

**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: 2006 LASP SPEED HUMP PROGRAM**

**RECOMMENDATIONS:**

1. THAT the requests for speed humps as discussed and recommended in this report be advanced through the 2006 LASP Program process.
2. THAT a copy of this report be sent to the residents who requested inclusion of their street in the year 2006 LASP speed hump initiative.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2006 March 07, received and adopted the *attached* report reviewing applications for the 2006 speed hump program and recommending streets that should proceed to the Local Area Service Plan (LASP) process.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor G. Evans  
Member

|            |                                      |
|------------|--------------------------------------|
| Copied to: | City Manager<br>Director Engineering |
|------------|--------------------------------------|

**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2006 January 30

**FROM:** ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

**FILE:** 35000-30  
*Reference:* Humps-06

**SUBJECT:** 2006 LASP SPEED HUMP PROGRAM

**PURPOSE:** To review applications for the 2006 speed hump program and recommend streets that should proceed to the Local Area Service Plan (LASP) process.

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**RECOMMENDATIONS:**

1. **THAT** the requests for speed humps as discussed and recommended in this report be advanced through the 2006 LASP Program process.
2. **THAT** a copy of this report be sent to the residents who requested inclusion of their street in the year 2006 LASP speed hump initiative.

**REPORT****1.0 INTRODUCTION**

The Traffic Safety Committee annually reviews all requests for inclusion in the current year's Local Area Service Program (LASP) for speed humps. Over the course of 2005 City 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 15 individuals have expressed a desire to initiate the LASP process.

Staff has contacted the Burnaby Fire Department to ensure that any of the proposed location for speed hump installation would not adversely affect Fire Department response. The Fire Department has not yet responded to this request, but subject to their approval we will proceed with the program recommended. We note that in the past The Fire department has expressed some reservation about the cumulative effect of speed hump installations on response times, and the potential for damage to department vehicles. The practice of not installing speed humps on higher order streets is in part a response to this concern.

## 2.0 REVIEW

All but two of the submitted requests for this year's program are Local Streets and are eligible for installation of speed humps within installation guidelines.

### 2.1 Edinbrough St – Boundary to Gilmore (Exhibit 1)

Edinbrough is a local street, in the extreme North West corner of the City, and is primarily used by adjacent residents. The street runs from east to west between Gilmore and Boundary Rd with 3 additional 'T' intersections to the south, leaving the north side of the street an extra long block. The portion of the street between Ingleton and Boundary (adjacent applicant) is moderately flat while Ingleton to Gilmore has a grade of 6% which is within the installation guidelines.

It is recommended that the speed hump LASP proceed.

### 2.2 7100 blk 17<sup>th</sup> Ave (Exhibit 2)

This Portion of 17<sup>th</sup> Ave has a mixture of multi-family and single residences and extends from 16<sup>th</sup> St and 18<sup>th</sup> St. Although primarily constructed to an 11m standard, with a short interim portion east of Leaside, its use and classification is that of a local road. It meets all requirements for speed humps.

It is recommended that the speed hump LASP proceed.

### 2.3 8400 Blk 17<sup>th</sup> Ave (Exhibit 3)

The portion of 17<sup>th</sup> between Cumberland and Wright St is a local street constructed to an 8.5m standard. Traffic south bound on Cumberland may use 17<sup>th</sup> in this location to avoid the light at 16<sup>th</sup> Ave and continue westbound. It meets all requirements for speed humps.

It is recommended that the speed hump LASP proceed.

### 2.4 7700 blk 18<sup>th</sup> Ave (Exhibit 4)

18<sup>th</sup> Ave between Canada Way and 7<sup>th</sup> St is an 8.5m standard local street. The area between Canada Way and 6<sup>th</sup> St, from 17<sup>th</sup> Ave to 11<sup>th</sup> Ave, has been in-filled with speed humps from previous LASP programs. Speed humps on this portion of 18<sup>th</sup> Ave would complement overall neighbourhood traffic calming.

It is recommended that the speed hump LASP proceed.

To: Traffic Safety Committee  
From: Assistant Director Engineering, Traffic and  
Engineering Systems  
Re: 2006 LASP Speed Hump Program  
2006 January 30..... Page 3

**2.5 7500 blk 18<sup>th</sup> Ave (Exhibit 5)**

18<sup>th</sup> Ave between Mary and Canada Way is an 8.5m standard local street with single family housing and is proximate to Edmonds Elementary (community) school. There is a mid block crosswalk accessing the school as well as a 30km zone adjacent. In addition to the resident applicant the school Principal and PAC have also stated support and offered assistance in furthering the process. The presence of existing speed humps in the area to the south should be noted in considering any future programs, access to the area by emergency vehicles may be compromised, however, the location of the school makes this block a logical part of a grid system.

It is recommended that the speed hump LASP proceed.

**2.6 6th St – Nursery to Reigate (Exhibit 6)**

6th St is a local collector and provides access to the community for residents and emergency vehicles. The portion from Stanley to Walmsley exceeds 8% grade, but the portion between Burris and Stanley is within the grade requirements and could have speed humps installed barring the local collector status. However, 6th St is part of the Lakeview Community Area Transportation Plan and its local collector designation was a part of an area wide consultation.

It is NOT recommended that the speed hump LASP proceed.

**2.7 6800 Blk Humphries (Exhibit 7)**

The 6800 blk of Humphries is a local street although constructed to an 11m standard. It provides a conduit, through a skewed intersection at Elwell, from Edmonds to Imperial. This application covers the block between Elwell and Imperial and meets requirements for speed humps. Installation of speed humps here may trigger future LASPs if traffic is diverted to adjacent streets.

It is recommended that the speed hump LASP proceed.

**2.8 5500 Blk Grant St (Exhibit 8)**

This portion of Grant provides a connection between Holdom (major connector secondary) and local streets east of Holdom and south of Parker. Grant between Ellesmere and Holdom has grades bordering on maximum allowable (8%) but sight lines are good and with strategic placement of humps the effect would be positive.

It is recommended that the speed hump LASP proceed.

**2.9 5100 Blk Irving (Exhibit 9)**

This portion of Irving is a local street constructed to an 11m standard and is populated by Apartment buildings on both sides of the street. Some additional volume may be attributable to vehicles accessing Marlborough from Royal Oak in order to avoid the left turn prohibition at Royal Oak and Kingsway. Irving east of Royal Oak is classified as a local collector.

It is recommended that the speed hump LASP proceed.

**2.10 4700/4800 Blk Westlawn (Exhibit 10)**

The 4700/4800 blk of Westlawn Dr is an 8.5m standard local street located between Delta and Beta east. Westlawn is a lengthy street of approximately 850m from Delta to Midlawn, with four 'T' intersections at Beta east, Beta west, Kitchener and Midlawn. If this application is successful, it may generate further applications on Westlawn and neighbouring streets.

It is recommended that the speed hump LASP proceed.

**2.11 Beta Ave between Penzance and Cambridge (Exhibit 11)**

As recommended by the Traffic Safety Committee at the 2005 September 6 meeting and subsequently approved by Council, the City will install two speed humps on this portion of Beta, subject to approval of the LASP. The installation would be expedited given the lengthy prior discussions with residents.

**2.12 Delta Ave Empire to Albert (Exhibit 12)**

Delta is a local road that is probably used by Capital Hill residents to access Hastings St via Albert and Gamma. The street has a grade of 5% which is within the tolerance for speed humps.

It is recommended that the speed hump LASP proceed.

**2.13 5500 Blk Inman (Exhibit 13)**

This portion of Inman between, Kingsway and Thurston, is a local street constructed to an 11m standard and will remain so in the context of the Metrotown Community Plan. It has a mixture of multi family residential, single family residential and commercial (on the Kingsway frontage). The east side of Inman just north of Kingsway has 6 metered parking spots for commercial patrons. The grade is moderate (5- 6%) but within tolerance for speed humps. Speed humps in this location may also reduce short cutting traffic ignoring the prohibited right hand turn from Kingsway.

It is recommended that the speed hump LASP proceed.

To: Traffic Safety Committee  
From: Assistant Director Engineering, Traffic and Engineering Systems  
Re: 2006 LASP Speed Hump Program  
2006 January 30..... Page 5

### 2.14 4200 Blk Union (Exhibit 14)

Union is a local street constructed to an 8.5m standard in a grid system. Installation of speed humps here may divert traffic to adjacent streets spawning further petitions.

However, it is recommended that the speed hump LASP proceed.

### 2.15 7300 Blk Pandora (Exhibit 15)

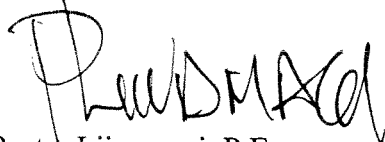
This portion of Pandora is an 8.5m standard local street. Access to this street is primarily limited to local residents as it is not an alternative route for commuters. The grade varies from approximately 10% to 12% exceeding the 8% design limit for speed humps.

It is recommended that the speed hump LASP NOT proceed.

## 3.0 RECOMMENDATIONS

Staff recommend all LASP speed humps proceed with the exception of:

- Nursery to Reigate (Exhibit 6) - This street is a local collector and would restrict local access to area residents and also exceeds grade limitations for speed humps on the eastern portion. In addition, this portion of 6<sup>th</sup> St is part of the Lakeview traffic calming initiative and would require a reopening of the lengthy prior area wide consultation.
- 7300/7400 blk Pandora St (Exhibit 15) – This street substantially exceeds minimum grade requirements of 8% (10-12%).



Peeter Liivamagi, P.Eng.  
ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

:bl  
Enclosures

Copied to: City Manager

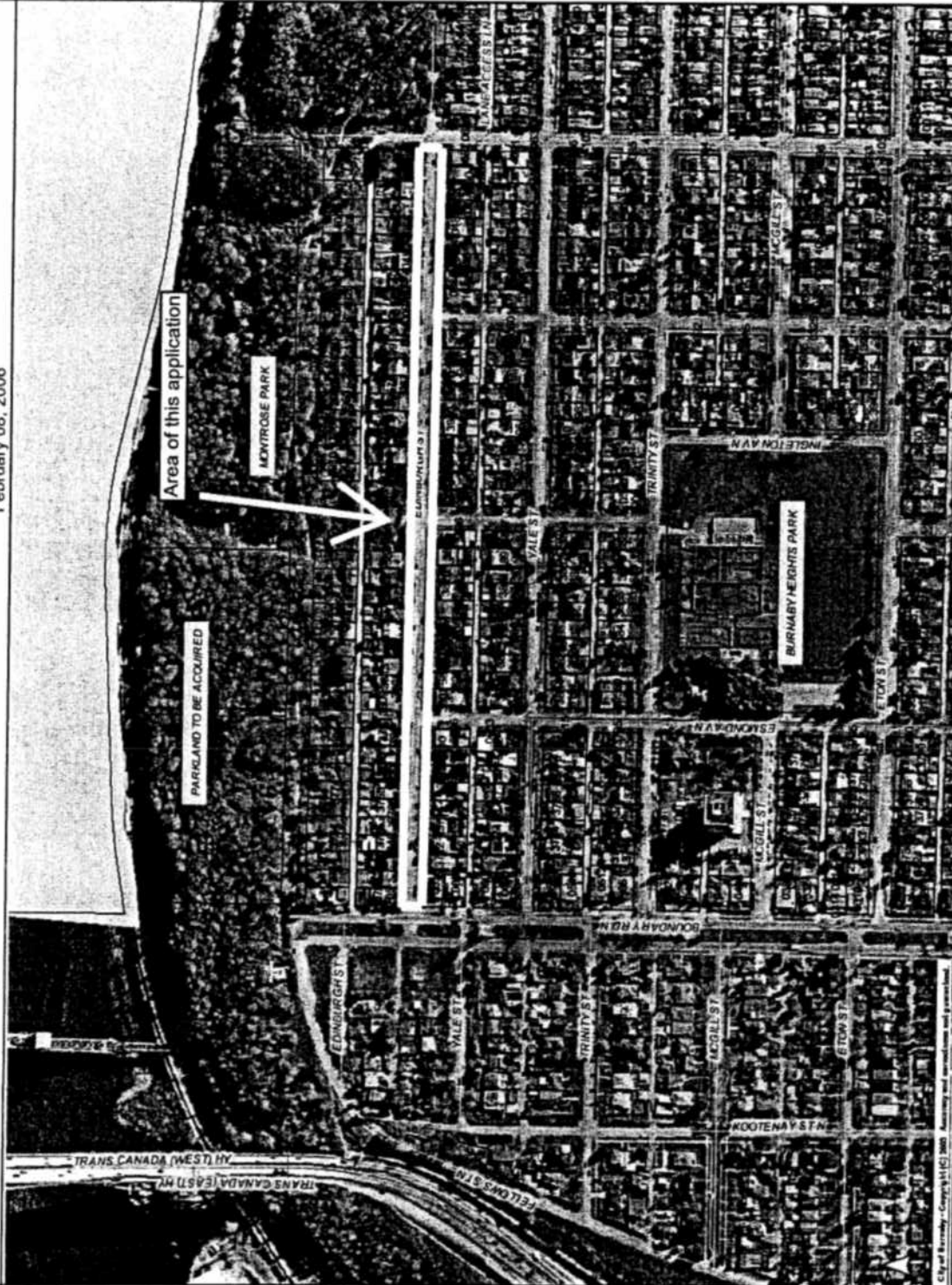


# Edinburgh St (Exhibit 1)

February 08, 2006



- Selected Features
- Strata Units
- Skytrain Stations
- Skytrain Lines
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Aerial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired (cont)
- Parkland Boundary



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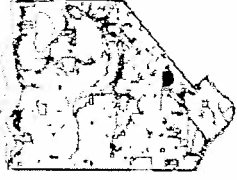
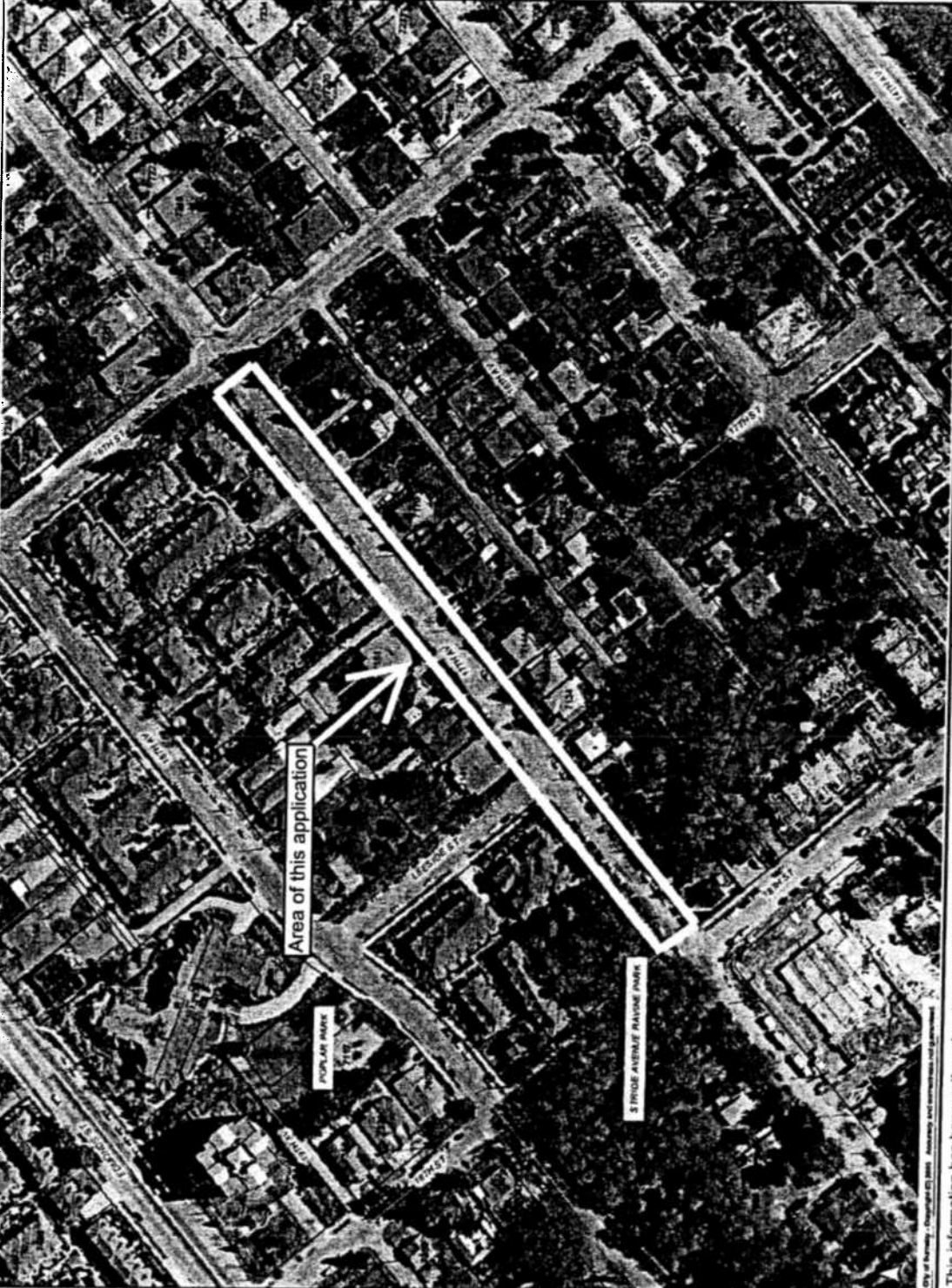
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# 7100 blk 17th Ave (Exhibit 2)

January 30, 2006



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

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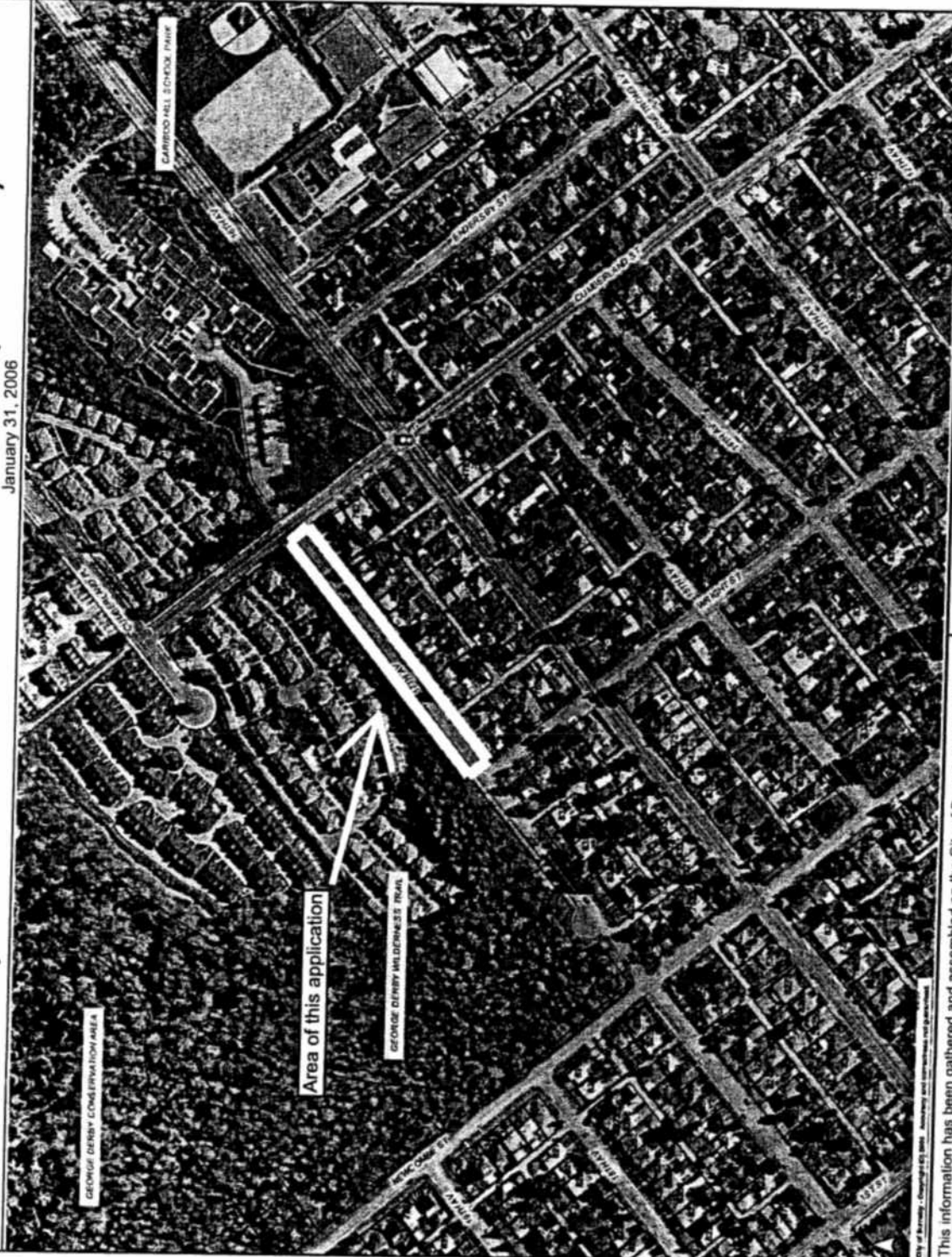
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# 8400 blk 17th Ave (Exhibit 3)

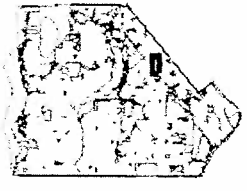
January 31, 2006



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

Map Scale  
1 : 4825

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- Selected\_Feat-ures
- Strata Units
- Skytrain Stations
- Skytrain Lines
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired (cont)
- Parkland Boundary



Map Scale  
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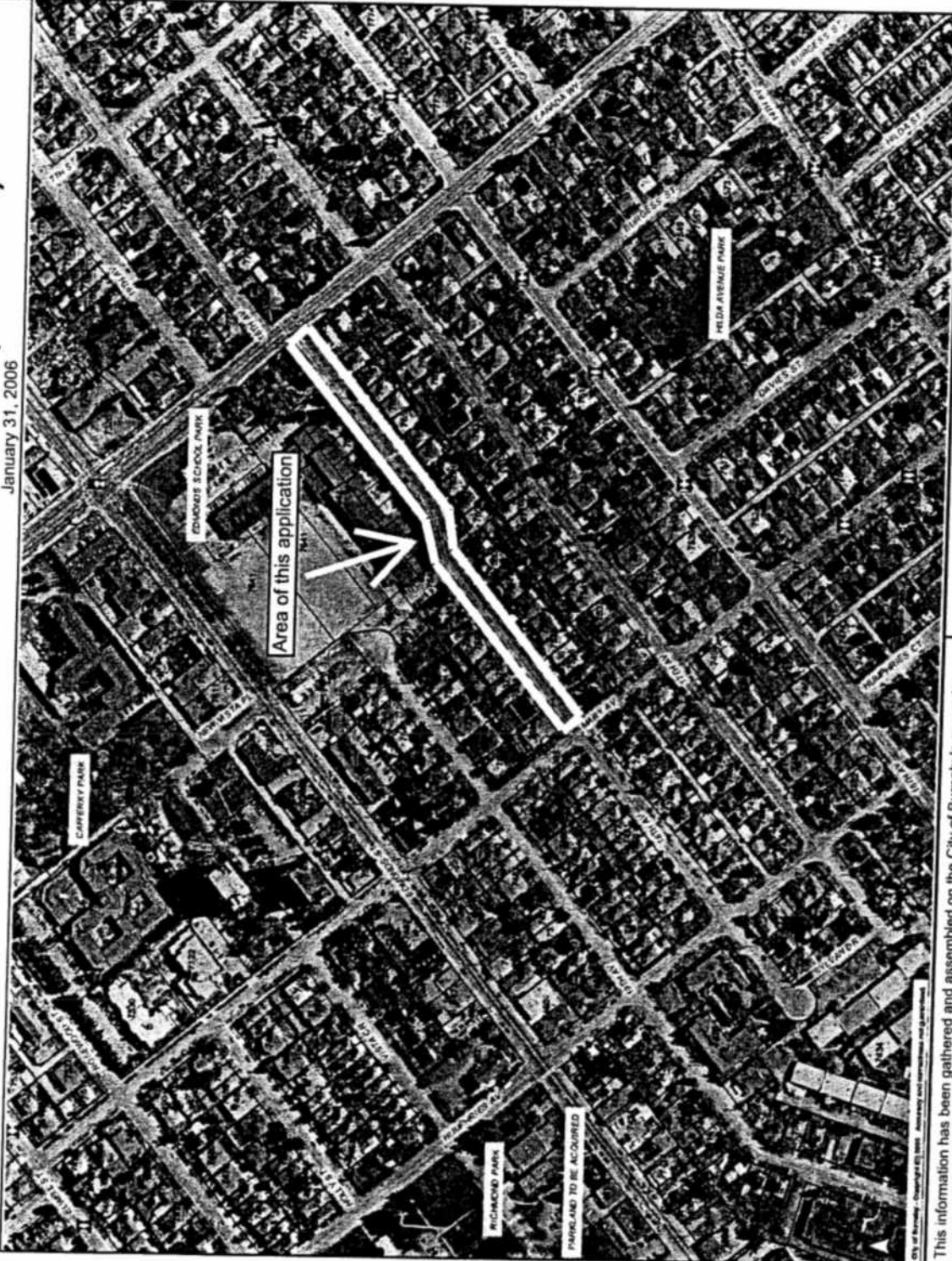
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# 7500 blk 18th Ave (Exhibit 5)

January 31, 2006



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



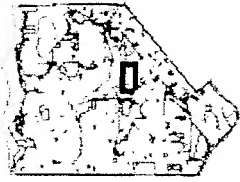
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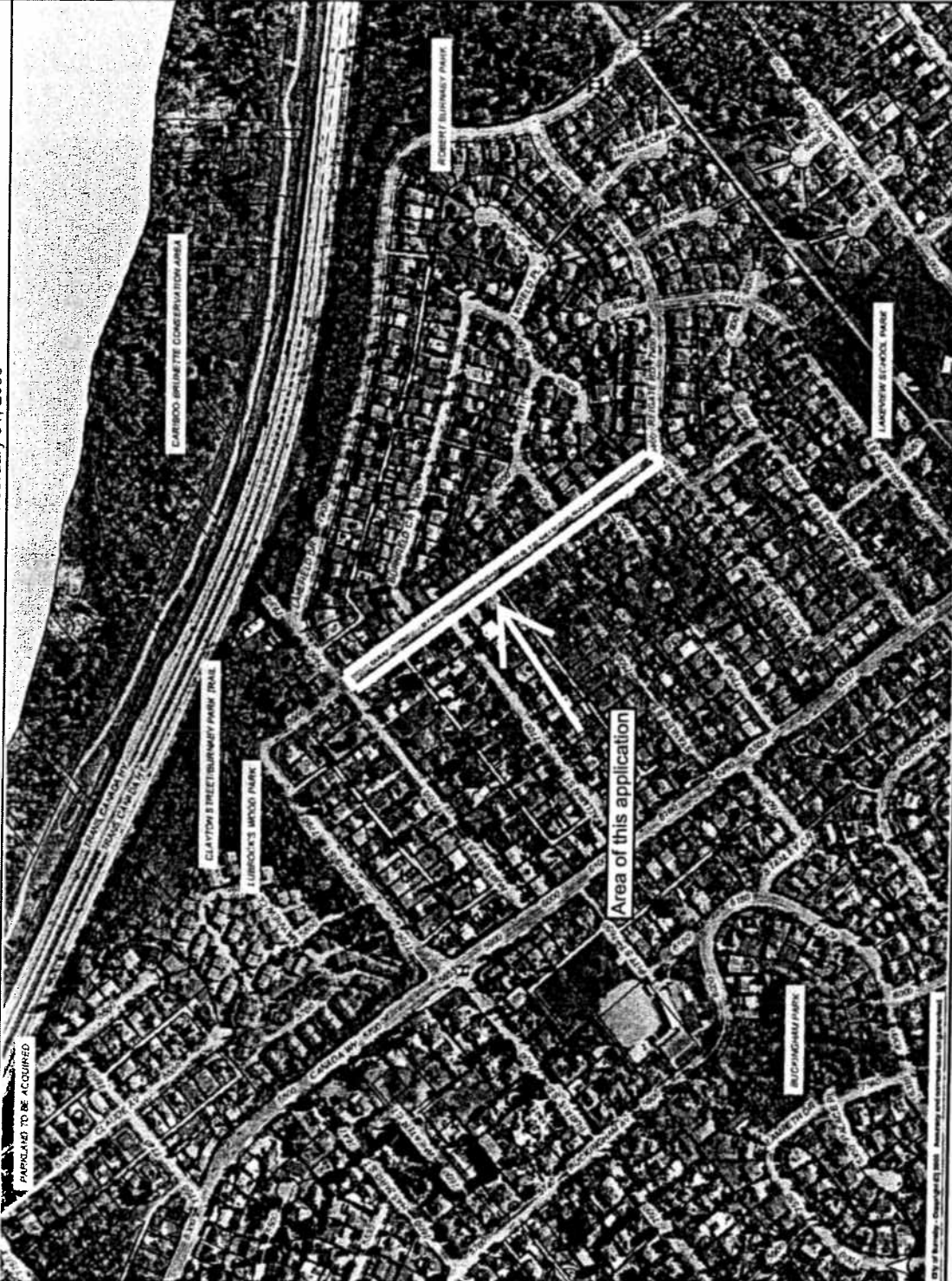


# 6th St - Nursery to Reigate (Exhibit 6)

February 01, 2006



- Selected\_Features
  - Parkland To Be Acquired
  - Parkland
  - Boundary
- Strata Units
  - Skytrain Stations
  - Skytrain Lines
  - Lot
  - Street Intersections
- Traffic Signal
  - Speed Humps
  - Speed Humps
  - Hundred Blocks
  - Roads
  - Private Residential
  - Collector
  - Arterial
  - Freeway
  - Hydrology
  - Colour 2004
- Parks (cont)
  - Parks



Map Scale  
1 : 7263

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# 6800 blk Humphries (Exhibit 7)

February 01, 2006



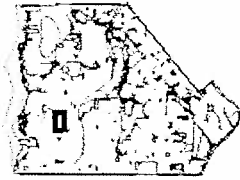
- Selected Features**
- Strata Units
  - Skytrain Stations
  - Skytrain Lines
  - Lot
  - Street Intersections
  - Traffic Signal
  - Speed Humps
  - Speed Humps
  - Hundred Blocks
  - Roads
  - Private
  - Residential
  - Collector
  - Arterial
  - Freeway
  - Colour 2004
  - Parks
  - Parkland To Be Acquired (cont)
- Boundary**
- Parkland

Map Scale  
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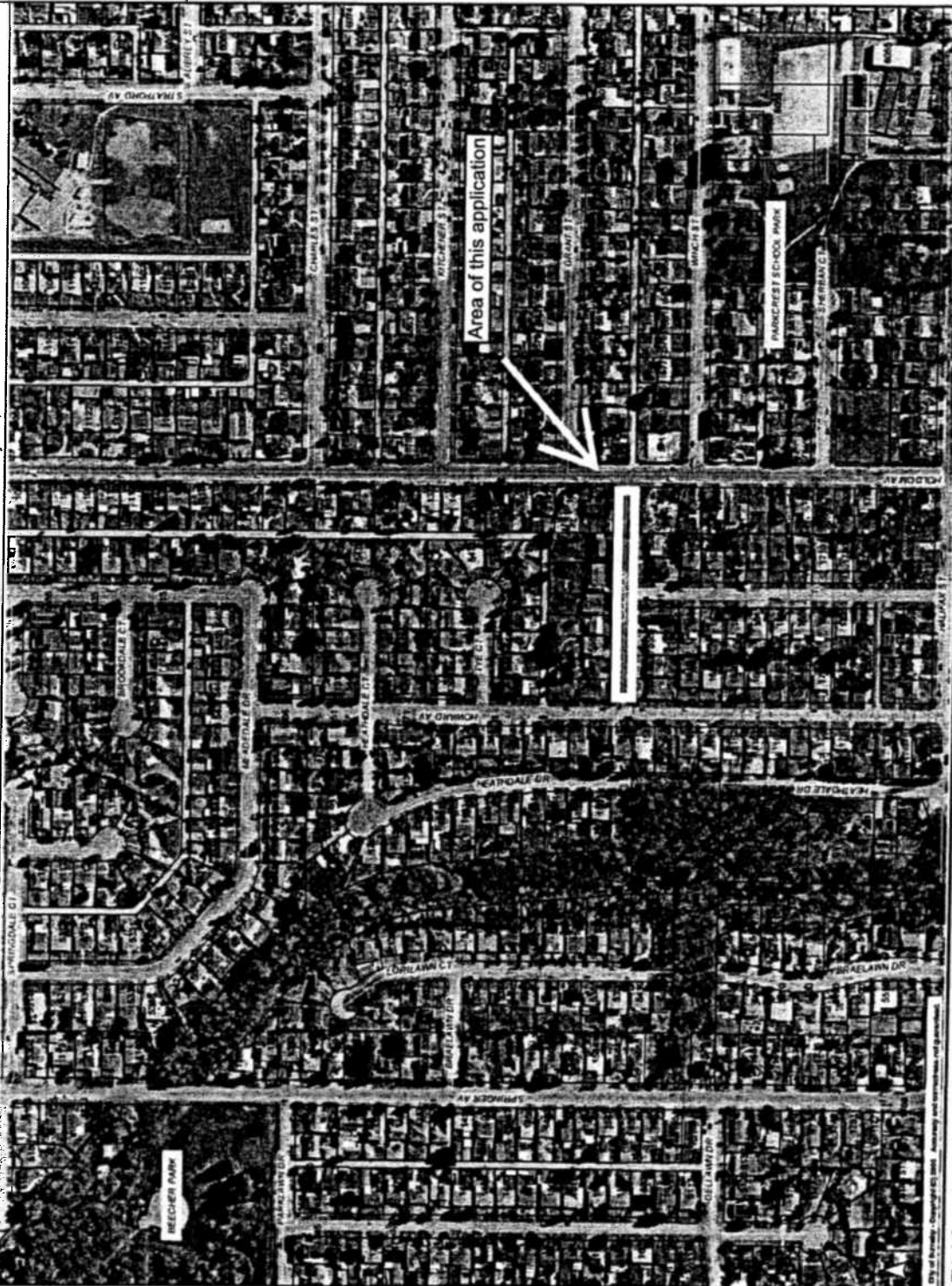
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# 5500 blk Grant (Exhibit 8)

February 02, 2006



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



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Map Scale  
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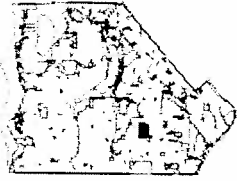


# 5100 blk Irving (Exhibit 9)

February 02, 2006



- Selected\_Feat-ures
- Strata Units
  - Skytrain Stations
  - Skytrain Lines
  - Addresses
  - Lot
  - Street Intersections
  - Traffic Signal
  - Speed Humps
  - Speed Humps
  - Roads
  - Private
  - Residential
  - Collector
  - Arterial
  - Freeway
  - Hydrology
  - Colour 2004
  - Parks
  - Parkland To Be Acquired (cont)
  - Boundary
  - Parkland



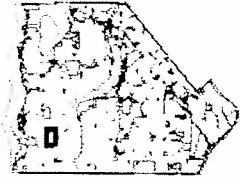
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**4700/4800 BIK Westlawn (Exhibit 10)**

February 02, 2006



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

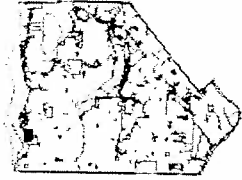
Map Scale  
1 : 4692

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# North Beta Ave (Exhibit 11)

February 02, 2006



Area of this application

CONFEDERATION PARK

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

Map Scale  
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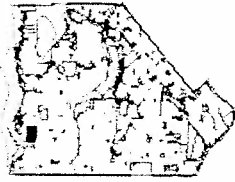


# Delta Ave Empire to Albert (Exhibit 12)

February 02, 2006



Area of this application



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

Map Scale  
1 : 3024

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# 5500 Blk Inman (Exhibit 13)

February 06, 2006



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



Map Scale  
1 : 5527

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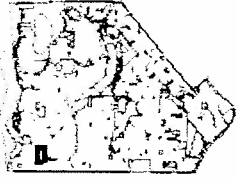


# 4200 Blk Union (Exhibit 14)

February 06, 2006



Area of this application



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

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Map Scale  
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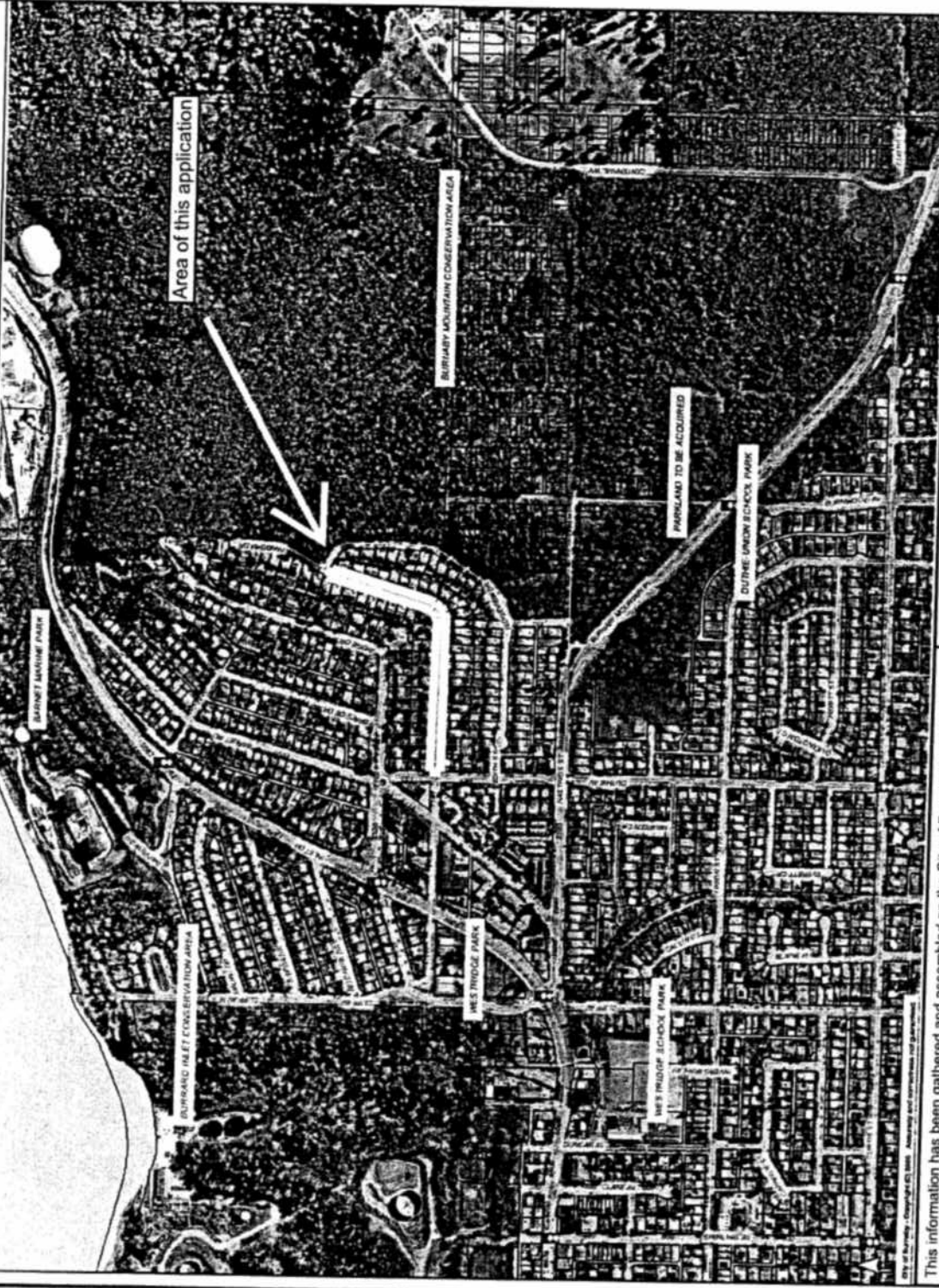


# 7300 BIK Pandora (Exhibit 15)

February 06, 2006



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



Map Scale  
1 : 11218

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