

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

1999 LIP SPEED HUMP PROGRAM

RECOMMENDATIONS:

1. **THAT** Council authorize staff to further consult with residents in the wider area affected by the speed hump proposal for Coquitlam Street.
2. **THAT** Council authorize staff to contact the applicants of those roadways not to be included in the 1999 LIP Speed Hump program to inform them of the City's position on the matter.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 May 04, adopted the *attached* report to review applications for the 1999 Speed Hump program and recommend streets that could proceed to LIP processing.

Respectfully submitted,

Mr. D. Berardine
Mr. K. Friederici
Mr. E. Fourchalk
Mr. P. Herring
Ms. L. Kapp
Mrs. D. Mumford
Mrs. R. Oostlander
Mr. J. Parminter
Mr. D. Richardson

Councillor J. Young
Chair

Councillor D. Evans
Member

Councillor N. Volkow
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1999 04 13
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:**
SUBJECT: 1999 LIP SPEED HUMPS PROGRAM
PURPOSE: To review applications for the 1999 speed hump program and recommend streets that could proceed to LIP processing

RECOMMENDATION:

1. **THAT** staff further consult residents in the wider area affected by the speed hump proposal for Coquitlam Street.
2. **THAT** staff contact the applicants of those roadways not to be included in the 1999 LIP Speed Hump program to inform them of the City's position on the matter.

REPORT

1.0 INTRODUCTION

Over the course of 1998 staff have been contacted by a number of Burnaby residents inquiring about the installation of Speed Humps along their roadways and we have outlined the process for implementation to them.

Of those, a total of 6 individuals have expressed a desire to initiate the LIP process. The table below indicates the proposed locations for Speed Hump installations, and the corresponding limits of each.

TABLE 1: Proposes 1999 Lip Speed Hump Location

Street	Limits		Diag.	Recommend
Carleton Ave	McGill St	Yale St	A	Yes
Horne St	Government St	End of Road	D	No
Beresford St	Salisbury	End of Road	C	No
Coquitlam St	10th Ave	Armstrong Ave	F	Yes
Winch St	Holdom Ave	Fell Ave	B	Yes
Lakedale Ave	Government St	Westlake Str	E	No

Staff have contacted the Burnaby Fire Department to ensure that any of the proposed location for Speed Hump installation would not adversely affect Fire Department response.

2.0 REVIEW

The absence of classification in the Transportation Plan of all the roadway's listed above would suggest the installation of Speed Humps as defined by the Speed Hump Program falls within installation guidelines. However, some question remain as to the appropriateness of installing such devices on a number of the proposed roadways, given their minor collector function in local area road networks, as well as the expected level and type of traffic utilizing the road.

2.1 Carleton Avenue

The installation of Speed Humps along this section of Carleton Avenue would appear to have little effect on local traffic patterns, given the comprehensive grid network of roads in the area.

In addition, placement of Humps adjacent to McGill Park would further enforce the 30Km/H reduced speed limit adjacent to the park.

2.2 Horne Street

This roadway provides the sole access to a number of dense multi family residential complexes situated between Government Road and Lougheed Hwy.

Given that no alternate means of access to this residential area exists, it appears that this roadway functions as a quasi local collector road, making it an inappropriate location for Speed Hump installation. Because of the grade on approach to Government Street both Engineering and the Fire Department have reservations about a speed hump installation.

2.3 Beresford Street

Given the short length of this roadway (approximately 70.0 metres) and the absence of any through continuity west of Salisbury Avenue, there would appear to be limited potential for excessive vehicle speed and/or extraneous traffic along this road section.

With that in mind, and in light of the fact that this roadway only serves as access to two high rise towers addressed on Beresford Street, it is the opinion of staff that Speed Hump installation on this section of Beresford Street would be inappropriate. We would bring the proposal forward if strong support was indicated by both affected strata councils.

2.4 Coquitlam Street

Upon review, staff do not foresee any potential disruption to the local road network should Speed Humps be approved for installation along Coquitlam Street.

However, it would be beneficial to consult with a wider area of residents in conjunction with the LIP petition process. The associated diagram illustrates the limits of the Speed Hump installation along Coquitlam Street, and the broader area consultation limits. We would review the recommendation to proceed if strong opposition was voiced by affected residents.

2.5 Winch Street

Winch Street operates as a residential roadway providing primary access to a private daycare/after school care facility, secondary access to Parkcrest Elementary School as well as access to private residences along its length.

A preliminary review does not indicate any negative effect to local neighbourhood traffic should Speed Humps be installed along Winch Street.

2.6 Lakedale Avenue

As is illustrated in the corresponding diagram, Lakedale Avenue is one of two accesses into the residential area bounded by Philips Ave./ Government Rd. / Brighten Ave. / Lougheed Hwy.

Given the limited access to this area, Lakedale Avenue acts as a local collector for the neighbourhood, despite its local roadway classification. Accordingly, given past experience we would anticipate significant opposition from the residents of tributary streets.

Therefore, it would appear that the installation of Speed Humps would not be in keeping with the application guidelines for Speed Humps.

3.0 RECOMMENDATIONS

Staff recommend that Horne Street, Beresford Street, and Lakedale Avenue be excluded from the 1999 LIP Speed Hump program, given the nature and function of these roadways in the localized area road network.

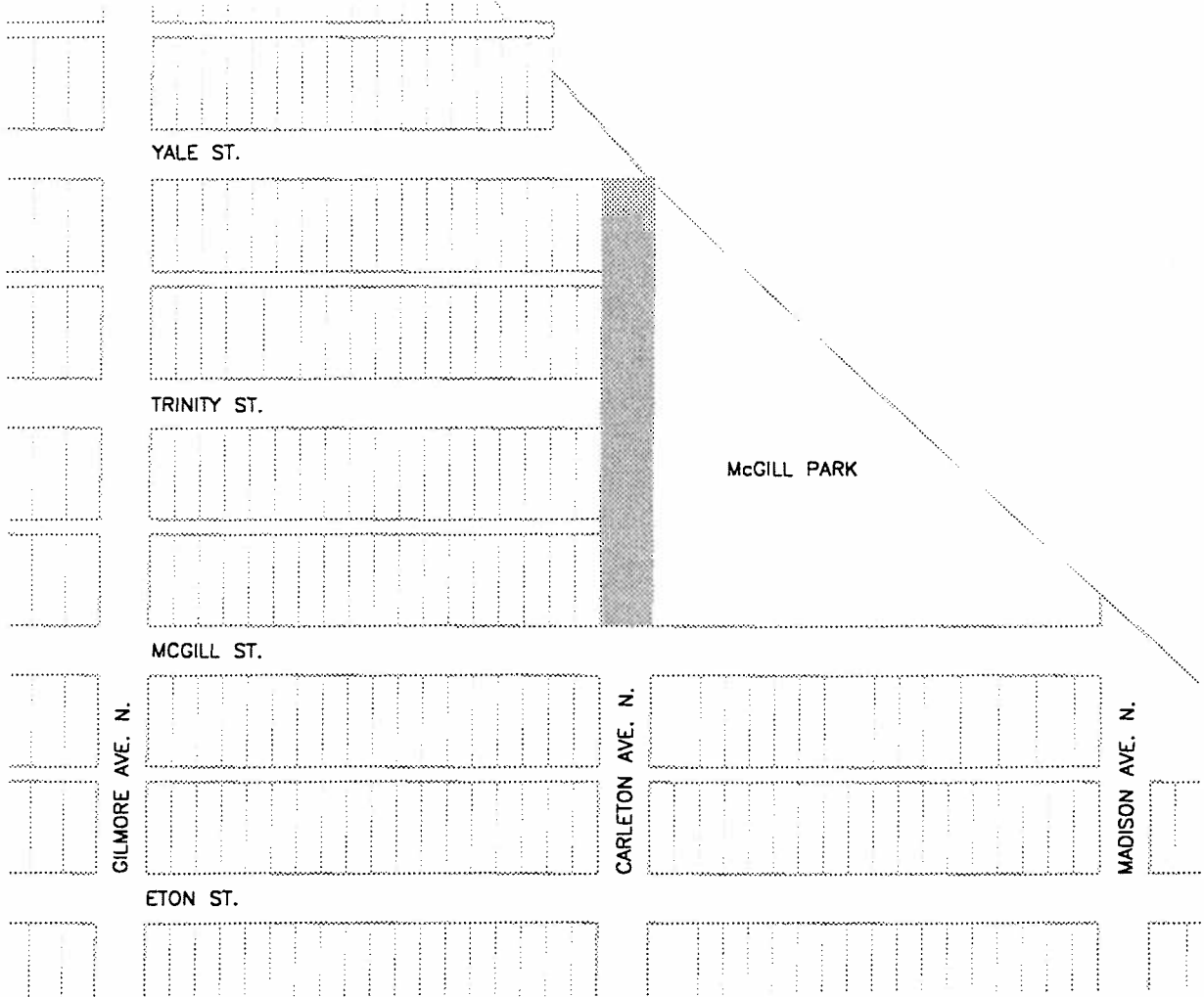
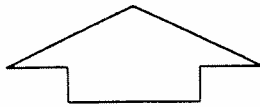
Alternately, staff would further recommend that the 1999 LIP Speed Hump Program be initiated to include Carleton Avenue, Coquitlam Street and Winch Street, subject to concurrence by the Burnaby Fire Department and further consultation with the neighbourhood in the case of Coquitlam Street.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager



 SUBJECT ROADWAY

85

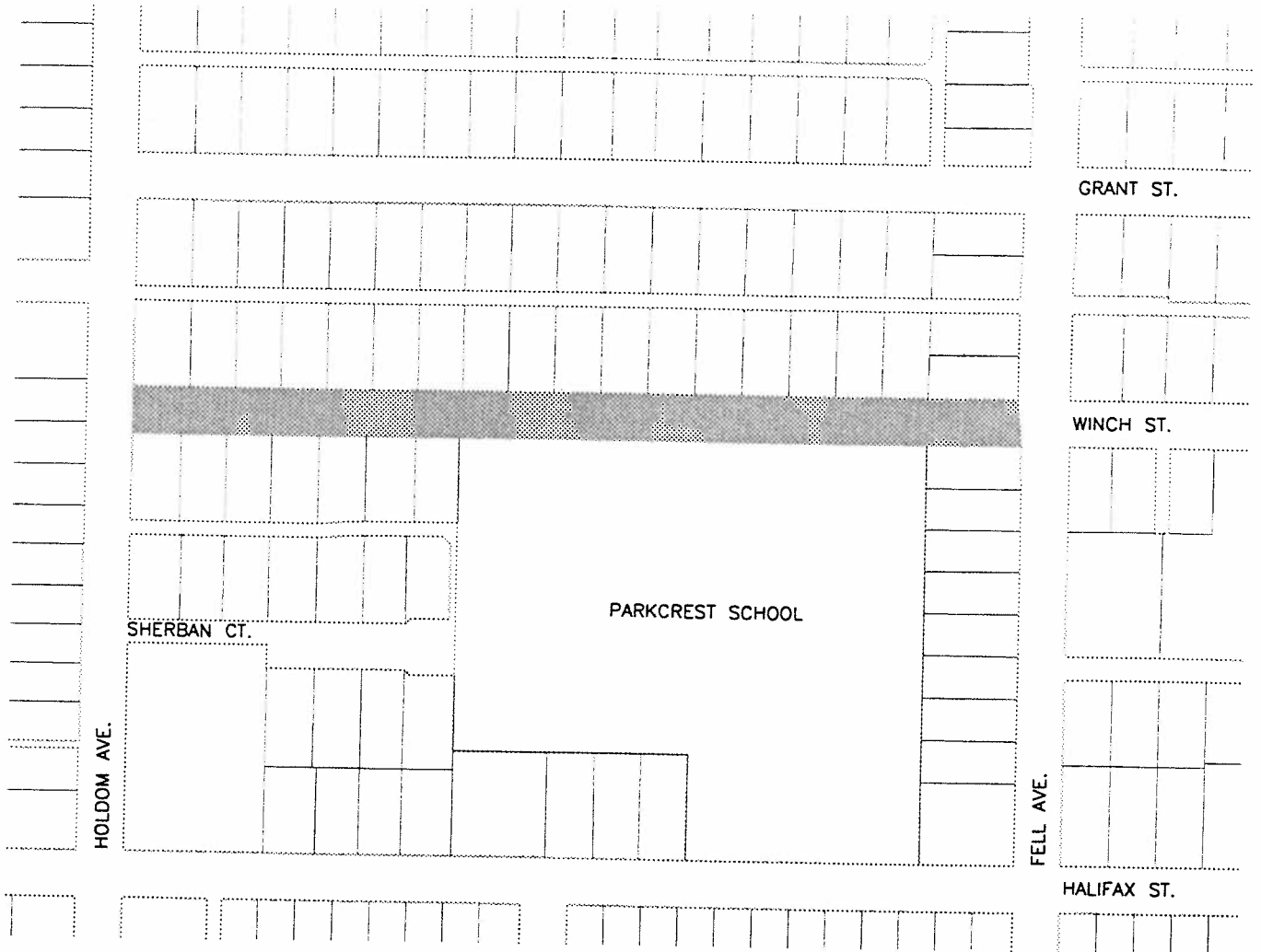
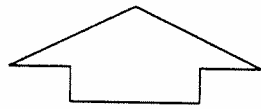
NO.	DATE	REVISION



1999 LIP SPEED HUMPS
CARLETON AVE

DRAWN BY: HLOUIE SCALE: N.T.S.
APPRV'D BY: CDL DATE: 99-04-22

A 504a



 SUBJECT ROADWAY

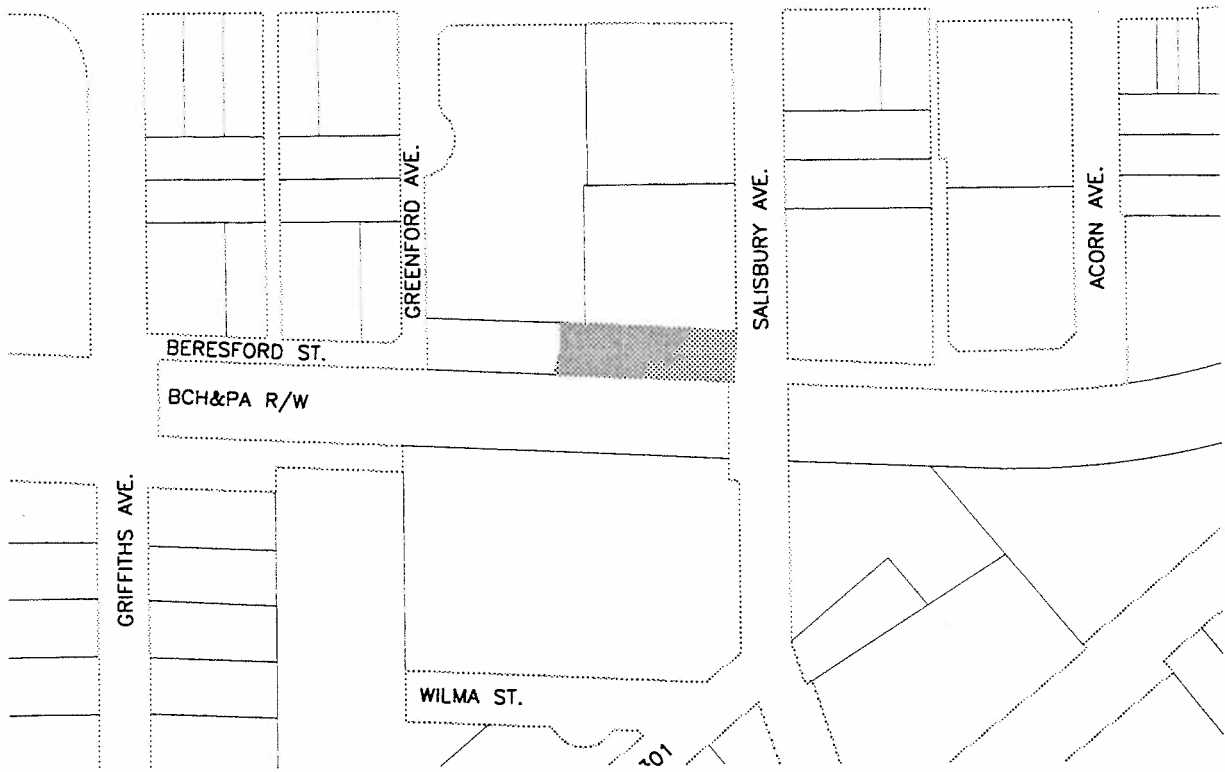
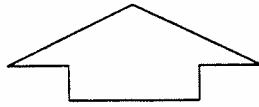
NO.	DATE	REVISION



1999 LIP SPEED HUMPS 86
WINCH ST

DRAWN BY: HLOUIE SCALE: N.T.S.
APPRV'D BY: CDL DATE: 99-04-22

A 504b



 SUBJECT ROADWAY

87

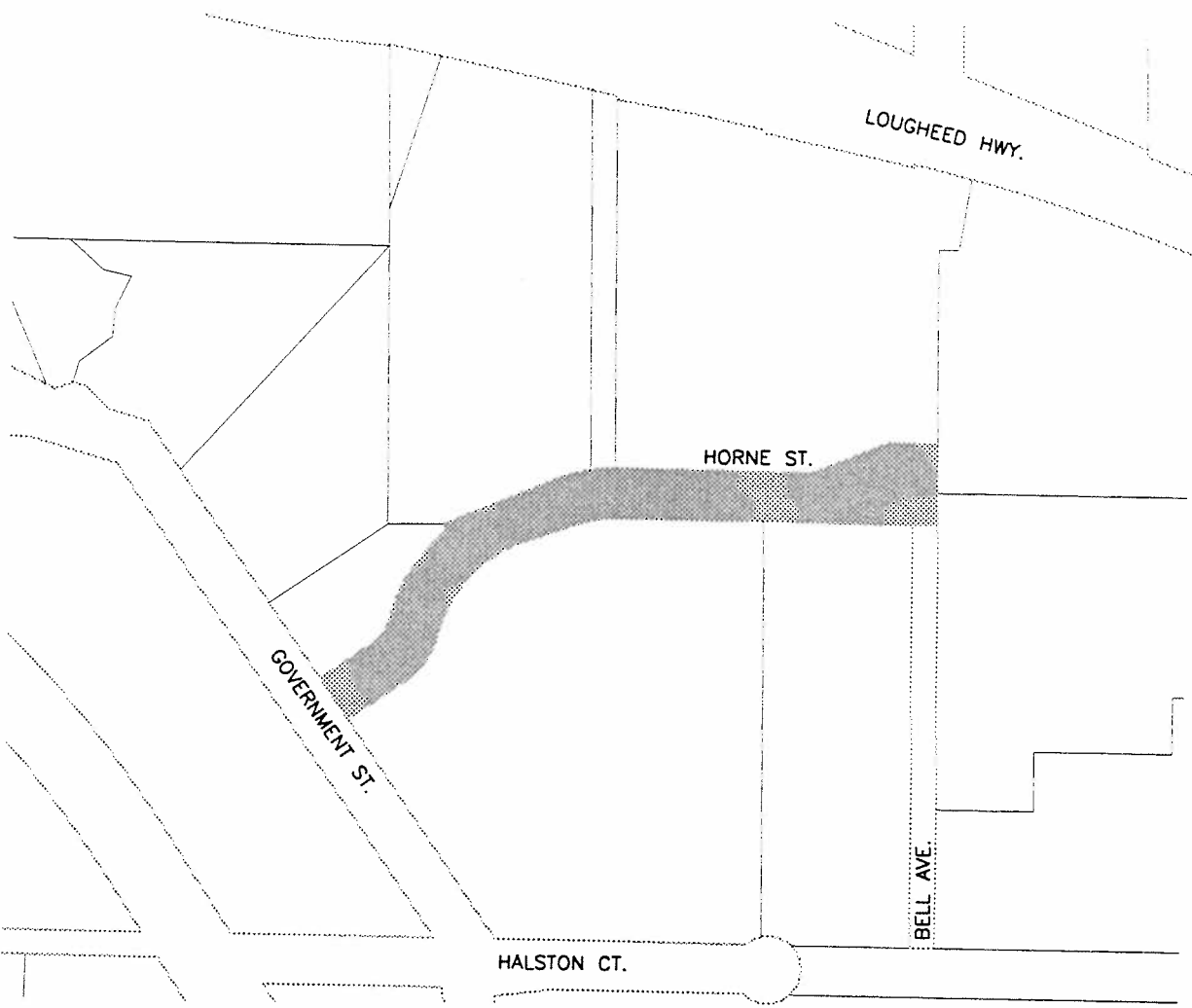
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1999 LIP SPEED HUMPS BERESFORD ST

DRAWN BY: HLOUIE SCALE: N.T.S.
APPR'V'D BY: CDL DATE: 99-04-22

A 504c



 SUBJECT ROADWAY

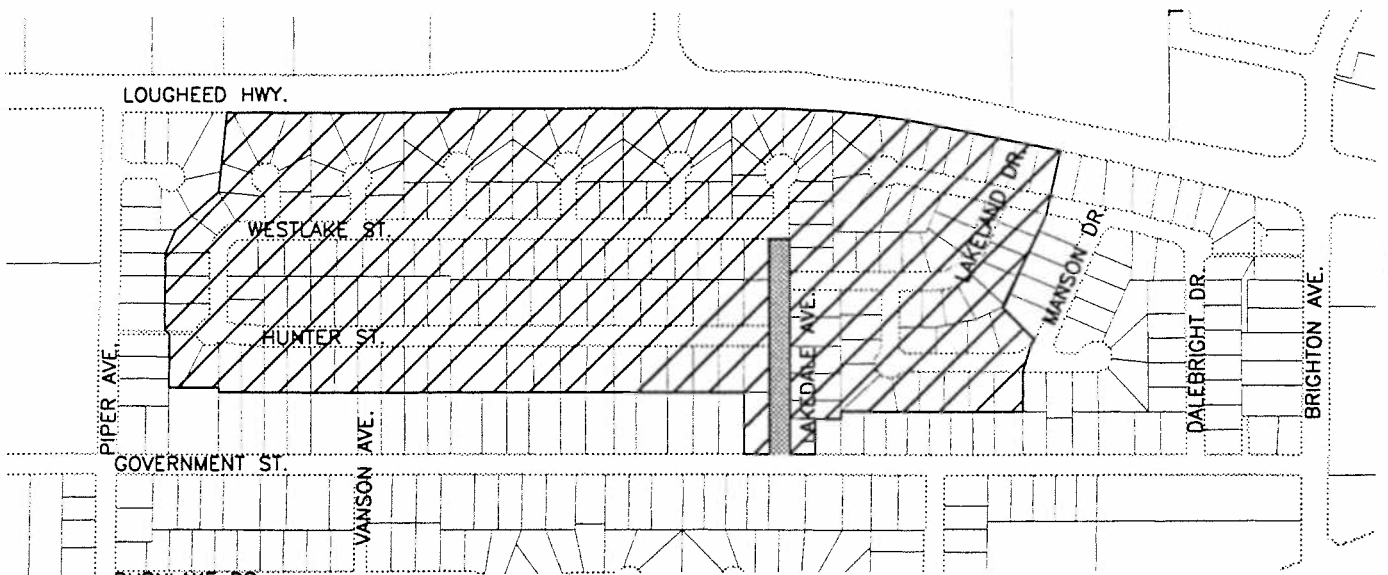
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


1999 LIP SPEED HUMPS 88
HORNE ST

DRAWN BY: HLOUIE SCALE: N.T.S.
APPRV'D BY: CDL DATE: 99-04-22

A 504d



 AREA AFFECTED

 SUBJECT ROADWAY

89

NO.	DATE	REVISION




1999 LIP SPEED HUMPS LAKEDALE AVE

DRAWN BY: HLOUIE SCALE: N.T.S.
APPR'V'D BY: CDL DATE: 99-04-21

A 504e



 AREA AFFECTED

 SUBJECT ROADWAY

NO.	DATE	REVISION



1999 LIP SPEED HUMPS 90 COQUITLAM AVE

DRAWN BY: HLOUIE SCALE: N.T.S.
APPRV'D BY: CDL DATE: 99-04-21

A 504f

