

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 2007 LASP SPEED HUMP PROGRAM

RECOMMENDATIONS:

1. THAT the requests for speed humps recommended in this report be advanced through the 2007 LASP Program process.
2. THAT a copy of this report be sent to the residents who requested inclusion of their street in the year 2007 LASP speed hump initiative.

REPORT

The Traffic Safety Committee, at its meeting held on 2007 February 06, received and adopted the *attached* report reviewing applications for the 2007 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 Fire Chief Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2007 January 16

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

FILE:
Reference:

SUBJECT: 2007 LASP SPEED HUMP PROGRAM

PURPOSE: To review applications for the 2007 speed hump program and recommend streets that should proceed to the Local Area Service Plan (LASP) process.

RECOMMENDATIONS:

1. **THAT** the requests for speed humps recommended in this report be advanced through the 2007 LASP Program process.
2. **THAT** a copy of this report be sent to the residents who requested inclusion of their street in the year 2007 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 2006 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 11 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

Eleven applications for the 2007 Speed Hump LASP have been received by the Engineering Dept. All eleven locations are eligible for installation of speed humps within accepted guidelines.

2.1 8100 Block 18th Avenue (Exhibit 1)

18th Ave in this location was formerly classified as a Local Collector and is constructed to an 11m standard predominantly fronted by single family homes. There have been a number of successful petitions

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From: Assistant Director Engineering, Traffic and
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for speed humps on adjacent streets. The proliferation of humps is likely to continue in this area and may be a cause for concern relative to accessibility.

It is recommended the speed hump LASP proceed.

2.2 7100 Block 18th Avenue (Exhibit 2)

This portion of 18th Avenue is located between 18th Street and 16th Street and is constructed to an 11m standard predominantly fronted by multifamily residences. Between 18th Street and Griffiths Drive 18th Ave becomes a Local Collector which continues through 18th Street/Salisbury.

It is recommended the speed hump LASP proceed.

2.3 7200 Block 18th Avenue (Exhibit 3)

This portion of 18th Avenue is located between 16th Street and Britton Street, and is constructed to an 11m standard predominantly fronted by multifamily residences. The eastern most 120m is still an interim road subject to future development. Speed humps here would tie in with the proposed humps on the 7100 block to the west.

It is recommended the speed hump LASP proceed.

2.4 7100 Block 17th Avenue (Exhibit 4)

This portion of 17th Avenue has a mixture of multifamily and single residences that extends from 16th Street to 18th Street. Although primarily constructed to an 11m standard, with a short interim portion west of Leaside, its use and classification is that of a Local Road. It was initially applied for under the 2006 program but was not approved as the applicant was not a property owner.

It is recommended the speed hump LASP proceed.

2.5 7000 / 7100 Union Street (Exhibit 5)

The 7000 / 7100 blks of Union St. are located between Cliff and Duthie. In 2006 a petition by residents on these blocks was presented to Council requesting removal of the delta island at Duthie and Union which was installed as part of the Frances Union bikeway. Staff reviewed the request and in a report to the TSC recommended that before removal of the island, speed hump LASP was required to maintain traffic calming for the neighbourhood and the bike route. The applications received for these blocks are a response to this requirement.

Due to the presence of the urban trail running north/south between these two blocks, a marked crosswalk exists midblock. A table top crosswalk in this location would complement the speed humps as well as enhance safety of the crosswalk, and would be installed with the speed humps. Because of the presence of the crosswalk and the excessive grade at the east end hump spacing will be difficult but it is desirable that these blocks proceed as one application.

As Calvin Court is accessed off the 7000 blk of Union, prior consultation of residents there will be required if the process proceeds

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Re: 2006 LASP Speed Hump Program
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It is recommended the speed hump LASP proceed subject to favourable consultation with the residents of Calvin Court.

2.6 5000 Union Street (Exhibit 6)

This portion of Union Street extends from Delta Avenue to Springer Avenue, with a slight grade at the Delta end. Installation of humps here will likely trigger future applications on adjacent streets.

It is recommended the speed hump LASP proceed

2.7 3800 Cambridge Street. (Exhibit 7)

This portion of Cambridge Street extends between Esmond Avenue and Ingleton Avenue with no access to the South leg of Esmond or the west leg of Cambridge with concrete barrier from the South East corner to North West corner.

It is recommended the speed hump LASP proceed.

2.8 4400 Oxford Street (Exhibit 8)

This portion of Oxford Street extends between Rosser Avenue and Willingdon Avenue N.

Oxford from Willingdon N. to Boundary recently went through a qualified reclassification to Local Street from Local Collector as part of the Burnaby Heights Traffic Calming Plan. Though public consultation and subsequent discussions proposed a ban on further traffic calming measures, the June 16th Transportation Committee report approved by Council recommended no such restrictions. Accordingly, as a Local Street, this block meets all technical and policy requirements for speed hump installation. A successful speed hump LASP here would probably result in future applications from adjacent streets.

It is recommended the speed hump LASP proceed.

2.9 5600 Jersey Street (Exhibit 9)

This portion of Jersey Street extends from Kingsway to Sandell Street and is primarily fronted by multifamily residential. Although portions of the street approach and exceed maximum grade, speed hump installation is possible though spacing will not be optimum.

It is recommended the speed hump LASP proceed.

2.10 7100 11th Avenue (Exhibit 10)

This portion of 11th Avenue extends from 17th Street to 18th Street. This block has predominantly single family residences on the south side with a church at the intersection of 18th Street, and the Safeway warehouse complex on the north.

It is recommended the speed hump LASP proceed.

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2.11 7900 19th Avenue (Exhibit 11)

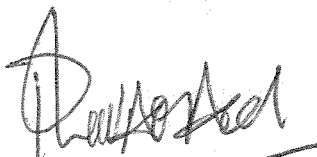
This portion of 19th Ave extends from 6th Street to 4th Street.

This block is predominantly fronted by single family residential homes with commercial properties at the 6th street intersection. Several adjacent streets have successfully undergone speed hump LASP's.

It is recommended the speed hump LASP proceed.

3.0 RECOMMENDATIONS

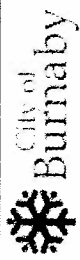
Staff recommend all LASP speed humps proceed, with the 7000/7100 blocks of Union Street subject to further favourable consultation with the residents of Calvin Court.



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

BL:cg
Enclosures

Copied to: City Manager
Fire Chief



8100 Block 18th Avenue (Exhibit 1)

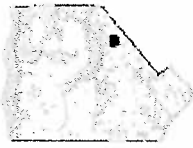
January 12, 2007



Area of this application

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- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Thru-Signals
- Speed Humps
- Speed bumps
- Roads
- Private
- Residential
- Commercial
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

Map Scale
1 : 2438



7100 Block 18th Avenue (Exhibit 2)

January 12, 2007



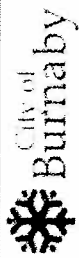
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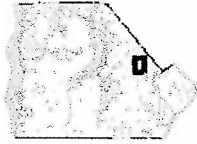
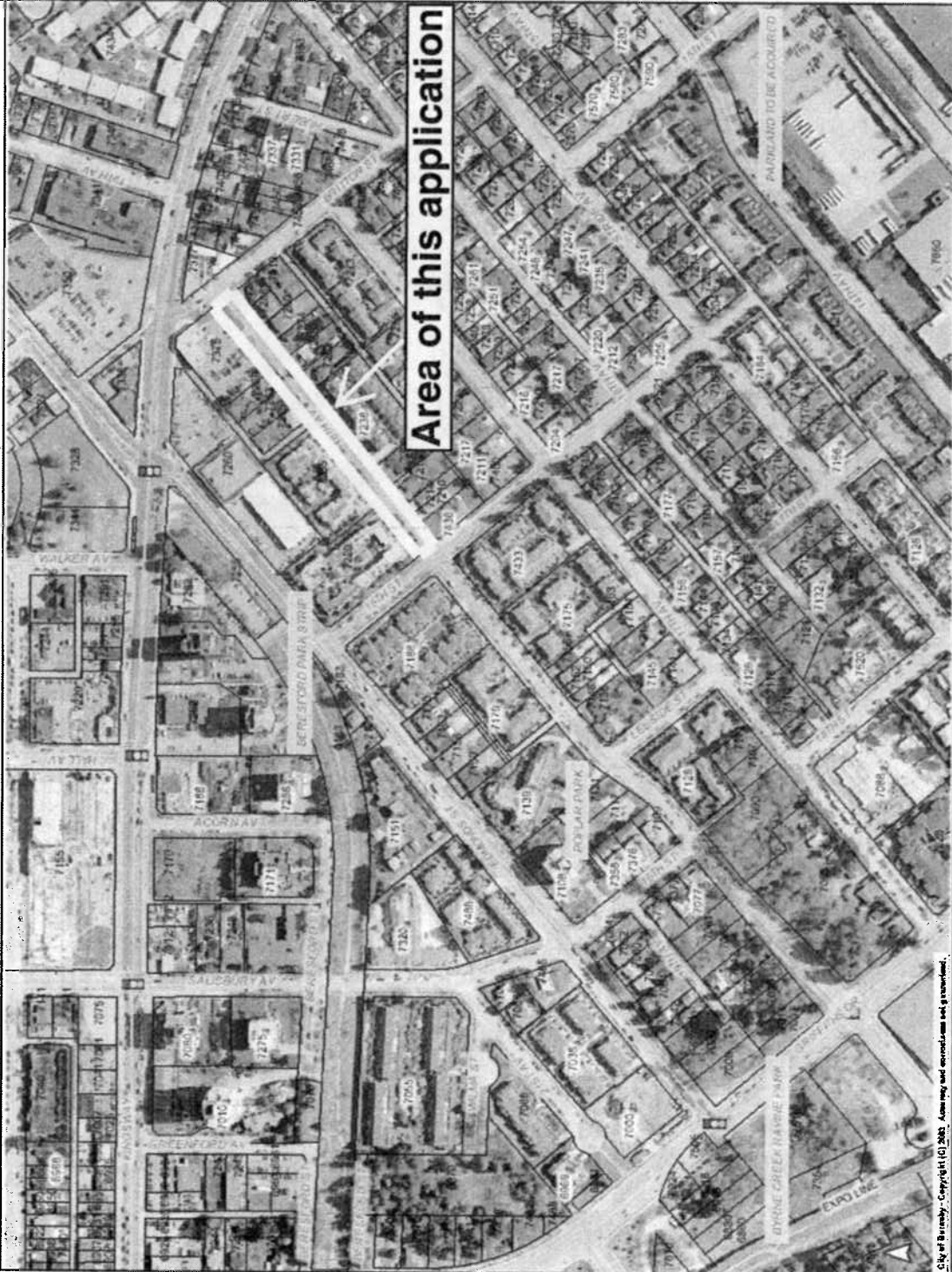
- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Pavement To Be Acquired
- Acquired
- Parkland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

Map Scale
1 : 5217



7200 Block 18th Avenue (Exhibit 3)

January 12, 2007



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

Map Scale
1 : 5217

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7100 Block 17th Avenue (Exhibit 4)

January 12, 2007



Area of this application

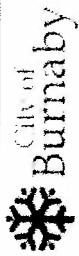


- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

Map Scale
1 : 5217

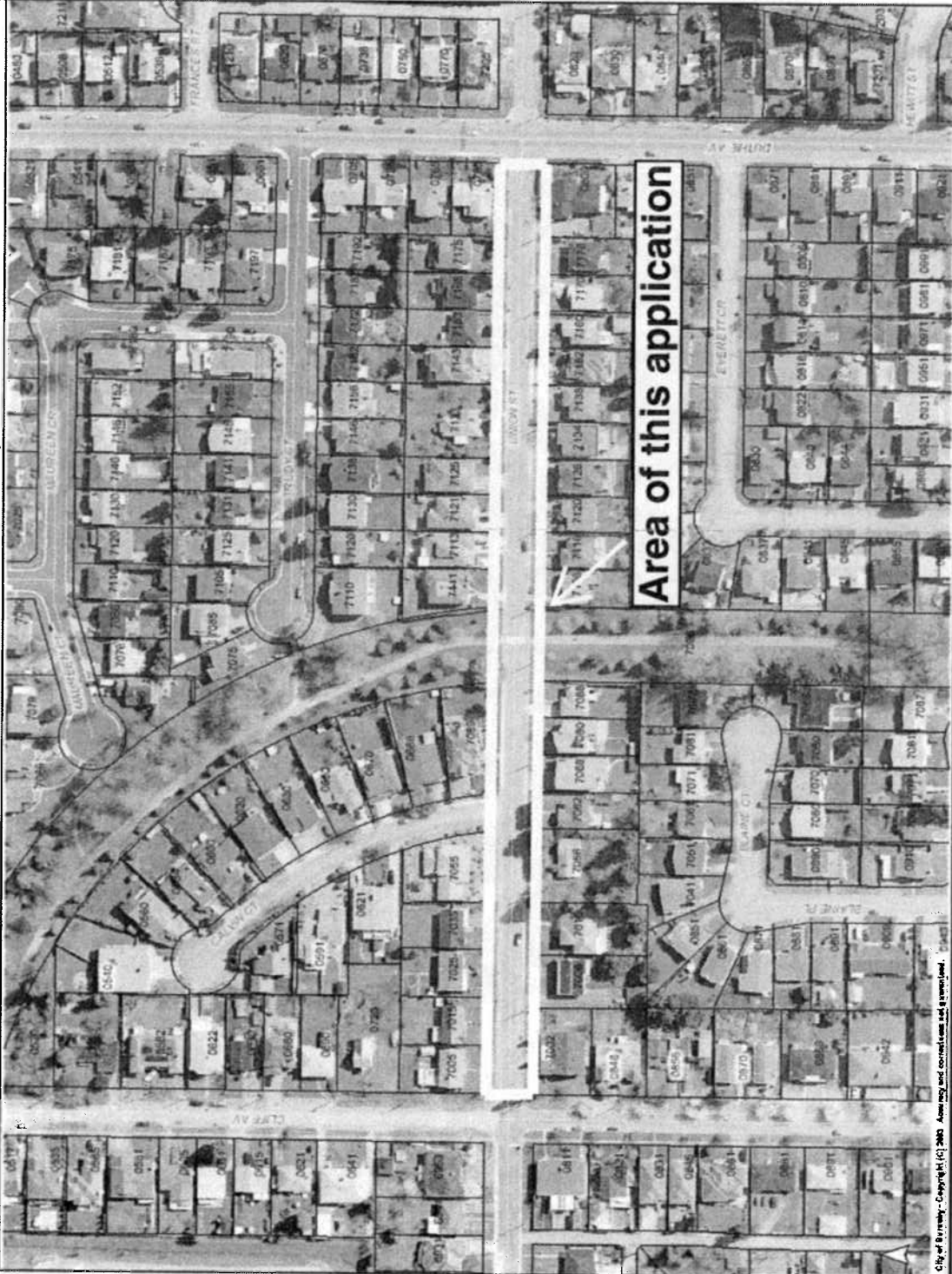
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7000/7100 Blocks Union (Exhibit 5)

January 15, 2007



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

Map Scale
1 : 2575

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5000 Block Union (Exhibit 6)

January 15, 2007



Area of this application



- ▣ Strata Units
- Skytrain Stations
- ▬ Skytrain Lines
- ▬ Strata Addresses
- ▬ Addresses
- ▬ Lot
- ▬ Street Intersections
- ⚡ Traffic Signal
- ⚡ Speed Humps
- ⚡ Sealed Humps
- ⚡ Roads
- ⚡ Paved
- ⚡ Residential
- ⚡ Collector
- ⚡ Arterial
- ⚡ Freeway
- ⚡ Hydrology
- ⚡ Colour 2004
- ⚡ Parks
- ⚡ Parkland To Be Acquired
- ⚡ Parkland

Map Scale
1 : 3920

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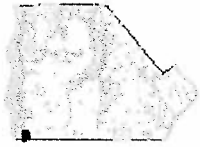
3800 Block Cambridge (Exhibit 7)

January 15, 2007



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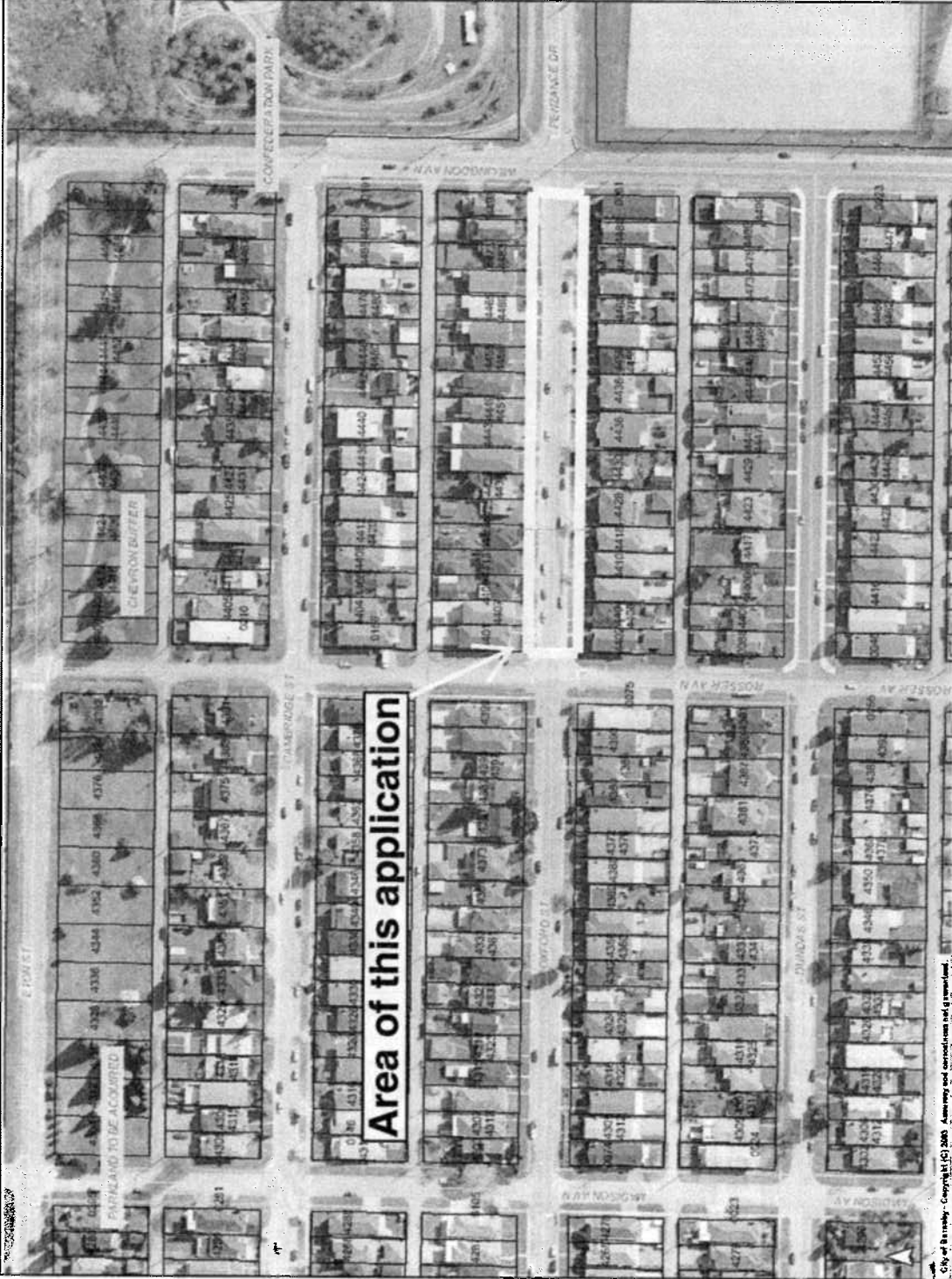
- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Sealed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland

Map Scale
1 : 2520



4400 Block Oxford (Exhibit 8)

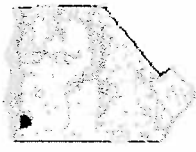
January 15, 2007



Area of this application

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

Map Scale
1 : 2467



5600 Block Jersey (Exhibit 9)

January 15, 2007



Area of this application

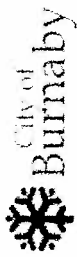
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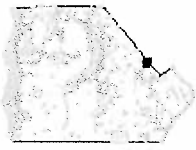
- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Steeled Humps
- Roads
- Pivette
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

Map Scale
1 : 2500



7100 Block 11th Avenue (Exhibit 10)

January 15, 2007



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

Map Scale
1 : 2159

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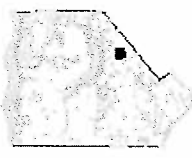
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




















7900 Block 19th Avenue (Exhibit 11)

January 15, 2007



Area of this application



-  Boundary
-  Skytrain Stations
-  Skytrain Lines
-  Addresses
-  Lot
-  Street Intersections
-  Traffic Signal
-  Speed Humps
-  Sewer Humps
-  Roads
-  Private Roads
-  Recreational Areas
-  Collector Roads
-  Arterial Roads
-  Freeways
-  Hydrology
-  Colour 2004
-  Parks
-  Partially Acquired
-  Acquired
-  Parkland

Map Scale
1 : 2631

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