

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: 2001 LIP SPEED HUMP PROGRAM**

RECOMMENDATIONS:

1. **THAT** Council approve the advancement of the requests for speed humps on Laurel and Watling Street through the year 2001 LIP Program subject to wider resident consultation for the Laurel Street program.
2. **THAT** a copy of this report be sent to the residents requesting inclusion of their street in the year 2001 LIP speed hump initiative.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2001 April 03, received and adopted the *attached* report to review applications for the 2001 speed hump program and recommend streets that could proceed to LIP processing.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Vice Chair

Councillor G. Begin  
Member

COPY - CITY MANAGER  
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 2001 01 30

**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 70-04-26

**SUBJECT:** 2001 LIP SPEED HUMP PROGRAM

**PURPOSE:** To review applications for the 2001 speed hump program and recommend streets that could proceed to LIP processing

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RECOMMENDATION:

1. **THAT** the requests for speed humps on Laurel and Watling Streets be advanced through the year 2001 LIP Program subject to wider resident consultation for the Laurel Street program.
2. **THAT** a copy of this report be sent to the residents requesting inclusion of their street in the year 2001 LIP speed hump initiative.

REPORT

**1.0 INTRODUCTION**

Over the course of 2000 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 5 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: 2001 Lip Speed Hump Location Requests**

| Street        | Limits         |               | Diag. | Recommend       |
|---------------|----------------|---------------|-------|-----------------|
| Elwell St     | Griffiths Ave  | Salisbury Ave | A     | No              |
| Laurel St     | Douglas Rd     | Royal Oak Ave | B     | Conditional Yes |
| Delta Ave     | Empire Drive   | Albert St     | C     | No              |
| Sapperton Ave | Wilberforce St | Mona Ave      | D     | No              |
| Watling St    | Nelson St      | Royal Oak Ave | E     | Yes             |

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. While they have not expressed specific opposition to any of the proposed speed hump installations listed above, they have reiterated their concern regarding the cumulative effect such devices have on response times, the potential for damage to department vehicles and increased maintenance costs.

## **2.0 REVIEW**

Although the Transportation Plan does not identify any of the roads above as higher order collectors some question remains as to the appropriateness of installing humps on a number of the proposed roadways, given their local collector function serving neighbourhood traffic.

### **2.1 Elwell Street**

The Elwell Street to the east of Walker Avenue is designated a Local Collector in the current Transportation Plan but this section of roadway is not. However, we believe this section of road serves a circulatory function within this medium density neighbourhood that includes Middlegate Mall.

The impending redevelopment of Middlegate Shopping Centre, which will include high density residential development also raise questions about the long term function of Elwell Street west of Walker Avenue.

### **2.2 Laurel Street**

A number of the streets parallel to Laurel (between Royal Oak and Douglas) have benefited from past speed hump programs. However those streets did not serve others while Laurel provides access to a parallel cul de sac (Walter Place) which currently includes 25 developed residential properties. Past experience tells us that these residents need to be contacted. Accordingly we would propose polling both Walter and Laurel residents to determine whether the speed hump proposal is acceptable. We would report back to the Committee if the results of this poll were ambiguous.

### **2.3 Delta Avenue**

The roadway grade along this portion of Delta Avenue raises some concern. The grade is only marginally less than the desirable maximum of 6.0 % for speed hump installation.

A field review threw some doubt on the potential for vehicles to exceed the posted limit along this relatively short section of road. Therefore staff have conducted a

directional speed study along this portion of Delta Avenue, to better understand the extent of the speeding problem. The data collected shows 85<sup>th</sup> percentile speeds ranging between 30 and 50 Km/Hr. These speeds are remarkably low relative to other typical Burnaby streets. Thus there would appear to be no apparent net benefit to installing humps.

#### 2.4 Sapperton Avenue

This roadway is identified in the Burnaby Transportation Plan as a Local Collector. Accordingly it would not be eligible for inclusion in the LIP Speed Hump program given current application guidelines.

#### 2.5 Watling Street

Installing Speed Humps along this section of roadway should in theory have minimal impact on neighbourhood traffic patterns, given the absence of intersecting streets. It intersects at each end with significant collector streets. We have received concerns that Watling is used as a neighbourhood access to the secondary school. A particular concern is the offset in the intersections of Watling's east and west legs at Nelson near the elementary school crosswalk. The crosswalk was moved because it was in the middle of the Watling through traffic "chicane" crossing Nelson. From a network use standpoint it would be more appropriate to encourage this traffic to use the less direct major collector routeing to the school.

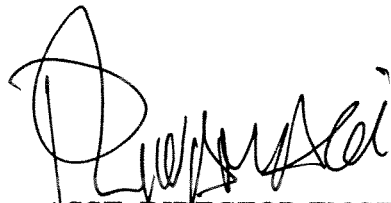
### 3.0 RECOMMENDATIONS

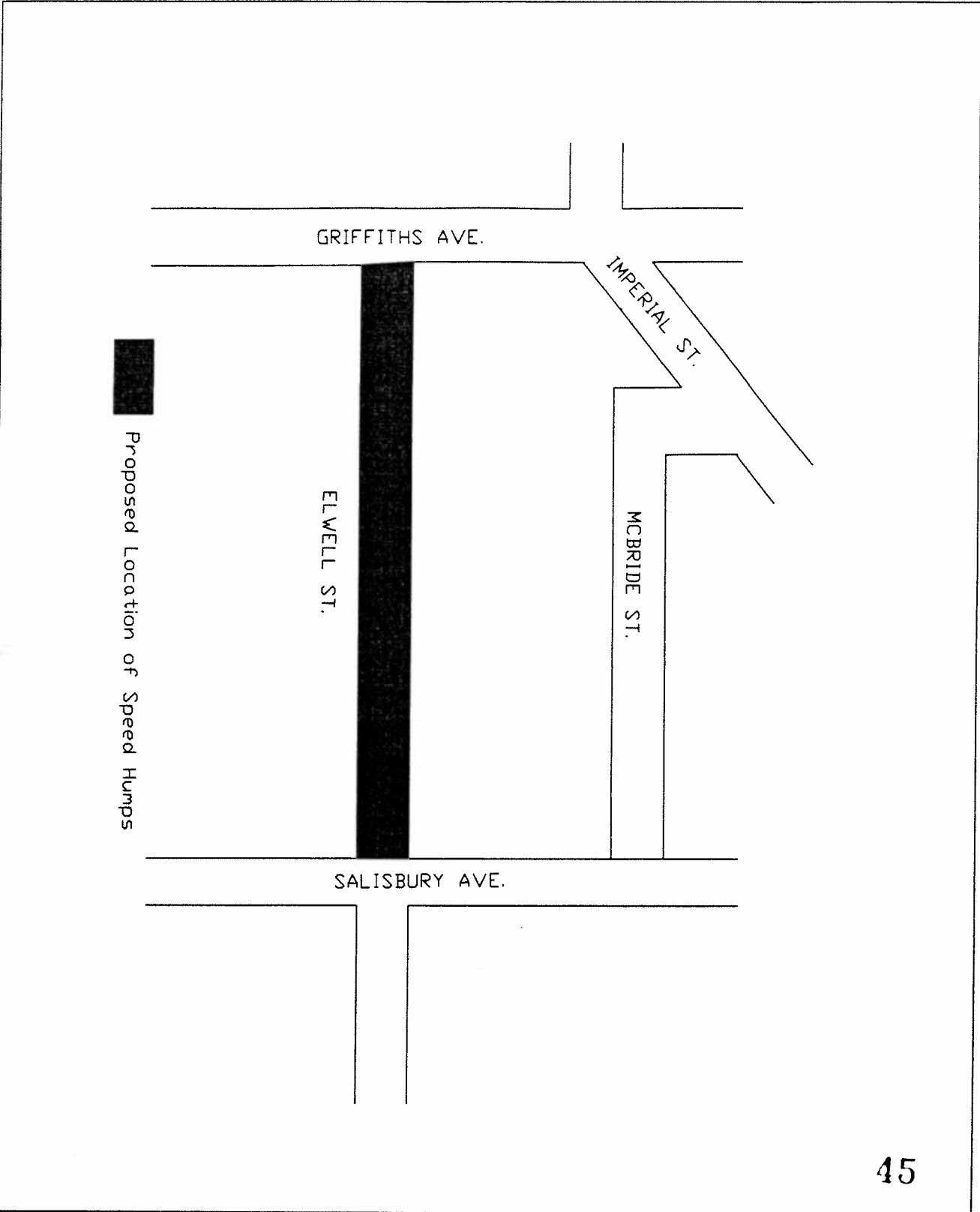
Staff recommend that Delta Avenue, Sapperton Avenue, and Elwell Street be excluded from further consideration in the 2001 LIP Speed Hump program, and that the Laurel and Watling Street initiatives be advanced to the next formal stage of the process. The recommendation relative to Laurel Street is conditional upon polling to confirm resident support from Walter Place as well as Laurel Street.

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AE:

cc: City Manager

  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

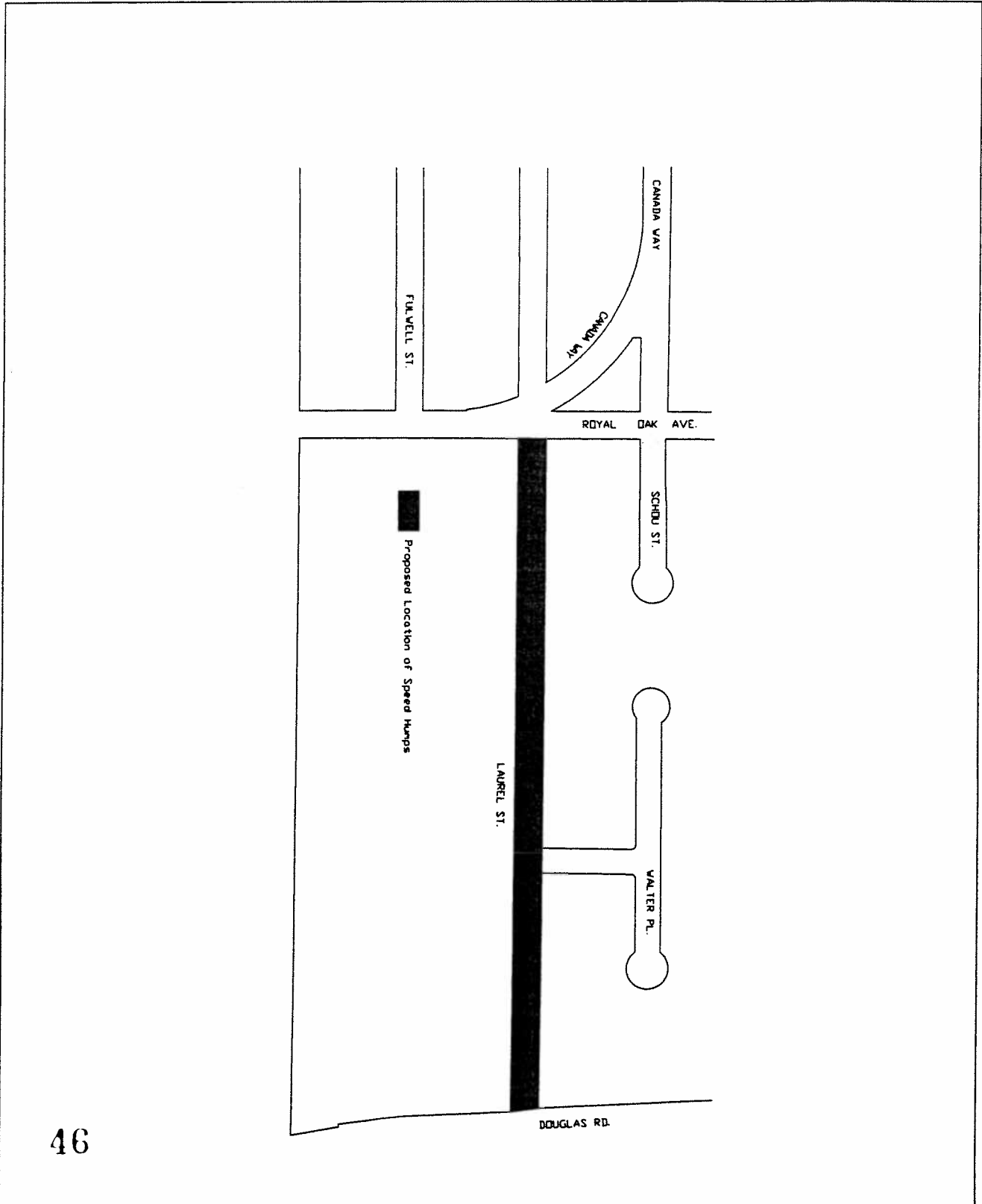


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**City of Burnaby**  
ENGINEERING DEPARTMENT

Dwg A: Elwell Street  
Griffiths - Salisbury

|                  |                |          |
|------------------|----------------|----------|
| DRAWN BY: A.K.E  | SCALE: N.T.S.  | <b>A</b> |
| APPRV'D BY: P.L. | DATE: 98/??/?? |          |



Dwg B: Laurel Street  
Douglas - Royal Oak

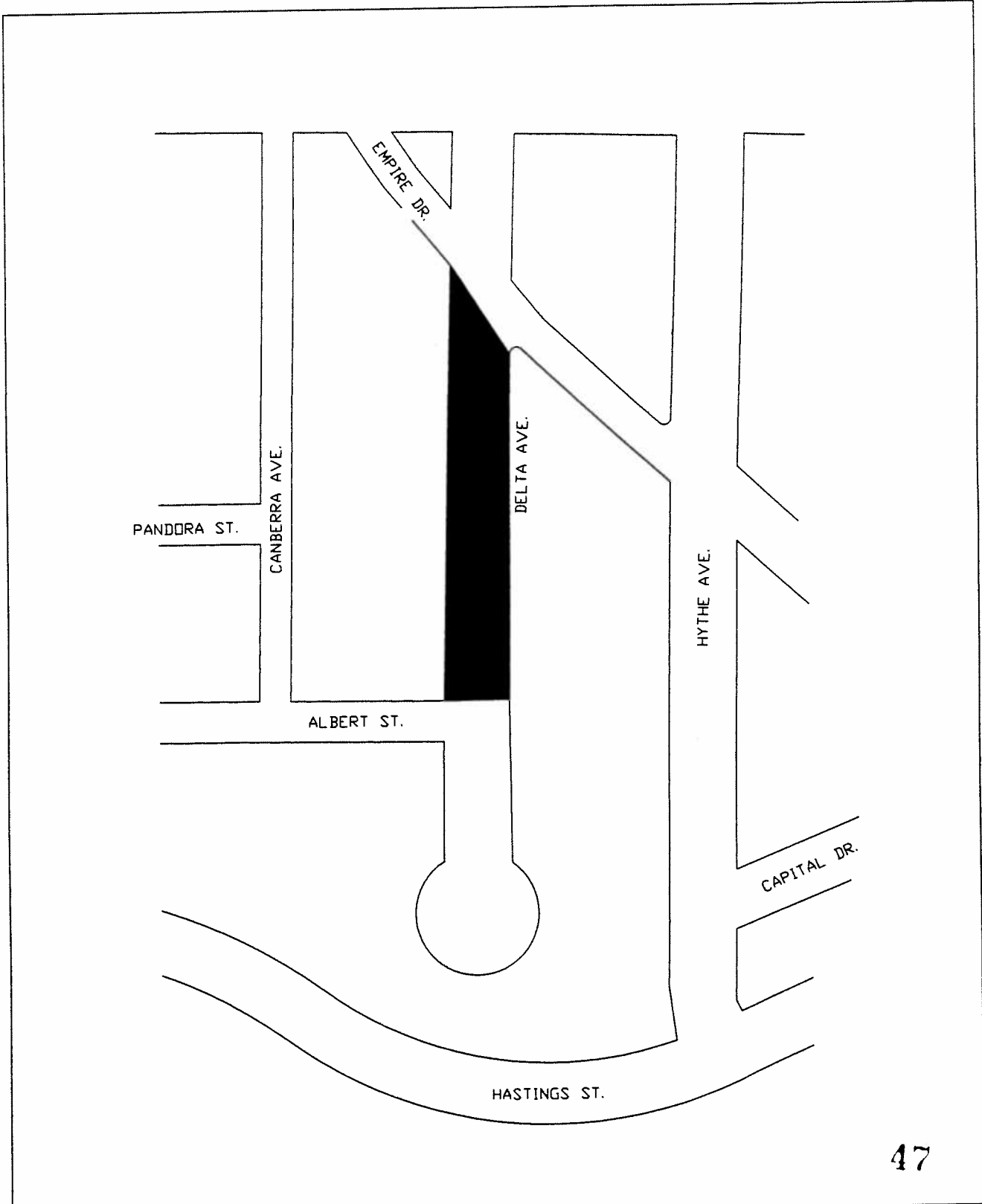
DRAWN BY: A.K.E

SCALE: N.T.S.

APPRV'D BY: P.L.

DATE: 98/??/??

**A**



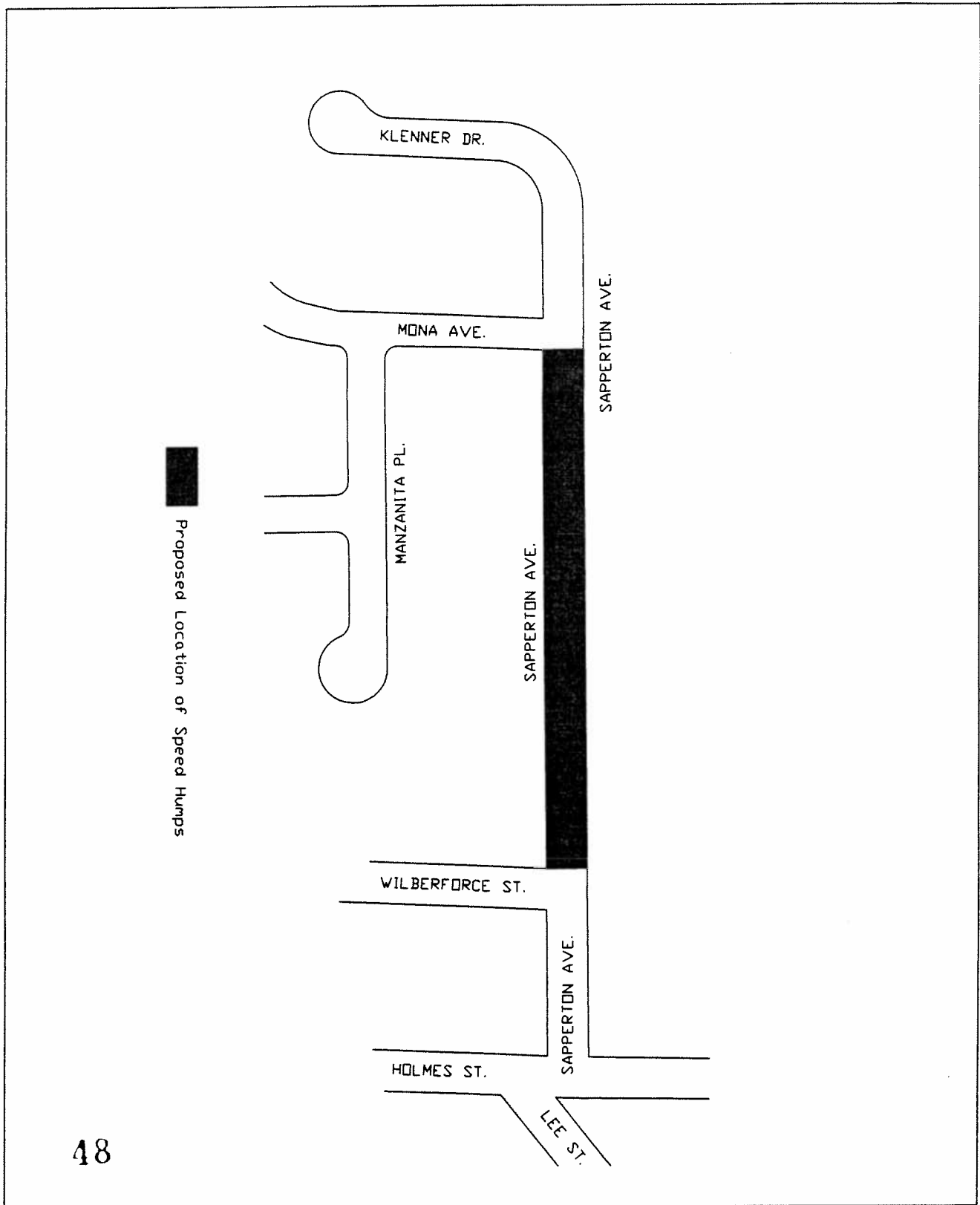
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Dwg C: Delta Avenue  
 Empire - Albert

|                  |                |
|------------------|----------------|
| DRAWN BY: A.K.E  | SCALE: N.T.S.  |
| APPRV'D BY: P.L. | DATE: 98/??/?? |

**A**



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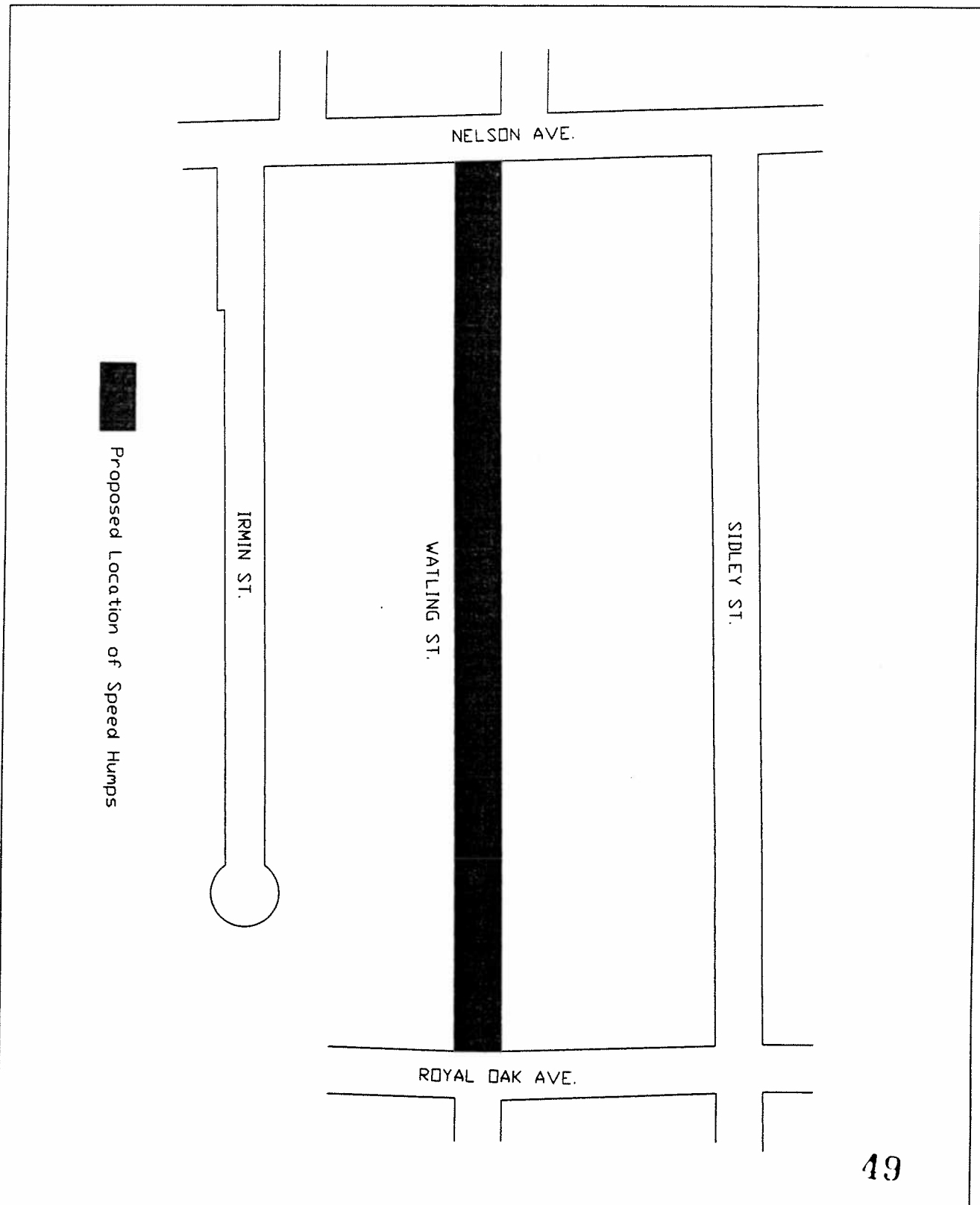


Dwg D: Sapperton Avenue  
Wilberforce - Mona

|                  |                |
|------------------|----------------|
| DRAWN BY: A.K.E  | SCALE: N.T.S.  |
| APPRV'D BY: P.L. | DATE: 98/??/?? |

**A**





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Dwg. E: Watling Street  
Nelson - Royal Oak

|                  |                |
|------------------|----------------|
| DRAWN BY: A.K.E  | SCALE: N.T.S.  |
| APPRV'D BY: P.L. | DATE: 98/??/?? |

**A**

