committee a Community Transportation Plan will be brought forward for Council consideration in the Fall of 1993. Funds for this project are available in the Traffic Management Budget for 1993.

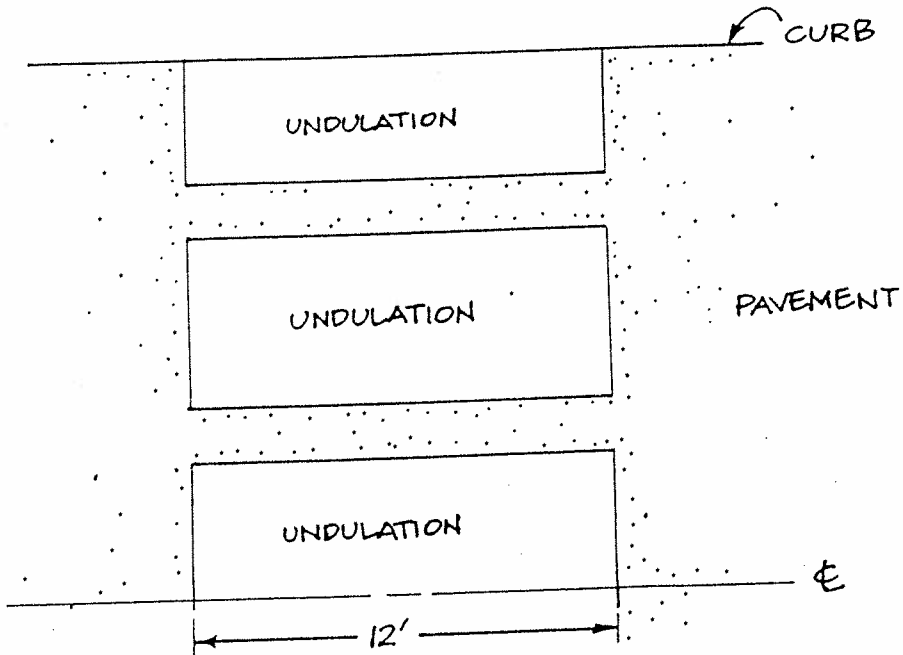

D.G. Stenson, Director
PLANNING AND BUILDING

DAB/db

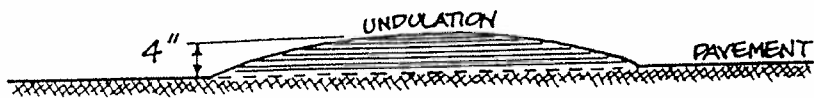
Attachment

cc. Director Administrative and Community Services
Director Engineering
Director Finance
Director Recreation and Cultural Services

TOP VIEW



SIDE VIEW



Date: 1993 JULY

Drawn By: NTS

Drawn By:



City of Burnaby
Planning & Building Dept.

PAVEMENT
UNDULATIONS

FIGURE 1