

TRAFFIC SAFETY COMMITTEE**A**

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: SPEED HUMPS ON 5500 BLOCK GRANT STREET

RECOMMENDATION:

1. THAT copies of this report be sent to Mr. & Mrs. Lawder of 5555 Grant Street, Burnaby, V5B 2K2 and Mrs. Rita Johnson of 5575 Grant Street, Burnaby, V5B 2K2.

REPORT

The Traffic Safety Committee, at its meeting held on 2006 October 03, received and adopted the *attached* report providing information on correspondence directed to the Committee.

As part of the 2006 Local Area Service Program (LASP) speed hump staff reviewed an application for the 5500 block of Grant Street. The LASP petition was returned with 60% of adjacent property owners signing in the affirmative.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Sav Dhaliwal
Vice Chair

Councillor Garth Evans
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2006 September 13

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

SUBJECT: SPEED HUMPS ON 5500 BLK GRANT STREET

PURPOSE: To provide information on correspondence directed to the Committee

RECOMMENDATION:

1. **THAT** copies of this report be sent to Mr. & Mrs. Lawder of 5555 Grant Street, Burnaby V5B 2K2 and Mrs. Rita Johnson of 5575 Grant Street Burnaby V5B 2K2

REPORT

1.0 BACKGROUND

As part of the 2006 Local Area Service Program (LASP) speed hump staff reviewed an application for the 5500 block of Grant Street. Although the grade of the street approaches the 8% maximum in places, sightlines are good, making it an acceptable candidate for speed humps, and it was recommended to proceed by staff. The advancement of the project to the LASP process was approved by the Committee and subsequently Council. The LASP petition was returned with **60%** of adjacent property owners signing in the affirmative (only a 50% plus one majority is required).

2.0 INTRODUCTION

On September 4 the Committee received correspondence from Julia Lawder of 5555 Grant Street expressing concern about the installation of speed humps on her block. She feels the speed humps are unnecessary and cannot be adequately located to accommodate the driveways on the street. In addition, she feels that speed humps may exacerbate the unfavourable conditions brought on by snow. Some of her concerns were echoed in subsequent correspondence from Mrs. Rita Johnson of 5575 Grant Street.

3.0 DISSCUSSION

Speed humps are installed, according to accepted guide lines, approximately 100m apart, and where possible, on property lines. Property lines, driveway access, manholes and catch basin location varies on individual streets and these factors are weighed into the location criteria while

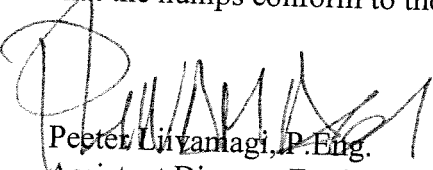
To: Traffic Safety Committee
From: Assistant Director Engineering, Traffic and
Engineering Systems
Re: SPEED HUMPS ON 5500 BLK GRANT STREET
2006 September 13..... Page 2

speed humps are being laid out in the field. Though every attempt is made to accommodate residents, effectiveness of the humps must be a major consideration when choosing locations. The optimum locations for the humps on Grant Street (see attached) would have humps installed adjacent the west property line of 5555 Grant, 5535 Grant/ in front of 5530 Grant, and adjacent the property lines of 5625 Grant/1571 Holdom, 5640 Grant/1591 Holdom. These locations are required to provide proper spacing between the humps while maintaining adequate clearance from the intersections.

The 8% maximum grade for speed hump installation is intended to address safety concerns including snow. In addition, Operations staff advise that there are no major problems when plowing on a road with speed humps. The Fire Department has been consulted as is customary, regarding this speed hump initiative and have not indicated any concern.

4.0 CONCLUSION

As directed by council, installation of speed humps must be through an approved Local Area Service Program. Once ratified by a majority of residents the City is obligated to follow through with installation and provide the improvement desired. Although the humps are placed on property line where ever possible to minimize the impact on any one resident, driveway crossings, manholes, catch basins, may require placement of humps entirely in front of a residence. Installation of the humps in the prescribed locations is necessary to maximize their effectiveness and provide the best overall calming effect for the entire street. It is again noted that the humps conform to the 8% maximum grade standard for installation.


Peeter Liyamagi, P.Eng.
Assistant Director Engineering,
Traffic and Engineering Systems

BL:hc
Attachment

Copied to: City Manager

Speed humps 5500 Blk Grant St

September 11, 2006



This information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.



- Strata Units
- Strata Stations
- Boundary
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland

Map Scale
1 : 954