

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**F. 1997 LOCAL IMPROVEMENT PROGRAM SPEED HUMP PROGRAM**

RECOMMENDATIONS:

1. **THAT** Council suspend the installation of low profile speed humps on collector streets pending further review.
2. **THAT** a copy of this report be sent to residents who have corresponded with the City on this issue.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 January 06, adopted the *attached* report advising on the completion of the 1997 Local Improvement Program Speed Hump Program with particular reference to the installation of low profile humps on Cliff and Kincaid.

MEMBERS:

Mr. D. Berardine  
Mr. K. Friederici  
Mr. E. Fourchalk  
Ms. L. Kapp  
Mrs. R. Oostlander  
Mr. D. MacDonald  
Mrs. D. Mumford  
Mr. D. Richardson  
Mr. B. Robinson

Respectfully submitted,

Councillor J. Young  
Chair

Councillor D. Evans  
Member

Councillor N. Volkow  
Member

: COPY - CITY MANAGER - DIRECTOR ENGINEERING
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City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1997 12 24  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 50-01-10  
**SUBJECT:** 1997 LOCAL IMPROVEMENT PROGRAM SPEED HUMPS PROGRAM  
**PURPOSE:** To report on the completion of the 1997 Local Improvement Program Speed Hump Program with particular reference to the installation of low profile humps on Cliff and Kincaid.

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RECOMMENDATION:

1. THAT the installation of low profile speed humps on collector streets be suspended pending further review.
2. THAT a copy of this report be sent to residents who have corresponded with the City on this issue.

REPORT

1.0 INTRODUCTION

The Burnaby Local Improvement Program (LIP) for speed humps was approved by Council after considerable evaluation of these devices through the Traffic Safety Committee. Subsequently, a lower profile speed hump (a.k.a. "thump") was added to the program for use on local collector streets. The 1997 LIP saw the first installation of the thumps on four local collectors and, in part because of the controversy that has ensued, this overview report of the program has been prepared. We note by contrast that the speed hump installations on local streets which have no tributary roads have generally been well received.

## 2.0 THE LOCAL IMPROVEMENT PROGRAM FOR SPEED HUMPS

The installation of speed humps on residential streets is carried out as a wholly resident funded initiative. The LIP process is defined in the Municipal Act and is used to provide other amenities such as finished standard roads (curbs, drainage and boulevard treatment), sidewalks, and street lighting. Exhibit 1 attached is the current form letter that we have sent to residents outlining the LIP process for speed humps and the approximate dimensions and spacing of the devices. Exhibit 2 maps the location of all on-street speed humps on Burnaby streets including the approved 1997 LIP installations which are listed below:

Kincaid Street*	(Canada Way - Royal Oak Avenue)
Edmonds Street*	(6th Street - 4th Street)
Holmes Street*	(Cariboo Road - 10th Avenue) deferred pending 1998 roadworks
Dominion Street	(Royal Oak Avenue - Douglas Road)
Hardwick Street	(Canada Way - Douglas Road)
Cliff Avenue*	(Broadway - Halifax Street)

\* Low Profile Speed Humps

## 3.0 ISSUES WITH LOW PROFILE HUMPS

The low profile speed humps were first installed on Elwell Street, a local collector, as a result of resident concerns regarding speeding. There was an expectation that this design might be a suitable traffic calming device for use on local collector roads carrying transit. Field tests of the low profile humps by a transit bus however led to the conclusion that they were operationally unacceptable. Subsequently, the Transportation Committee recommended them for usage on local collectors that did not carry bus routes.

While we have received some positive feedback from the residents on the local collectors with low profile speed humps, there has been a considerable negative reaction from other street users. The concerns have largely centred on the following issues:

- ▶ The humps are too abrupt. We note that the humps conform with the design specification but there is some expectation that through usage, especially in warm weather, they will further meld with the road surface, mitigating the impact effect.
- ▶ The humps are too frequent. Because of their lower profile, the humps have to be placed more frequently than the conventional full sized humps. The current average spacing of 40m was the recommended optimum based on application standards derived elsewhere. However, further supporting research would be desirable.



4949 Canada Way, Burnaby, B.C. V5G 1M2  
Engineering Department

EXHIBIT 1  
Telephone: (604) 294-7460  
Fax: (604) 294-7425

Date:

### Local Improvement Program for Speed Humps

Thank you for your request for information concerning the installation of speed humps on residential roads in Burnaby. The 1997 Speed Hump Program has been finalized, however, we are compiling requests for the 1998 program.

As directed by Council, the installation of speed humps will be administered under the existing Local Improvement Program, and subsequently fully resident funded.

Depending on the classification of roadway in question, either of the two following devices would be installed:

1. **Speed Humps:** The placement of these devices is limited only to residential streets. The humps are 3.6m in length along the road, 10cm high, and spaced at approximately 100m intervals. The current cost to residents is \$0.42 per taxable front foot of property per year, for 5 years. This rate may vary for subsequent programs.
2. **Low Profile Speed Humps:** These devices are limited to local collector type roadways, which are non-bus routes. The bumps are 0.9m in length along the road, 4cm high, and spaced at approximately 40m intervals. The current cost is \$0.49 per taxable front foot of property per year, for 5 years. This rate may vary for subsequent programs.

Before a project is included in the program, the applicant is sent a petition containing the name and address of each property owner abutting the proposed improvement, a description of the improvement, and a cost to the property owners. The applicant is responsible for obtaining the signatures of at least 2/3 of the property owners and returning the petition to the Engineering Department within 30 days.

If you would like to have speed humps installed on your street, you are required to write a request stating the street and block on which the installation should occur. The letter should be addressed to:

Engineering Department  
Burnaby City Hall  
4949 Canada Way  
Burnaby BC V5G 1M2

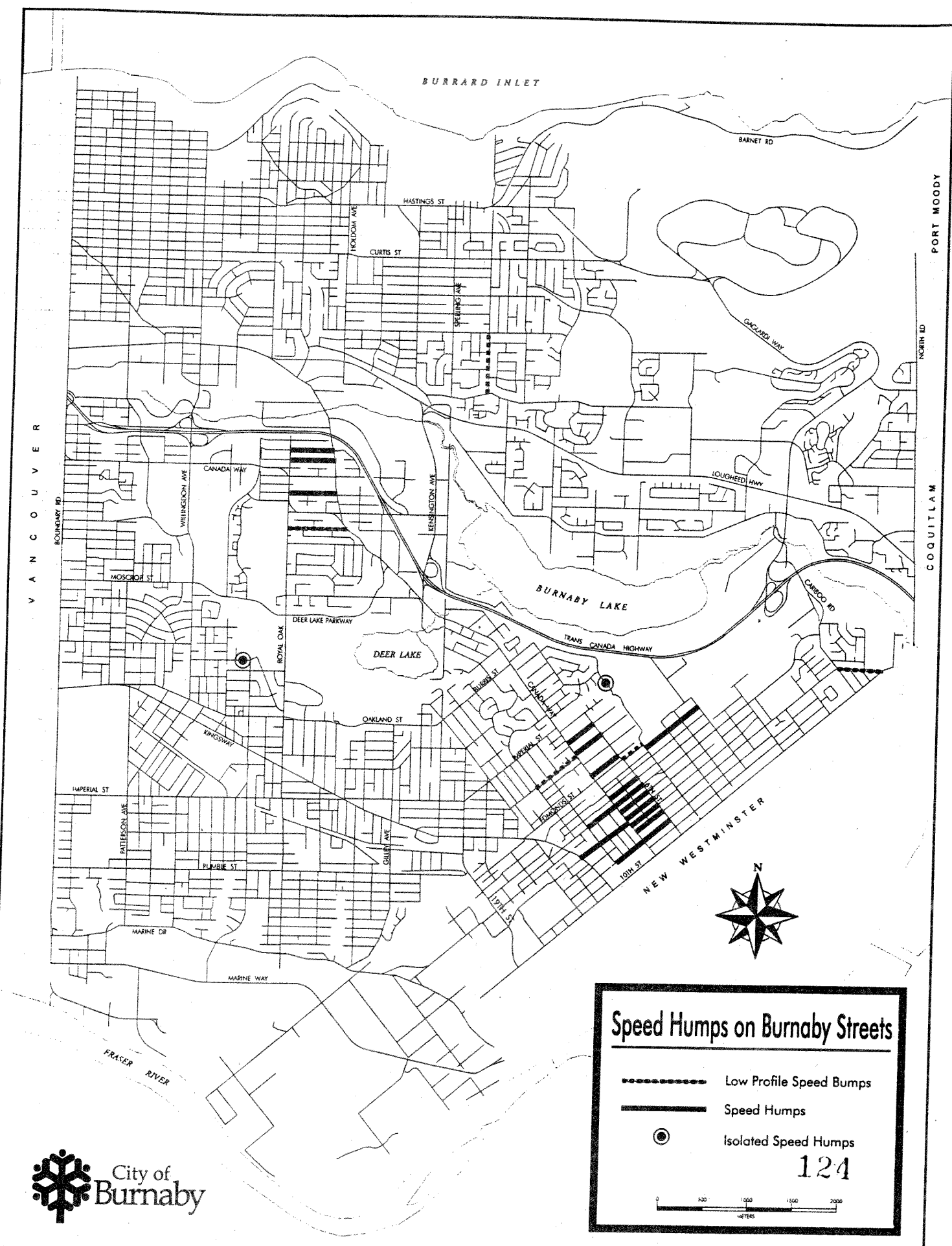
and received no later than 1997 December 31.

If you have any questions, please contact Alan Evans at 294-7538.




VANCOUVER

PORT MOODY  
NORTH RD  
COQUITLAM

BURRARD INLET



**Speed Humps on Burnaby Streets**

-  Low Profile Speed Bumps
-  Speed Humps
-  Isolated Speed Humps

**124**

