
TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 2009 LOCAL AREA SERVICE PROGRAM FOR SPEED HUMPS

RECOMMENDATIONS:

1. THAT Council advance the requested speed humps, as discussed and recommended in this report, to the 2009 LASP process.
2. THAT Council send a copy of this report to the residents who requested speed humps as part of the 2009 LASP.

REPORT

The Traffic Safety Committee, at its meeting held on 2009 April 07, received and adopted the *attached* report to review applications for the 2009 speed hump program and recommend streets that should proceed to the Local Area Service Program (LASP) process.

Respectfully submitted,

Councillor S. Dhaliwal
Chair

Councillor C. Jordan
Vice Chair

Councillor P. McDonell
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2009 April 01

FROM: DIRECTOR ENGINEERING

FILE: 34500 01

SUBJECT: 2009 LOCAL AREA SERVICE PROGRAM FOR SPEED HUMPS

PURPOSE: To review applications for the 2009 speed hump program and recommend streets that should proceed to the Local Area Service Program (LASP) process.

RECOMMENDATIONS:

1. **THAT** The Committee recommend that Council advance the requested speed humps, as discussed and recommended in this report, to the 2009 LASP process.
2. **THAT** The Committee recommend that Council send a copy of this report to the residents who requested speed humps as part of the 2009 LASP.

REPORT**1.0 BACKGROUND**

The Traffic Safety Committee annually reviews all requests for speed humps for inclusion in the current year's Local Area Service Program (LASP). Over the course of 2008 City staff has responded to numerous inquiries from residents about the process for installing speed humps along their street. Of those, a total of 13 residents have expressed a desire to initiate the LASP process for installing speed humps this year.

2.0 REVIEW OF REQUESTS

A review of the 13 applications for the 2009 Speed Hump LASP was completed and all were found to meet the general guidelines of the program. Brief descriptions of the applications are provided below.

As part of the review, the Fire Department was consulted to ensure that the proposed speed humps would not adversely affect their emergency response time. The Fire Department has no objection to the program proposed. It should be noted that speed humps are only installed on local streets to limit the cumulative impact of speed humps on emergency response times. Local collectors and other higher order streets are not eligible for speed hump installations. As well, the standard design of the speed hump was modified last year to provide a smoother transition over the hump, thereby allowing slow moving vehicles to more comfortably and safely navigate over them.

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2.1 Multiple Streets in the Burnaby Heights Neighbourhood (Exhibit 1)

Requests for speed humps along the 5 following streets within the Burnaby Heights Neighbourhood were received:

3700 block Oxford (between Boundary and Esmond)
3800 block Oxford (between Esmond and Ingleton)
3900 block Dundas (between Ingleton and MacDonald)
4200 block Dundas (between Carleton and Madison)
100 block Ingleton (between Triumph and Pandora)

All 5 requests are along local streets. The 3700 block Oxford and 100 block Ingleton are interim standard roads with an asphalt strip pavement only; however, the 3700 block Oxford is scheduled to be constructed to a finished standard this spring. The remaining streets are all constructed to an 8m wide finished standard with concrete curb and gutter.

The speed hump along Ingleton was requested by the adjacent St. Helen's School who are prepared to pay the full cost of the installation. Given this offer, there is no need to go through the LASP process, but demonstrated support by the majority of adjacent property owners would still be required.

The continued installation of speed humps throughout the Burnaby Heights residential areas will help address some of the ongoing traffic concerns in the neighbourhood. Although a traffic study and consultation process is now underway, it is recommended that the installation of the requested speed humps through the LASP proceed.

2.2 3000 & 3100 block Smith Ave (Exhibit 2)

The 3000 & 3100 blocks of Smith Ave are 8m wide interim standard roads located in the northeast quadrant of Canada Way and Boundary Road. Both blocks are fronted by a mixture of multi-family complexes and single family homes. The original application was for the 3100 block only (between Norfolk to Dominion) but, due to the short block length it would be restricted to one speed hump only. In order to make the installation more effective for speed control and to provide more consistency for motorists, it is recommended that the 3000 block between Dominion and Manor be included.

Access to the northeast quadrant of Canada Way and Boundary is somewhat restricted with the signalized intersection of Canada Way and Smith being the only unrestricted access point. Access along Boundary is limited at Manor with right-in and right-out turns only, and at Dominion with no left turns between 2:00 pm and 6:00 pm Monday to Friday. Access to Grandview at Esmond will also be closed in conjunction with the upcoming Highway 1 project. Therefore Smith, despite being classified as a local street, has some function as a collector for the neighbourhood, particularly for vehicles destined to or coming from the east.

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It is recommended that speed hump LASP proceed subject to further consultation with residents along Manor and Dominion east of Esmond.

2.3 5400 & 5500 block Barker Ave (Exhibit 3)

Barker Ave between Bond and Sardis is a local street fronted by a mixture of multi-family complexes and single family homes. The road is constructed to an 11m finished standard. At either ends of the block, north-south traffic along Barker is given the right-of-way at the intersection because of the existing east-west stop signs. This condition has the potential to generate higher vehicle speeds along the block.

It is recommended the speed hump LASP proceed.

2.4 7100 & 7200 blocks 18th Ave (Exhibit 4)

Staff have received a request for speed humps for both the 7100 and 7200 block of 18th Ave. Both blocks between Britton St and Leaside St are constructed to an 11m finished standard fronted predominantly by multi-family complexes with a few single family homes. The northern most portion of the 7200 block (120m) is still an interim standard road subject to future improvements.

Both the 7100 and 7200 blocks of 18th Ave were recommended for the 2007 LASP Speed Hump Program, but were defeated in the petition process. With the subsequent installation of speed humps on the 7100 block 17th Ave in 2008, this may have renewed the interest of residents.

It is recommended the speed hump LASP proceed.

2.5 6600 & 6700 blocks Empress Ave (Exhibit 5)

The 6600 & 6700 block Empress is a 200m long local street fronted by single family homes. It is constructed to an 8m finished standard and terminates in a cul-de-sac that abuts Brantford Elementary School.

It is recommended the speed hump LASP proceed.

2.6 4600 block Georgia (Exhibit 6)

The 4600 block of Georgia between Alpha and Beta is fronted by single family homes. The road is constructed to an 8m finished standard. Speed humps along the 3800, 4300 and 4400 blocks of Georgia St were constructed in the last couple of years as part of previous LASPs. This request for speed humps is very similar to those past applications.

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It is recommended the speed hump LASP proceed.

2.7 4700 block Fairlawn Dr (Exhibit 7)

The 4700 block Fairlawn is located within the Brentwood neighbourhood between the northerly extension of Beta (at the western end) and the southerly extension of Beta (at the easterly end). It is fronted by single family homes and is constructed to an 8m finished standard.

It is recommended the speed hump LASP proceed.

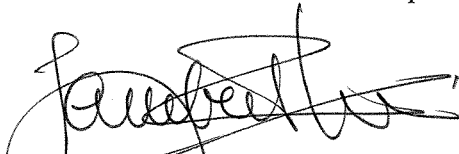
2.8 6500 & 6600 blocks Lochdale St (Exhibit 8)

The 6500 & 6600 block Lochdale is situated between Kensington and Sperling, and is fronted by single family homes. The road is approximately 400m long and is constructed to an 8m finished standard. Prior to 2007, the end of Lochdale at Sperling was closed to through traffic. In 2007, the closure was removed when the east end was constructed to the final standard similar to the rest of the block.

It is recommended the speed hump LASP proceed.

3.0 RECOMMENDATION

Staff recommend that all requested LASP speed humps proceed as outlined in this report.



L. S. Chu, P.Eng.
DIRECTOR ENGINEERING

SC/br
Enclosure

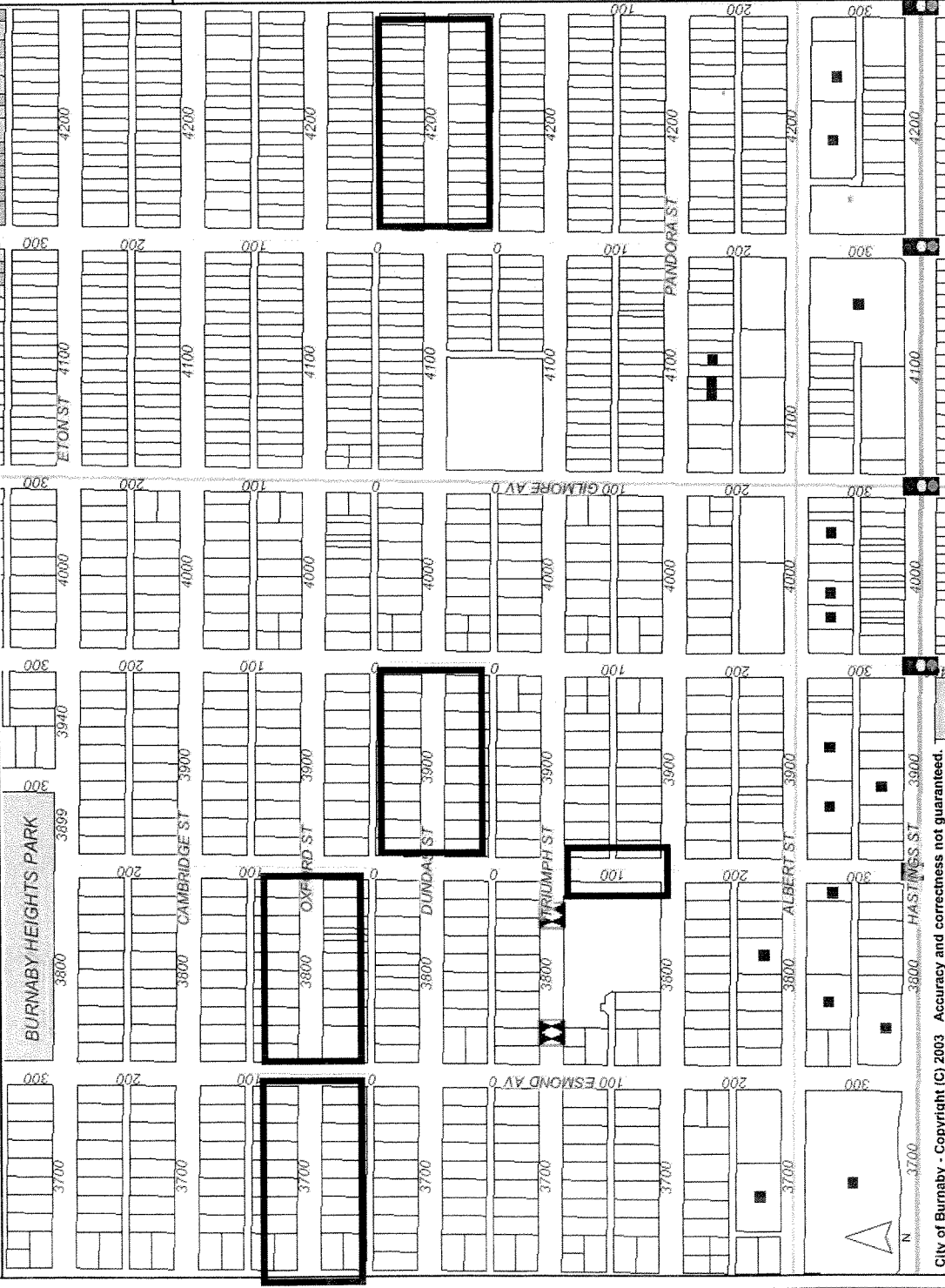
Copied to: City Manager



Exhibit 1

December 31, 2008

Areas of Application



- Strata Units
- Skytrain Stations
- ✈ Skytrain Lines
- ☁ Air Space
- Lot
- Street Intersections
- ⚡ Traffic Signal
- ⚡ Speed Humps
- ⚡ Speed Humps
- ⚡ Hundred Blocks
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

Map Scale
1 : 5234

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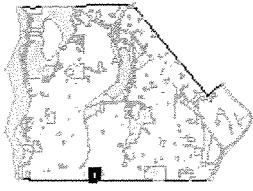
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Exhibit 2

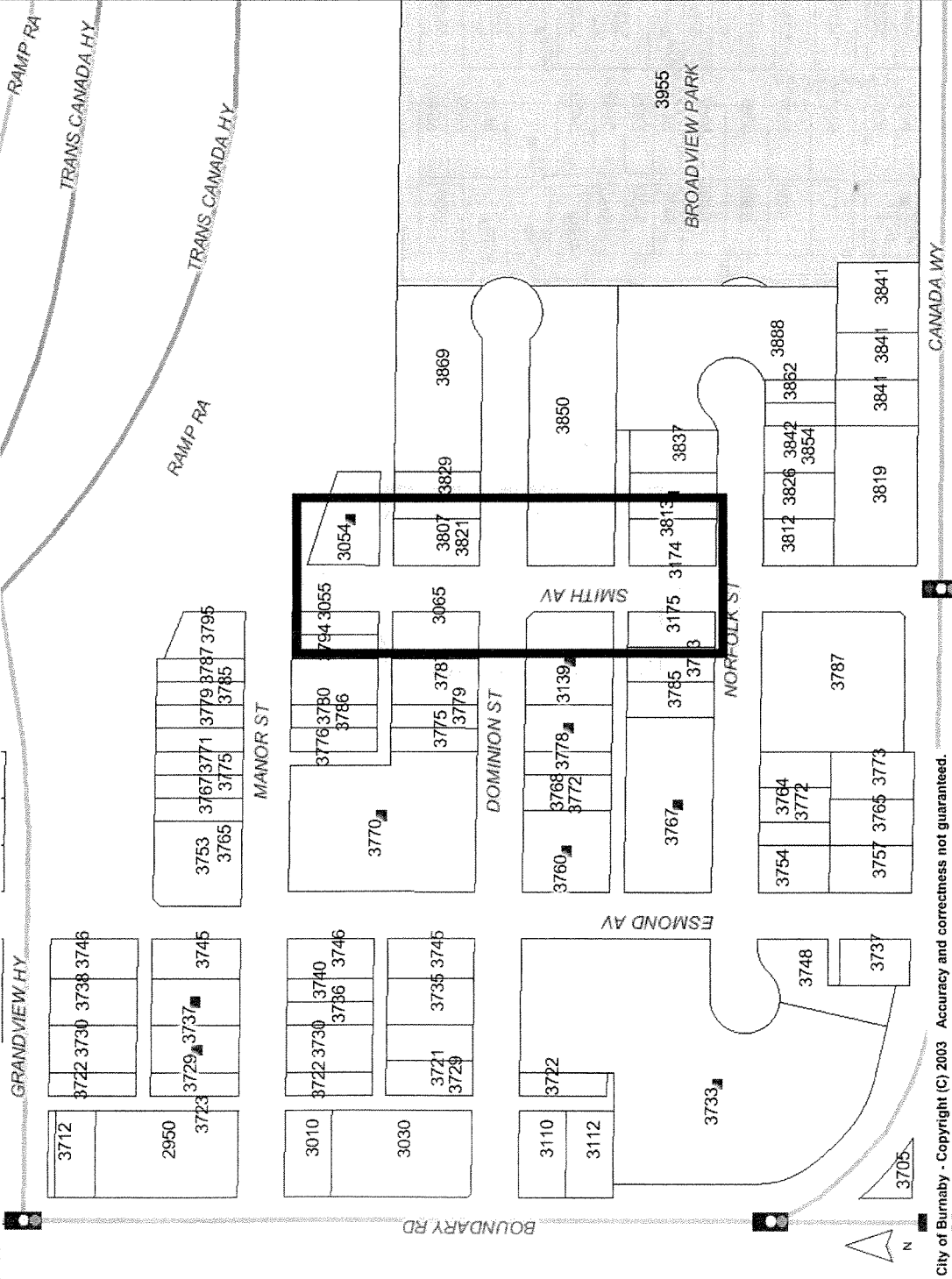
December 31, 2008

Area of Application



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

Map Scale
1 : 2710



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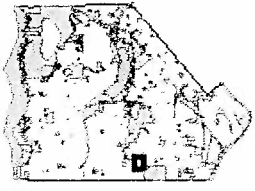
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Exhibit 3

December 31, 2008

Area of Application



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

Map Scale
1 : 3398

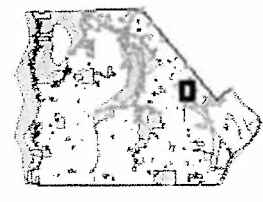


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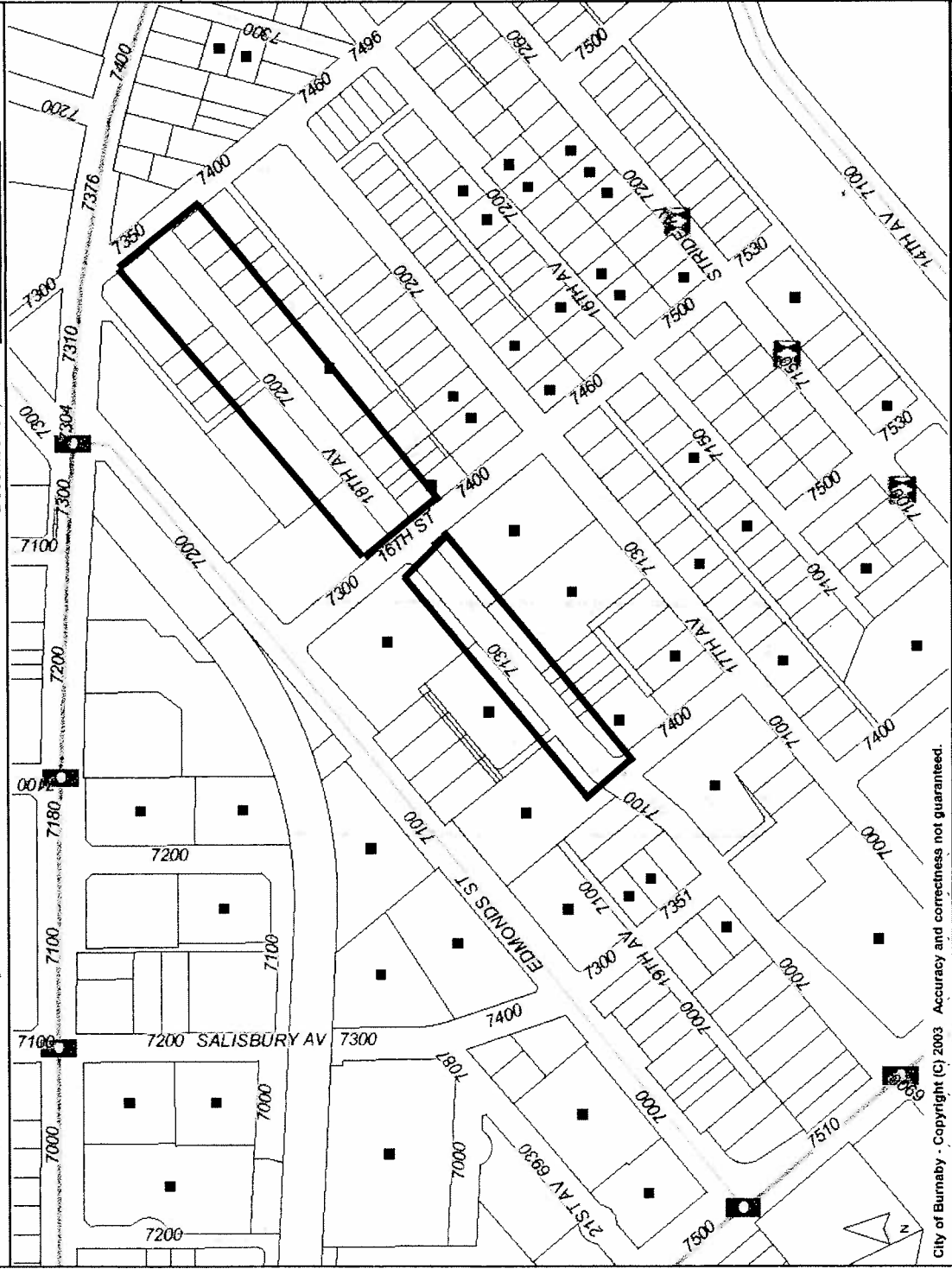


Exhibit 4

December 31, 2008



- Strata Units
- Skytrain Stations
- Skytrain Lines
- Air Space
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Hundred Blocks
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Boundary



Map Scale
1 : 4400

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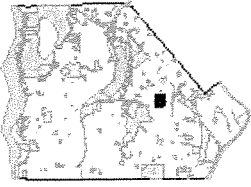
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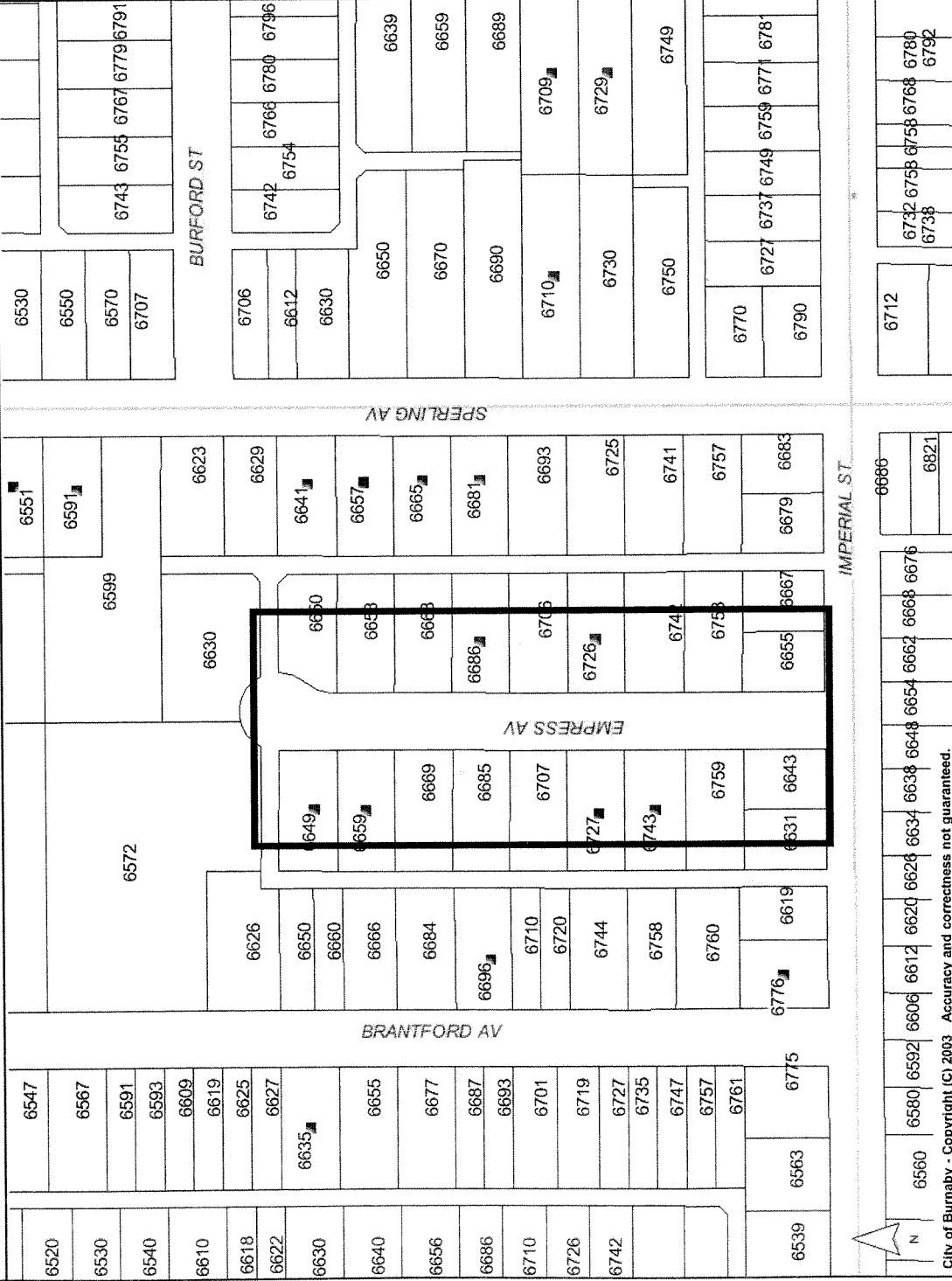
Exhibit 5

December 31, 2008

Area of Application



- Strata Units
- Skytrain Stations
- ✈ Skytrain Lines
- ✈ Air Space Addresses
- Strata Addresses
- Addresses
- Air Space
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Boundary



Map Scale
1 : 2195

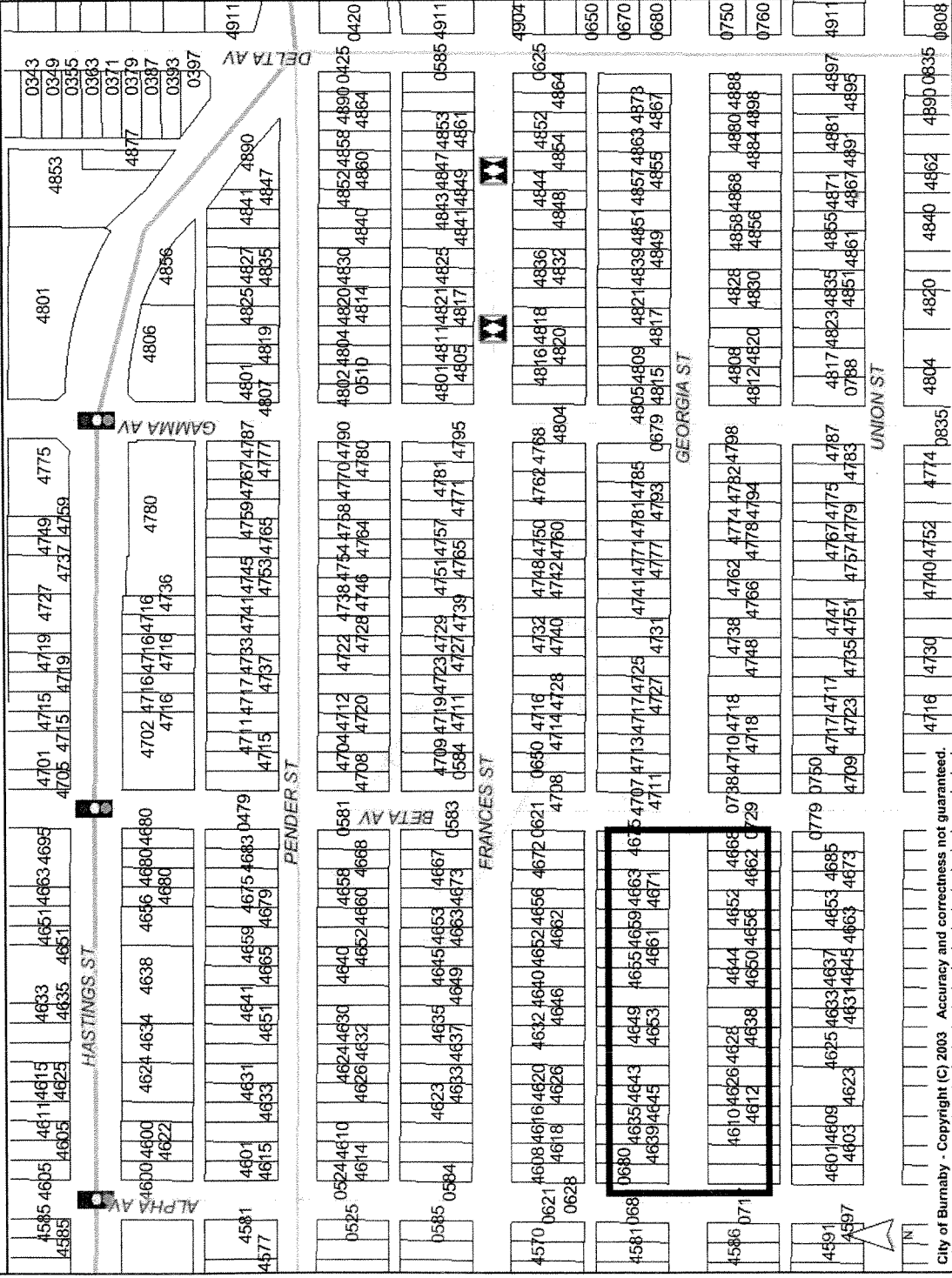
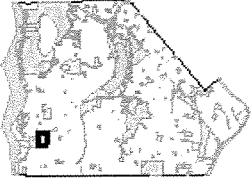
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Exhibit 6

December 31, 2008

Area of Application



Map Scale
1 : 3231

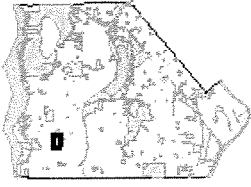
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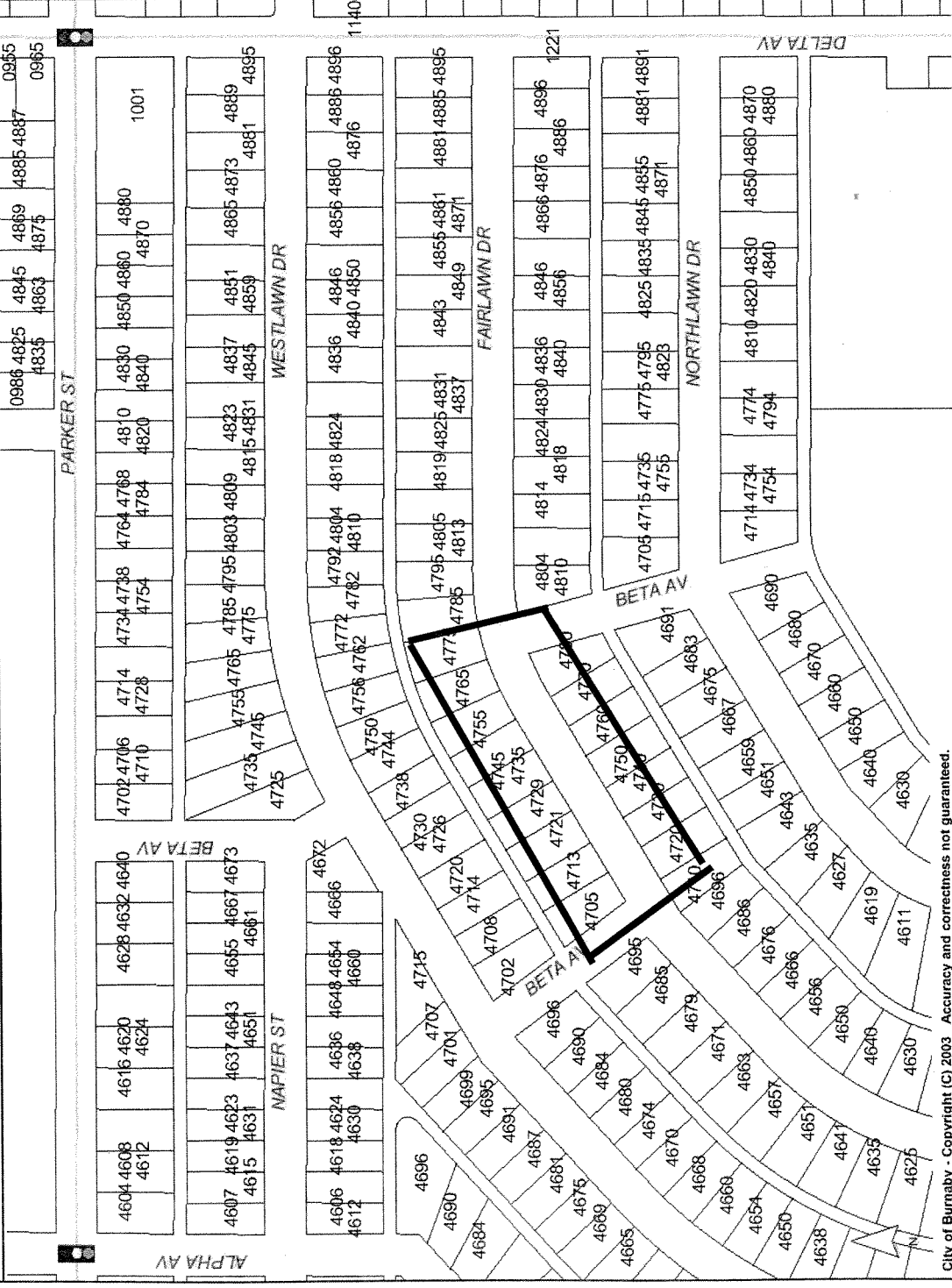
Exhibit 7

December 31, 2008

Area of Application



- Boundary
- Skytrain Stations
- Skytrain Lines
- Air Space Addresses
- Sirala Addresses
- Addresses
- Air Space
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology



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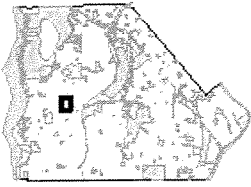
Map Scale
 1 : 3073



Exhibit 8

December 31, 2008

Area of Application



Strata Units

Skytrain Stations

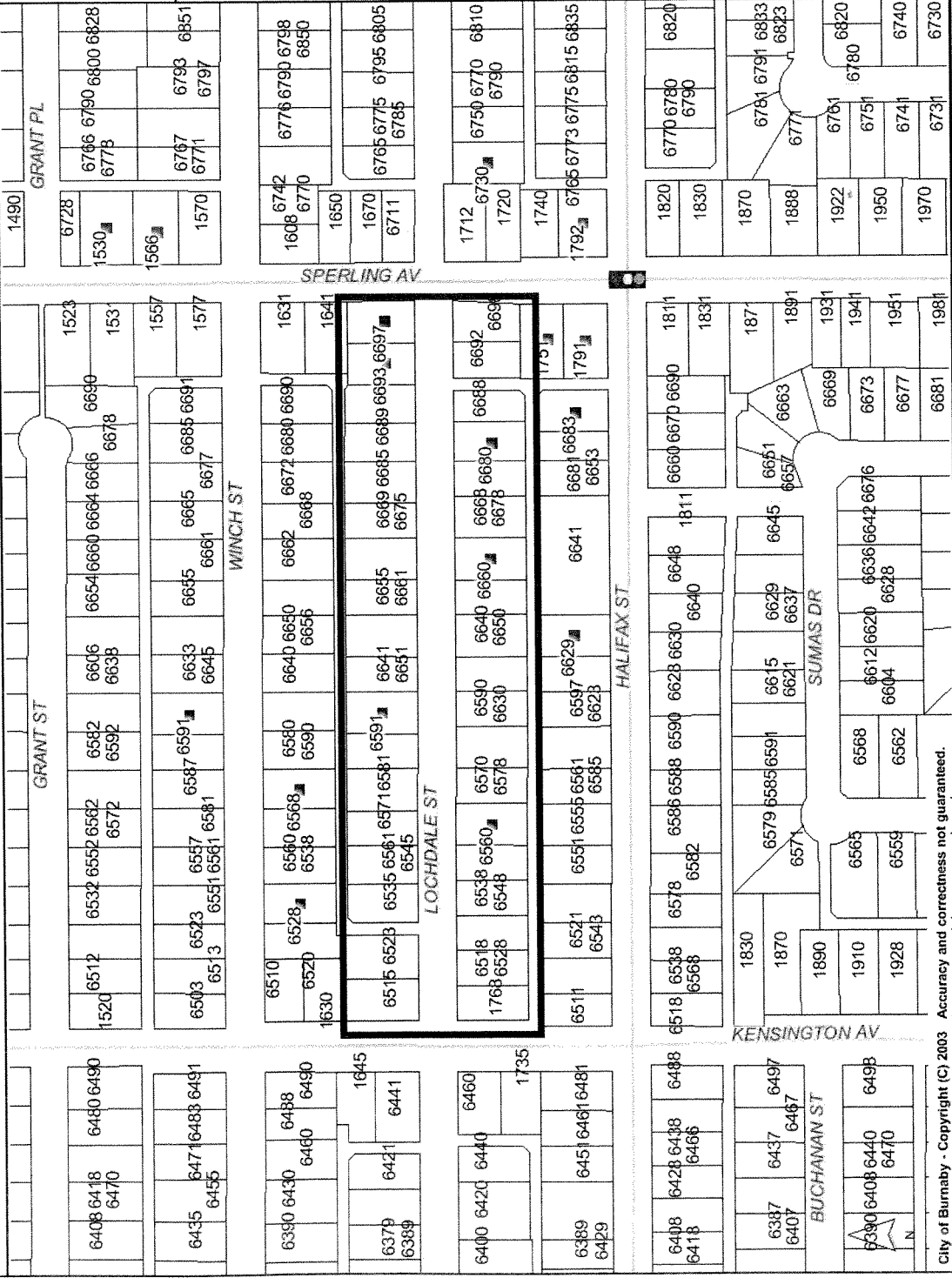
Skytrain Lines
Air Space
Addresses

Strata
Addresses
Addresses
Air Space

Lot
Street
Intersections
Traffic Signal
Speed Humps
Speed Humps
Roads

Private
Residential
Collector
Arterial
Freeway
Hydrology

Map Scale
1 : 3261



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