

REPORT
1995 May 15

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Use of Speed Humps in Community Transportation Plans

RECOMMENDATION:

1. THAT Council approve the guidelines set out in this report for the future installation of speed humps as part of Community Transportation Plans.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 May 10, adopted the attached staff report providing guidelines for the installation of speed humps as part of Community Transportation Plans.

MEMBERS:

Mrs. Y. Coveney-Boyd
Mr. E. Neumann
Ms. L. Tatangelo
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chairman

Councillor J. Young
Member

<p>-COPY - CITY MANAGER - DIRECTOR PLANNING & BUILDING - DIRECTOR ENGINEERING - DIRECTOR FINANCE - DIRECTOR REC. & CULT. SERV.</p>
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TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

1995 MAY 4

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE:

SUBJECT: USE OF SPEED HUMPS IN COMMUNITY TRANSPORTATION PLANS

PURPOSE: To respond to a recent report to the Traffic Safety Committee regarding the installation of speed humps through the Engineering Department's Speed Hump Program.

RECOMMENDATIONS:

1. THAT the Traffic and Transportation Committee approve the guidelines set out in this report for the future installation of speed humps as part of Community Transportation Plans.

REPORT

1.0 BACKGROUND

In a recent report to the Traffic Safety Committee dated 1995 March 29, the review of the recent review of the speed hump test program was documented, and recommendations made regarding the future of the program. The recommendations were as follows:

- "1 THAT the speed hump program be extended for one year of further evaluation as discussed in this report.*
- 2. THAT the speed hump installations be fully resident funded through the Local Improvement Program petition process.*
- 3. THAT any future applications of speed humps be restricted to local residential streets that are not transit routes.*
- 4. THAT a test installation of lower profile bumps on a minor collector street be carried out for evaluation purposes subject to resident support.*
- 5. THAT a copy of this report be sent to the Traffic and Transportation Committee for consideration relative to Community Transportation Plan initiatives."*

The report summarised feedback from other Cities and Municipalities, service providers, and Burnaby Residents regarding the installation of speed humps. The following is a recommended approach for the installation of speed humps as part of Community Transportation Plans based on the above recommendations.

2.0 Installation of Speed Humps Through Community Transportation Plans

Staff are currently working with several Resident Committees to develop Community Transportation Plans to address the issue of traffic infiltration in their neighbourhoods. The resident committees consider many types of traffic calming and traffic control when developing these plans. However, speed humps are the most frequently proposed traffic calming measure due to their low cost and effective speed reduction.

Staff recommend that the installation of speed humps through the Community Transportation Plan process follow the guidelines outlined below:

- * Local Residential Streets

The use of speed humps on streets designated in the Burnaby Transportation Plan as "local residential" is an appropriate effective means of speed control.

- * Local Collector Streets

Speed humps should not be installed on Local Collectors, except in areas with a speed limit below 50km/hr, such as park zones and school zones. Several streets within the Community Transportation Plan areas are local collectors and many of these carry high volumes of through traffic. Therefore, lower profile bumps, or "thumps" should be used on local collectors.

- * Bus Routes

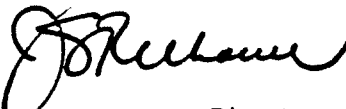
Speed humps should not be installed on streets which carry transit buses, except in cases where there is a significant speeding problem in a park or school zone, and no other form of traffic calming or traffic control is appropriate.

3.0 Funding of Speed Hump Installations

Funding of the installation of speed humps as part of Community Transportation Plans should take place be under the petition method of the Local Improvement Program, where the cost of the speed hump installation is added to the property owner's taxes.

4.0 CONCLUSION

Staff recommend further installation of speed humps as part of Community Transportation Plans be conducted under the guidelines set out in this report. These guidelines closely adhere to recommendations included in a previous report recommending the continuation of the Engineering Department's speed hump program. However, staff feel that the installation of speed humps on local collectors should be allowable in areas where speed limits are below 50km/hr, such as park and school zones.


D.G. Stenson, Director
PLANNING & BUILDING

DAB/

cc: City Manager
Deputy City Manager Corporate Services
Director Engineering
Director Recreation and Cultural Services
Director Finance