

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 2008 LASP SPEED HUMP PROGRAM

RECOMMENDATIONS:

1. THAT the requests for speed humps, as discussed and recommended in this report, be advanced through the 2008 LASP Program process.
2. THAT a copy of this report be sent to the residents who requested inclusion of their street in the year 2008 LASP speed hump initiative.

REPORT

The Traffic Safety Committee, at its meeting held on 2008 February 05, received and adopted the *attached* report reviewing applications for the 2008 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 Director Engineering Director Finance

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2008 January 11

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

FILE: 35000-30
Reference: Humps 08

SUBJECT: 2008 LASP SPEED HUMP PROGRAM

PURPOSE: To review applications for the 2008 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 as discussed and recommended in this report be advanced through the 2008 LASP Program process.
2. **THAT** a copy of this report be sent to the residents who requested inclusion of their street in the year 2008 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 2007 City staff has 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 12 individuals have expressed a desire to initiate the LASP process.

Staff has contacted the Burnaby Fire Department to ensure that any of the proposed locations for speed hump installation would not adversely affect Fire Department response. The Fire Department has no objection to the program proposed. 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.

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2.0 REVIEW

Twelve applications for the 2008 Speed Hump LASP have been received by the Engineering Department. All twelve locations are eligible for installation of speed humps within accepted guidelines.

2.1 Alpha Ave from Pender to Parker (Exhibit 1)

Alpha Ave is a north south street located one block east of Willingdon Ave. This portion of Alpha is part of a grid system of 6 short (approximately 80m long) blocks from Hastings to Parker with pedestrian signals at Hastings and Parker and alternating stop sign control between. The street is finished to a mixed standard with some portions having curb, gutter and sidewalk on one side. The original application was for the 600 block (Frances to Georgia) but, due to the minimal length and number of crossings on this block it would be restricted to 1 speed hump installed just south of the lane crossing. If installed this would be the lone speed hump on Alpha between Hastings and Parker. As it is likely a single speed hump here would spur future applications to the north and south, and in order to make the installation more effective in speed control and provide more consistency for motorists, it is recommended that the portion between Pender and Parker be included. Pender to Hastings has not been included as frontage here is primarily commercial.

It is recommended the speed hump LASP proceed.

2.2 3800 – 4000 Block Fir St (Exhibit 2)

This portion of Fir St is located between two local collectors Smith and Carleton and is populated primarily by single family homes. There are also two tee intersections within this portion (MacDonald and Inman) but both these streets have alternate access if residents do not wish to approach their homes over speed humps. Staff received requests from two residents on Fir St between Smith and Carleton, one on the 3800 block and one on the 4000 block.

It is recommended the speed hump LASP proceed.

2.3 4400 Block Gravely St (Exhibit 3)

Gravely St is a long (approximately 670m) east/west local street running between Carleton on the west and Willingdon on the east. Although classified as a local street it has some function as a collector because of its length and its tee intersections with four other local streets to the north, Madison, Dent, Rosser and Whitsell. Gravely, west of Dent has excessive grades and does not meet requirements for speed hump installation. However, between Willingdon and Dent speed hump installation is possible but spacing may not be optimum due to the number and location of

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From: Assistant Director Engineering, Traffic and
Engineering Systems
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drive way crossings on the south side. In addition, speed humps installed between Dent and Willingdon would affect Gravely traffic from west of Dent attempting to access Willingdon.

It is recommended the speed hump LASP on Gravely from Willingdon to Dent proceed subject to further consultation with Gravely residents between Carleton and Dent.

2.4 8400 Block 15th Ave (Exhibit 4)

This portion of 15th Ave extends from Wright St to Cumberland St. It is constructed to an interim standard, 6m pavement with gravel shoulders. It primarily serves single family homes. Installation of humps on this street may require installation of concrete bull noses at the ends of the humps to prevent avoidance of the humps by traffic. Installation of these bullnoses is met with mixed feelings by residents as they are unattractive and affect parking; they also require additional maintenance by City crews as they are regularly pushed out of alignment. This is one of two applications for speed humps in this area between Wright and Cumberland, the other is on 13th Ave, on this year's program. If the two applications are successful, 14th Ave would be the only remaining street in this hundred block between 16th and 10th Avenues without speed humps.

It is recommended the speed hump LASP proceed.

2.5 3900 Block Linwood St (Exhibit 5)

Linwood St is curvilinear street extending between Smith and Curle. It is a local street constructed to an 11m standard providing frontage to multi-family complexes on the Curle end. Linwood from Smith to approximately 100m east, it is constructed to an interim standard with varying pavement widths and steeper grades also adjacent multi-family residences. Due to the varying pavement widths this portion east of Smith is not suitable for speed hump installation

It is recommended the speed hump LASP proceed along the 11m finished portion. of Linwood.

2.6 4800 Block Highlawn Dr (Exhibit 6)

Highlawn Dr is located in the Brentwood area between Beta Ave and Delta Ave and is fronted by single family homes. The approach from Delta is somewhat steep but installation of speed humps overall should not be affected. In 2006, residents on the eastern portion of Westlawn Dr successfully petitioned for speed humps and an additional application for humps for the remaining portion of Westlawn is included in this year's program. Further expansion of speed humps in the Brentlawn neighbourhood is likely.

It is recommended the speed hump LASP proceed.

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2.7 4100 Block of Dundas St (Exhibit 7)

This portion of Dundas St extends east west between Gilmore Ave N (Major Collector) on the west, and Carleton Ave N on the east with single family residential on the north side and Gilmore community school on the south. Proximity to the school may have driven this application.

It is recommended the speed hump LASP proceed.

2.8 4600 Block of Westlawn Dr (Exhibit 8)

As mentioned previously in this report, the portion of Westlawn Dr from Delta Ave to Beta Ave was successfully petitioned for speed humps in the 2006 LASP. This application would finish the installation of speed humps on Westlawn from Beta to Midlawn. A continued interest in speed humps is likely in the Brentlawn Neighbourhood.

It is recommended the speed hump LASP proceed.

2.9 4400 Block of Georgia St (Exhibit 9)

This portion of Georgia St extends between Willingdon Ave and Rosser Ave and is primarily fronted by single family homes. Speed humps were recently installed on the 4300 and 3800 blocks of Georgia and this application continues a growing trend in this area.

It is recommended the speed hump LASP proceed.

2.10 9400 – 9600 Block of Sullivan St (Exhibit 10)

This portion of Sullivan St extends from Astor Dr to Willoughby Ave and approaches maximum grade for speed humps in some areas. The whole of Sullivan extends from Noel Dr and ends in a cul-de-sac at North Rd. Although a local street, Sullivan provides the southern access to the neighbourhood to the north via Astor and Willoughby, and speed humps here may affect many other residents in the area.

It is recommended the speed hump LASP proceed subject to a wider consultation of the area residents.

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2.11 8400 13th Ave (Exhibit 11)

This portion of 13th Ave extends from Wright St to Cumberland St. It is constructed to a full standard and is part of the Southeast bike route with a diversion constructed at Wright St preventing through traffic on 13th to the south and Wright to the north. Speed humps installed here would compliment the bike route. As mentioned previously in this report, if the two applications in this area in this program are successful, 14th Ave would be the only remaining street in this hundred block between 16th and 10th Avenues without speed humps.

It is recommended the speed hump LASP proceed.

2.12 5200 – 5400 Block of Frances St (Exhibit 12)

This portion of Frances St extends from Springer Ave to Howard Ave and is primarily fronted by single family homes. This portion of Francis has an undulating profile with mixed grades, some approaching maximum for speed humps. Though installation of humps is possible here the grades may make spacing less than optimal.

It is recommended the speed hump LASP proceed.

3.0 Recommendations

Staff recommends all LASP speed humps proceed, with the Gravely St and Sullivan St applications to be subject to prior favourable neighbourhood consultation.



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

BL/br
Enclosures

Copied to: City Manager



Exhibit 1

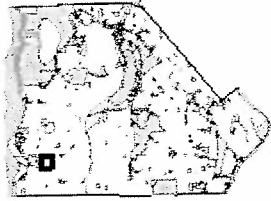
January 09, 2008



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Proposed speed humps on Alpha from Pender to Parker



- Sirata Units
- Parking Meters
- Skytrain Stations
- ⚡ Skytrain Lines
- Sirata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps Lanes (Not Constructed)
- Lanes (Not Constructed)
- Lanes
- Lanes
- Roads (Pending)
- Private Residential (cont)
- Collector
- Arterial
- Freeway
- Roads (Not Constructed)
- Not Constructed Roads
- Private Residential
- Collector
- Arterial
- Freeway
- Colour 2006
- Hydrology
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

Map Scale
1 : 5000



Exhibit 2

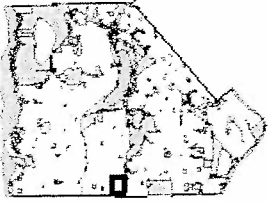
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Proposed speed humps on the 3800 - 4000 Blocks of Fir



- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Loi
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Colour 2006
- Hydrology
- Parks
- Parkland To Be Acquired (cont)
- Parkland
- Boundary

Map Scale
1 : 5000



Exhibit 3

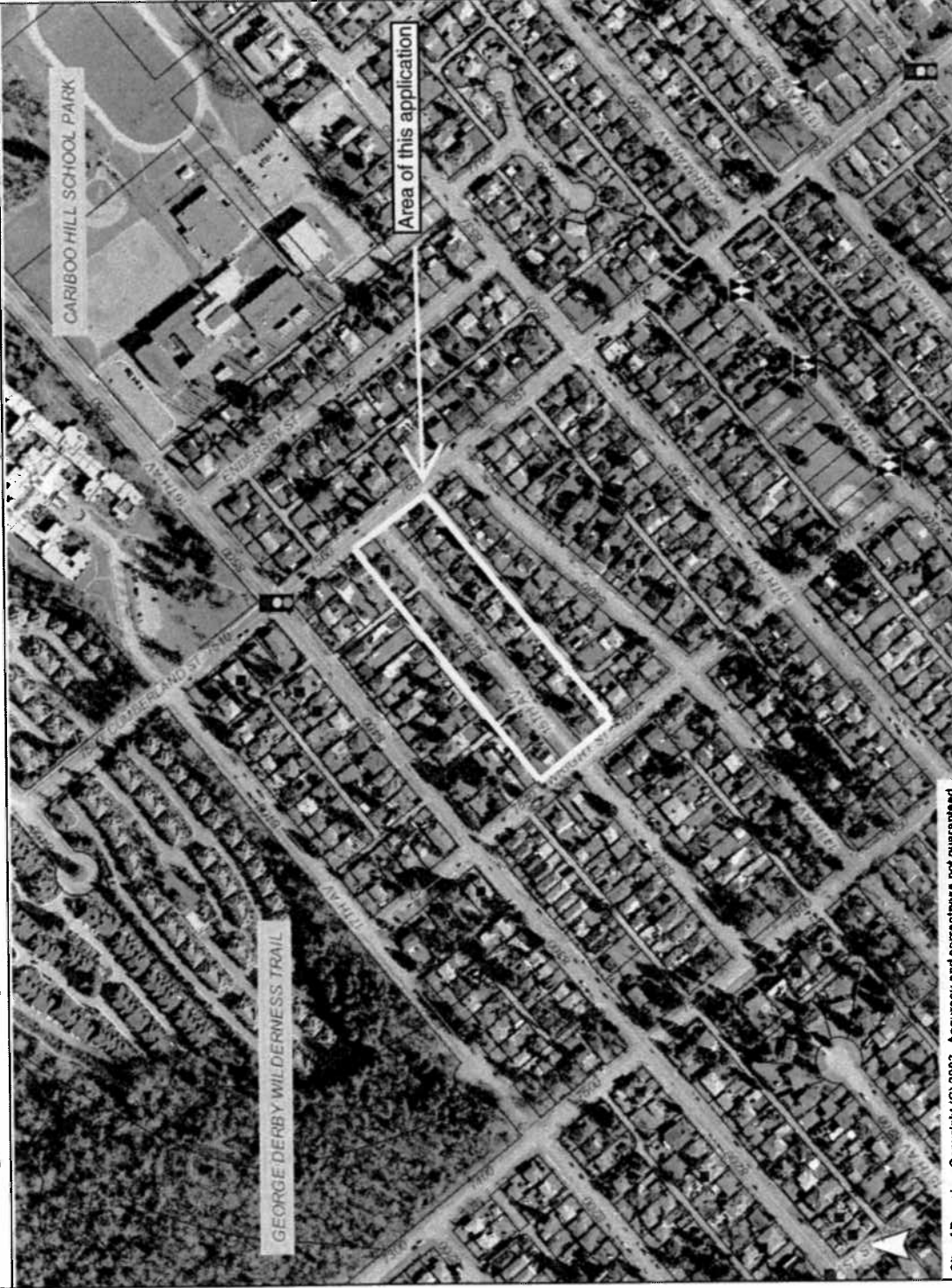
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Proposed speed humps on the 4300 - 4400 Blocks of Graveley

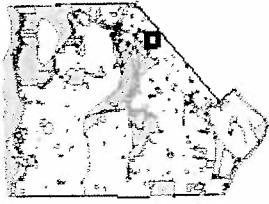
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Proposed speed humps on the 9400 Block of 15th Avenue



- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Colour 2006
- Hydrology
- Parks
- Parkland
- Boundary
- Packaged To Be Acquired (cont)

Map Scale
1 : 5000



Exhibit 5

January 07, 2008



Proposed speed humps on 3900 Block of Linwood

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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
- Colour 2006
- Hydrology
- Parks
- Parkland To Be Acquired (cont)
- Parkland
- Boundary

Map Scale
1 : 5000



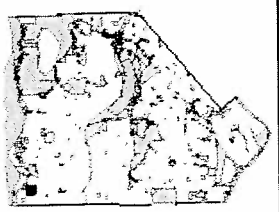
Area of this application

- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Aerial
- Freeway
- Colour 2006
- Hydrology
- Parks
- Partland To Be Acquired (cont)
- Partland
- Boundary

Proposed speed humps on 4800 Block of Highlawn

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Map Scale
1 : 5000



- Strata Units
- Skytrain Stations
- ⚡ Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- ⚡ Traffic Signal
- ⚡ Speed Humps
- ⚡ Speed Humps
- ⚡ Roads
- ⚡ Private
- ⚡ Residential
- ⚡ Collector
- ⚡ Arterial
- ⚡ Freeway
- ⚡ Colour 2006
- ⚡ Hydrology
- ⚡ Parks
- ⚡ Parkland To Be Acquired
- ⚡ (cont)
- Parkland
- Boundary

Map Scale
1 : 2000

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Proposed speed humps on 4100 Block of Dundas



Exhibit 8

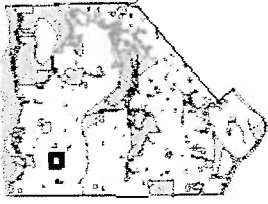
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Proposed speed humps on the 4600 Block of Westlawn

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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
- Colour 2006
- Hydrology
- Parks
- Parkland To Be Acquired
- Parkland (cont)
- Boundary

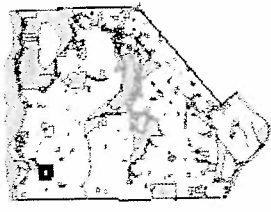
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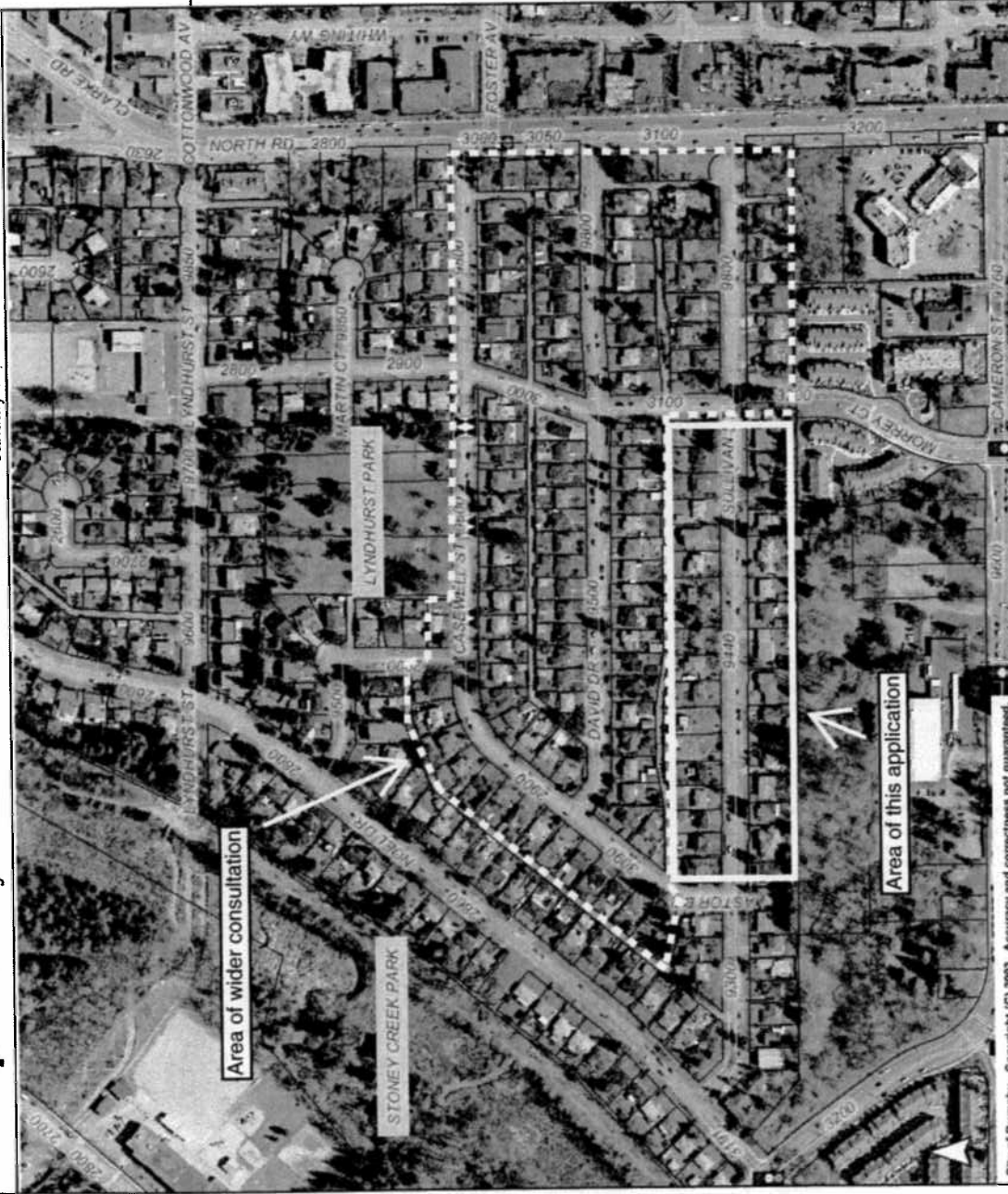
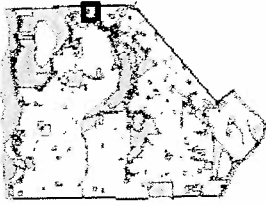
proposed speed humps on the 4400 Block of Georgia

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Map Scale
1 : 5000



- Collector
- Airport
- Freeway
- Roads (Not Constructed)
- Not Constructed
- Roads
- Private
- Residential
- Collector
- Airport
- Freeway
- Colour 2006
- Hydrology
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary
- Skytrain Stations
- Skytrain Lines
- Skytrain Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Lanes (Not Constructed)
- Lanes
- Lanes
- Roads (Pending)
- Private
- Residential (cont)



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Proposed speed humps on the 9400 - 9600 block Sullivan

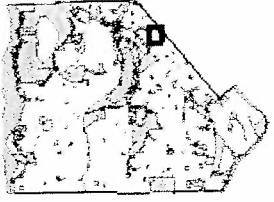
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Map Scale
1 : 5000



Proposed speed humps on the 8400 Block of 13th Avenue

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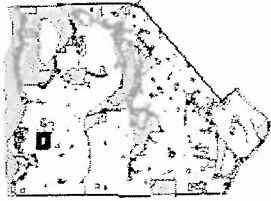
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Map Scale
1 : 5000



Proposed speed humps on the 5300 Block of Francis

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|---|--|

Map Scale
1 : 5000