

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: CAMBRIDGE STREET & BETA AVENUE:
TRAFFIC CONCERNS**

RECOMMENDATIONS:

1. THAT Council approve the installation of two (2) speed humps on Beta Avenue north of Cambridge Street as part of the 2006 Speed Hump Local Area Service Program.
2. THAT Council send a copy of this report to Mr. Peter Cech, 4715 Cambridge Street, Burnaby, BC V5Z 1H8.

REPORT

The Traffic Safety Committee, at its meeting held on 2005 September 06, received and adopted the *attached* report responding to suggestions made by Peter Cech at the 2005 June 07 Traffic Safety Committee meeting for traffic calming measures at Beta Avenue and Cambridge Street.

Arising from discussion, the Committee amended the recommendations to include the installation of two (2) speed humps.

Respectfully submitted,

Councillor Doug Evans
Chair

Councillor Nick Volkow
Vice Chair

Councillor Lee Rankin
Member

Copied to:	City Manager Director Engineering
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2005 August 30

FROM: ASST. DIRECTOR ENGINEERING
TRAFFIC & ENGINEERING SYSTEMS

FILE: 38000-03

SUBJECT: CAMBRIDGE STREET & BETA AVENUE; TRAFFIC CONCERNS

PURPOSE: To respond to suggestions made by Peter Cech at the 2005 June 7 Traffic Safety Committee meeting for traffic calming measures at Beta Ave & Cambridge St.

RECOMMENDATIONS:

1. **THAT** A single speed hump be installed on Beta Avenue 30 metres north of Cambridge Street as part of the 2006 Speed Hump Local Area Service Program.
2. **THAT** a copy of this report be sent to Mr. Peter Cech, 4715 Cambridge Street, Burnaby, BC V5Z 1H8.

REPORT**1.0 INTRODUCTION**

In response to the report submitted by Staff at the 2005 June 7 Traffic Safety Committee meeting regarding traffic concerns on Beta Avenue & Cambridge Street, Mr. Peter Cech of 4715 Cambridge Street submitted the following three requests items as part of his delegation presentation to the Committee,

1. A second speed hump be installed on Beta Avenue, 20 metres south of Penzance Drive.
2. A corner bulge at Cambridge Street & Beta Avenue be installed.
3. The parking restrictions in front of 4715 Cambridge Street be removed.

Arising from the presentation, the Committee referred the report back to Staff for further review and investigation.

2.0 SPEED HUMPS

Speed humps are designed to slow vehicle traffic and are designed with specific height, length and spacing considerations. They are not installed close to stop signs or sharp unnecessary complexity to areas where maximum driver attention is required, and since vehicles are already traveling at slower speeds at these points their purpose becomes redundant. Guidelines dictate setbacks from intersections of 30 metres, and an average spacing of 100 metres between humps (minimum 75 to a maximum of 125 metres).

Comparatively the distance along Beta from Penzance Drive to Cambridge is 100 metres, with the corner/intersection setbacks there remains a 40 metre length in which a speed hump can be placed. Taking into consideration the length of the humps, if a second hump were installed, the spacing between them would then be half the minimum distance, substantially closer than is required to mitigate speeding. Also, installation of a second hump here would mean a greater standard would be employed, on a local collector, than is allowed on any of the current or past speed hump programs on local roads and may set a precedent for future requests. We note the 100 metre spacing has not previously been an issue with residents requesting and receiving humps on their streets.

3.0 CORNER BULGE

Installing a corner bulge at the corner of Cambridge and Beta would have the effect of reducing the effective turning radius. The turning radius of a fire truck or large service vehicle, which can be expected periodically on a local collector is already at its limit with the existing curve. With a reduced radius these vehicles, and even cars with trailers, will have to off-track across the centreline to make the curve. There would also be an additional parking ban required in front of 4714 Cambridge, and the questioned parking ban in front of 4715 would definitely have to remain in place. Corner bulges are typically installed on straight road alignments where they can place a pedestrian curb side in a good location for drivers to observe in both directions of travel. When located on the inside of a sharp curve, the bulge can only provide improved sight lines for one direction of travel reducing its effectiveness. Based on these considerations it is not recommended to install a corner bulge at this location.

4.0 PARKING RESTRICTION

The parking restriction in place at 4715 Cambridge was put in place to improve sight lines for crossing pedestrians at the corner, although it should be noted that a fire hydrant is located on the east property line of 4715 Cambridge which carries a requisite 5 metre clearance. There is also a requisite 6 metre parking prohibition for corner clearance from the west property line. As the frontage of 4715 is 15 metres, if a typical car parked west of the hydrant, it would encroach on a prohibition zone. Finally, parking would also restrict sight lines for drivers approaching in opposing directions. While the centerline should alleviate much of that concern, larger service vehicles may have to cross the line to navigate the corner due to the tight radius. Maintaining the current corner parking ban is therefore recommended.

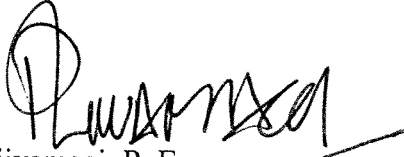
5.0 CONCLUSION

We recommend that the Committee endorse the installation of one speed hump on Beta Avenue, set approximately 30 metres north of Cambridge Street, offset from the typical central location so that it has a maximum effect of slowing traffic through the corner while providing adequate separation.

To: Traffic Safety Committee
From: Asst. Director Engineering, Traffic & Eng. Systems
Re: Cambridge and Beta Traffic Concerns
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The requested corner bulge, being located on a curve, does not fully serve its purpose of improving sight lines for pedestrian crossings, although it does reduce the cross section. It will require further parking bans, something that appears to be at odds with resident requests in the matter, and therefore should not be pursued.

The parking restriction in front of 4715 Cambridge Street should remain in place as it provides important corner sight line clearance, and is complementary to the regulatory zone in place around the fire hydrant and at the corner.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

MDS
Attachment

Copied to: City Manager



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- Strata Units
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Local
- Collector
- Arterial
- Freeway
- Hydrology
- Water Hydrants
- City Hydrants
- Park Hydrants
- Private Hydrants
- Colour 2804
- Parks
- Parks
- Boundary

Map Scale
1 : 750

