

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 2010 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 2010 LASP process.
2. THAT a copy of this report be sent to residents who requested speed humps as part of the 2010 LASP.

REPORT

The Traffic Safety Committee, at its meeting held on 2010 February 02, received and adopted the *attached* report reviewing applications for the 2010 Speed Hump Program and recommending streets that should proceed to the Local Area Service Program (LASP) process.

Respectfully submitted,

Councillor Sav Dhaliwal
Chair

Councillor Colleen Jordan
Vice Chair

Councillor Paul McDonell
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2010 January 12

FROM: DIRECTOR ENGINEERING

FILE: 34500 01

SUBJECT: 2010 LOCAL AREA SERVICE PROGRAM FOR SPEED HUMPS

PURPOSE: To review applications for the 2010 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 2010 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 2010 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 2009 City staff has responded to numerous inquiries from residents about the process for installing speed humps along their street. Of those, a total of 15 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 15 applications for the 2010 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 significantly. 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 in 2007 to provide a

To: Traffic Safety Committee
From: Director Engineering
Re: 2010 LOCAL AREA SERVICE PROGRAM FOR
SPEED HUMPS
2010 January 12..... Page 3

2.4 7200 - 7300 block Montecito Dr (Exhibit 4)

Staff have received a request for speed humps for both the 7200 - 7300 block of Montecito Dr. The road between Dorman (west leg) and Phillips is constructed to an 11m wide finished standard with multi-family complexes on the north side and single family homes on the south side. Located west of Dorman is Montecito School.

As Montclair St is accessed off of the 7200 and 7300 block of Montecito, further consultation of residents there will be required if the process proceeds.

It is recommended the speed hump LASP proceed.

2.5 4000 block Spruce St (Exhibit 5)

The 4000 block of Spruce St is situated 2 blocks south of the Burnaby General Hospital and is fronted by single family homes. The road is approximately 200m long and is constructed to an 8m wide finished standard. This request was initiated by the recent installation of speed humps on Fir St. between Smith and Carleton. Further applications are expected in this area in the future.

It is recommended the speed hump LASP proceed.

2.6 7700 - 7800 block Rosewood St (Exhibit 6)

The 7700 - 7800 block of Rosewood between Canada Way and 6th St is fronted by single family homes. The road is constructed to an interim standard, 6m pavement with gravel shoulders. 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. This request is very similar to speed humps already installed along the 7700 - 7800 blocks of Elwell, Goodlad and Wedgewood between Canada Way and 6th St. Installation of the requested speed humps would complement existing neighbourhood traffic calming.

It is recommended the speed hump LASP proceed.

2.7 8100 block 17th Ave (Exhibit 7)

The 8100 block 17th Ave between 1st St and 2nd St is a local street constructed to an 8m wide finished standard, fronted by single family homes. This portion of 17th Ave is surrounded by other local streets with speed humps.

It is recommended the speed hump LASP proceed.

2.8 6000 - 6300 block Denbigh Ave (Exhibit 8)

The 6000 - 6300 block of Denbigh is situated between a major collector (Oakland) and a local collector (Irving) and is fronted by single family homes. The road is approximately 370m long and is constructed to an 8m wide finished standard. This portion of Denbigh is approaching the maximum grade of 8% for speed humps but is still within the acceptable limits. If the application is successful, Denbigh would be the first street in its neighbourhood with speed humps.

It is recommended the speed hump LASP proceed.

2.9 5200 - 5300 block Elsom Ave (Exhibit 9)

The 5200 - 5300 block of Elsom between Bond and Burke is fronted by single family homes. It is constructed to an 8m wide finished standard.

It is recommended the speed hump LASP proceed.

2.10 4900 – 5100 block Manor St (Exhibit 10)

The 4900 - 5100 block of Manor runs east - west between Royal Oak and Wayburne. Manor, east of Royal Oak, ends in a cul-de-sac at Douglas. The road is fronted by single family homes and is constructed to an interim standard, 6m pavement with gravel shoulders. Installation of speed humps may require installation of concrete bull noses at the ends of the hump. All nearby east - west through streets between Royal Oak and Douglas have successfully had speed humps installed through LASP in the last couple of years.

It is recommended the speed hump LASP proceed.

2.11 7000 - 7100 block Union St (Exhibit 11)

The 7000 - 7100 block of Union St are located between Cliff and Duthie. The road is constructed to an 8m wide finished standard and is fronted by single family homes. Due to the presence of the urban trail running north/south between these two blocks, a marked raised crosswalk exists midblock. This section of Union St is also part of the Frances – Union Bikeway. A traffic circle exists at the intersection of Union and Cliff. A right-in-right-out diverter exists on Union St just west of Duthie. Some residents have requested the removal of the diverter to improve vehicular access. To accommodate this without attracting more vehicular traffic to the Bikeway, it was previously recommended that it be subject to the installation of speed humps as part of a LASP. Past informal surveys have provided mixed results and it is hoped that the formal LASP process will clarify the wishes of residents.

To: Traffic Safety Committee
From: Director Engineering
Re: 2010 LOCAL AREA SERVICE PROGRAM FOR
SPEED HUMPS
2010 January 12..... Page 2

smoother transition over the hump, thereby allowing slow moving vehicles to more comfortably and safely navigate over them.

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

Requests for speed humps along the following 4 streets within the Burnaby Heights Neighbourhood were received:

- 3900 block Oxford (between Ingleton and MacDonald)
- 4100 block Dundas (between Carleton and Gilmore)
- 4400 block Dundas (between Rosser and Willingdon)
- 4200 block Eton (between Carleton and Madison)

All 4 requests are along local streets that are constructed to an 8m wide finished standard with concrete curb and gutter. The 4100 block Dundas has single family homes on the north side and Gilmore Community School on the south.

The installation of speed humps throughout the Burnaby Heights residential areas will help address the ongoing traffic concerns of some residents in the neighbourhood. It is recommended that the installation of the requested speed humps be considered through the LASP proceed.

2.2 4100 block Union St (Exhibit 2)

The 4100 block of Union St is fronted by single family homes and is constructed to an 8m wide interim standard road located south of the Burnaby Heights Neighbourhood. Speed humps along the 4300 block of Union and the 4300 & 4400 blocks of Georgia were constructed in the last couple of years as part of previous LASP's. This request for speed humps is very similar to those past applications.

It is recommended the speed hump LASP proceed.

2.3 5200 - 5300 block Georgia St (Exhibit 3)

The 5200 - 5300 block of Georgia between Howard and Springer is fronted by single family homes. The road is constructed to an 8m wide finished standard.

It is recommended the speed hump LASP proceed.

To: Traffic Safety Committee
From: Director Engineering
Re: 2010 LOCAL AREA SERVICE PROGRAM FOR
SPEED HUMPS
2010 January 12..... Page 5

As Calvin Crt is accessed off the 7000 - 7100 block of Union, further consultation of residents there will be required if the process proceeds.

It is recommended the speed hump LASP proceed.

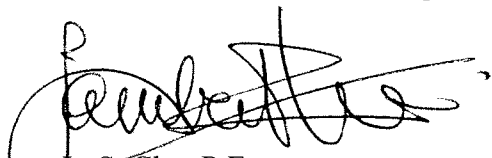
2.12 5500 – 5700 block Cedarwood St (Exhibit 12)

The 5500 - 5700 blocks of Cedarwood St are situated between Gilpin St and Chapple Cr and are fronted by single family homes. The road is approximately 475m long and is constructed to an 8m wide finished standard.

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

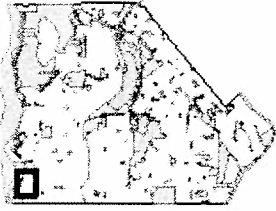
SC/br
Attachments

Copied to: City Manager



EXHIBIT 1

December 07, 2009



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



City of Burnaby - Copyright (C) 2003. Accuracy and correctness not guaranteed.
 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.

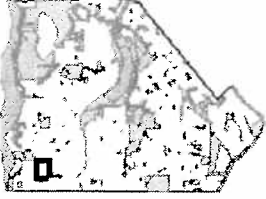
AREAS OF SPEED HUMP LASP APPLICATION

Map Scale
1 : 7500



EXHIBIT 2

December 07, 2009



- Skytrain Stations
- Skytrain Lines
- 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 : 5000



AREA OF SPEED HUMP LASP APPLICATION

City of Burnaby - Copyright (C) 2003. Accuracy and correctness not guaranteed.

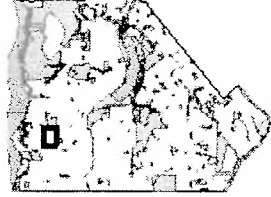
This information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.



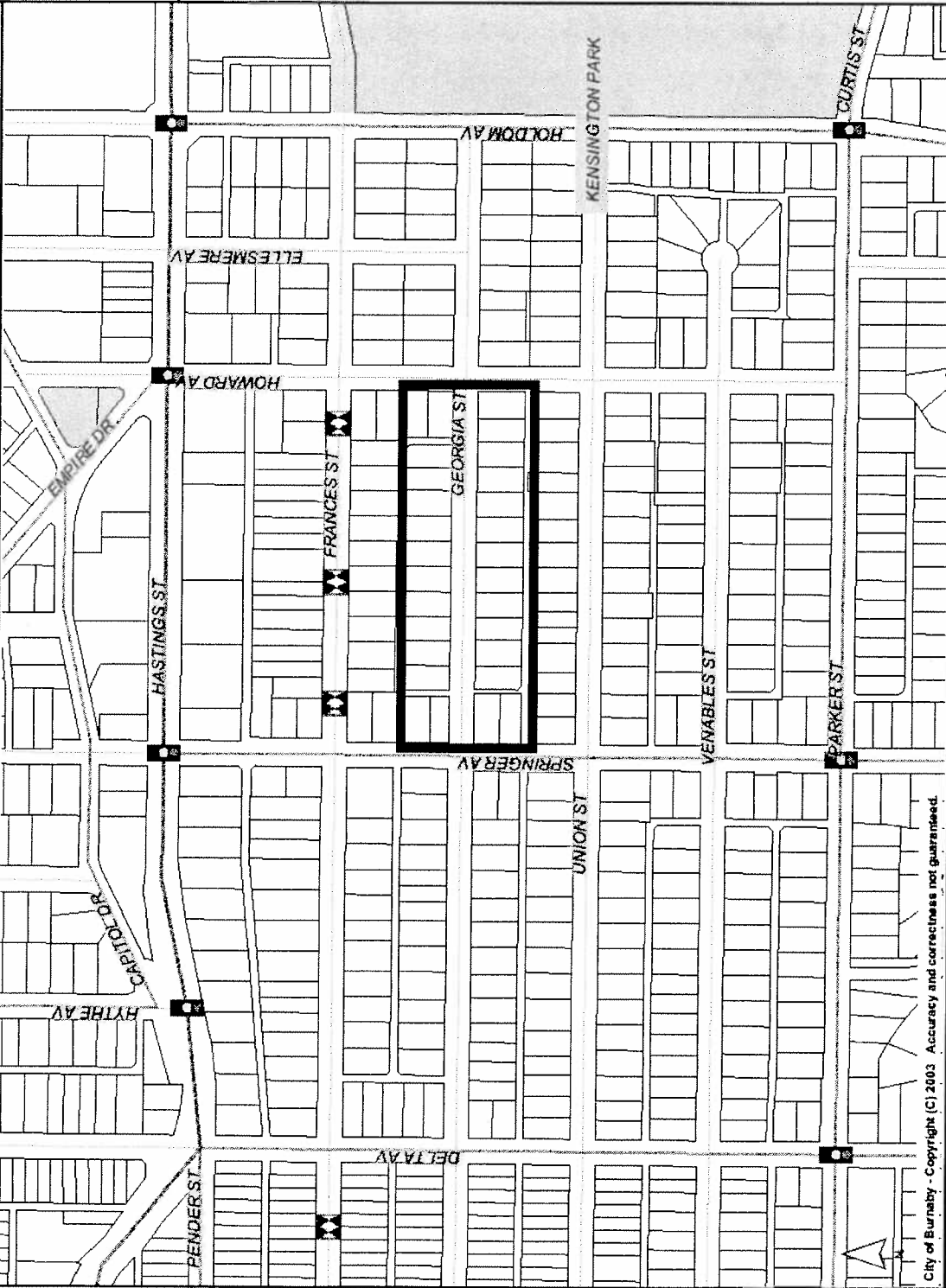


EXHIBIT 3

December 07, 2009



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



City of Burnaby - Copyright (C) 2003. Accuracy and correctness not guaranteed.

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.

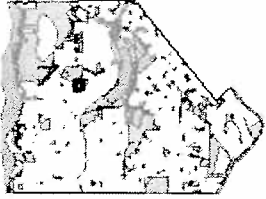
AREA OF SPEED HUMP LASP APPLICATION

Map Scale
1 : 5000

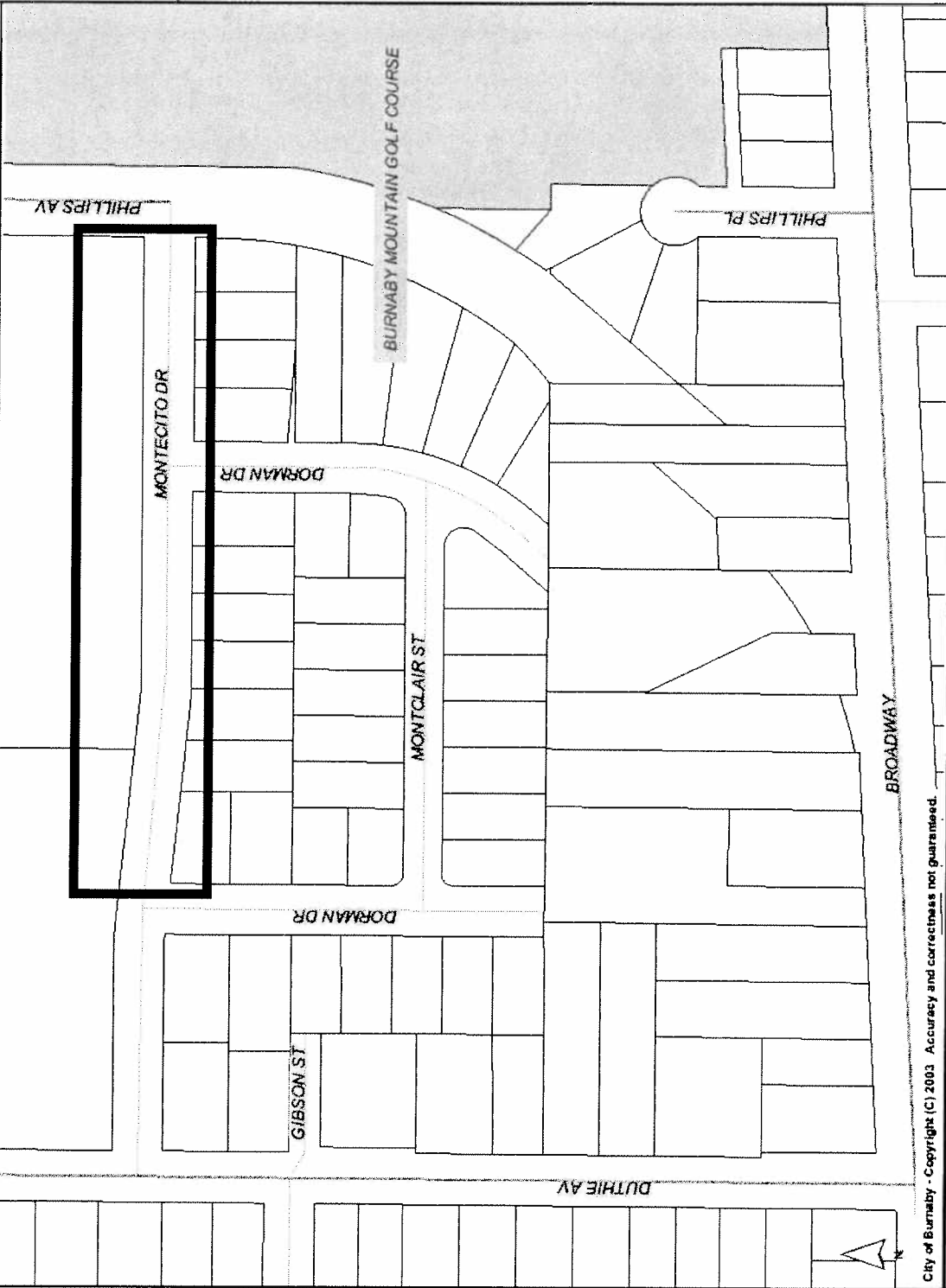


EXHIBIT 4

December 07, 2009



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



City of Burnaby - Copyright (C) 2003. Accuracy and correctness not guaranteed.

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.

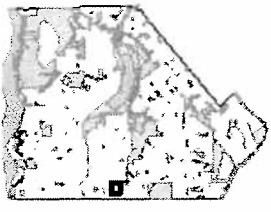
AREA OF SPEED HUMP LASP APPLICATION

Map Scale
1 : 2500



EXHIBIT 5

December 07, 2009



- Skytrain Stations
- Skytrain Lines
- 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 : 5000



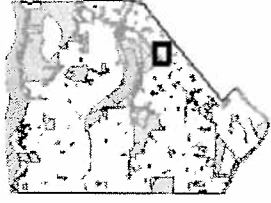
AREA OF SPEED HUMP LASP APPLICATION

City of Burnaby - Copyright (C) 2003 Accuracy and correctness not guaranteed.
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.

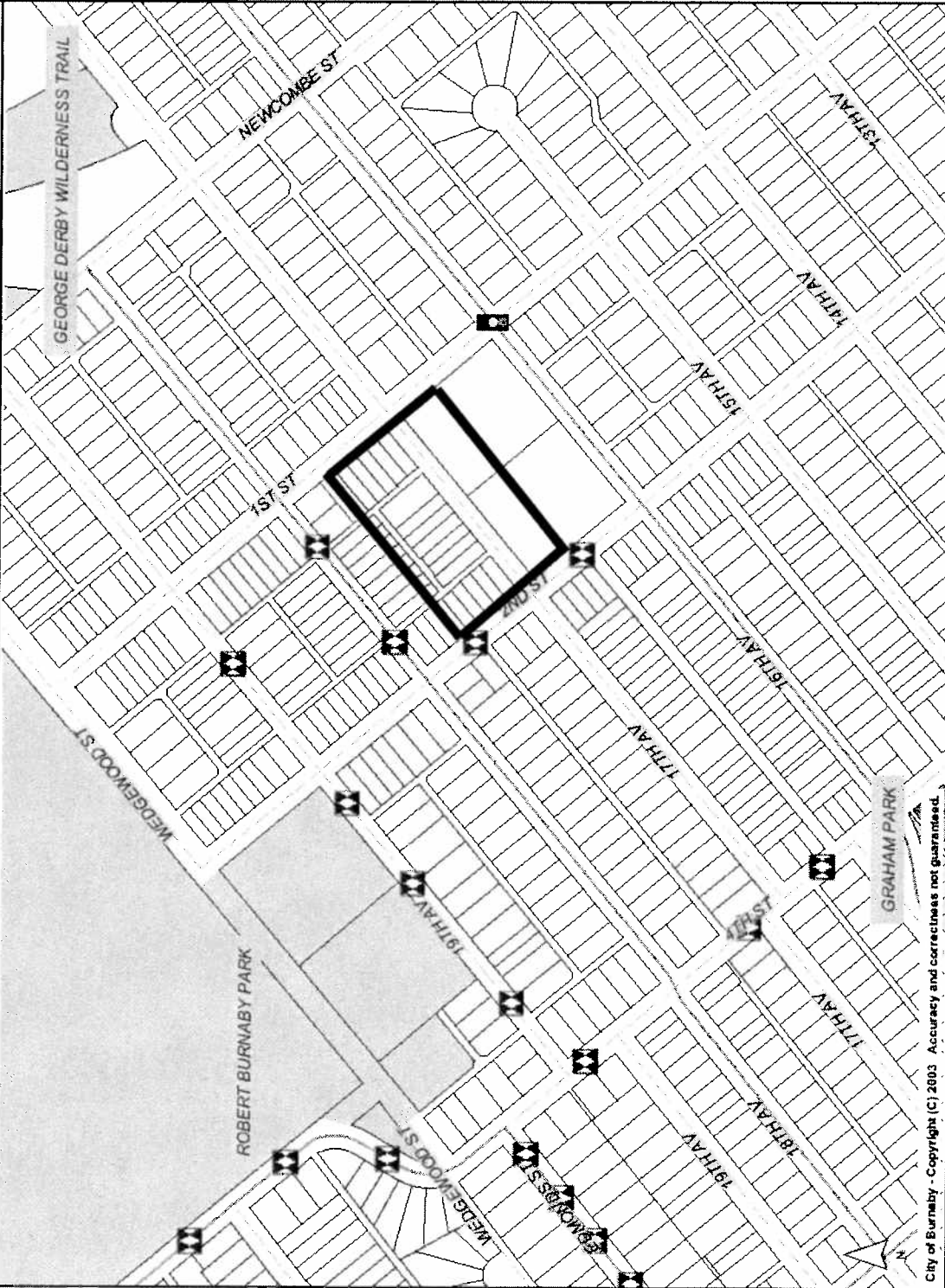


EXHIBIT 7

December 07, 2009



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



AREA OF SPEED HUMP LASP APPLICATION

Map Scale
1 : 5000

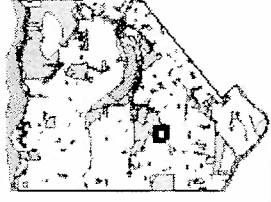
This information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.

City of Burnaby - Copyright (C) 2003. Accuracy and correctness not guaranteed.

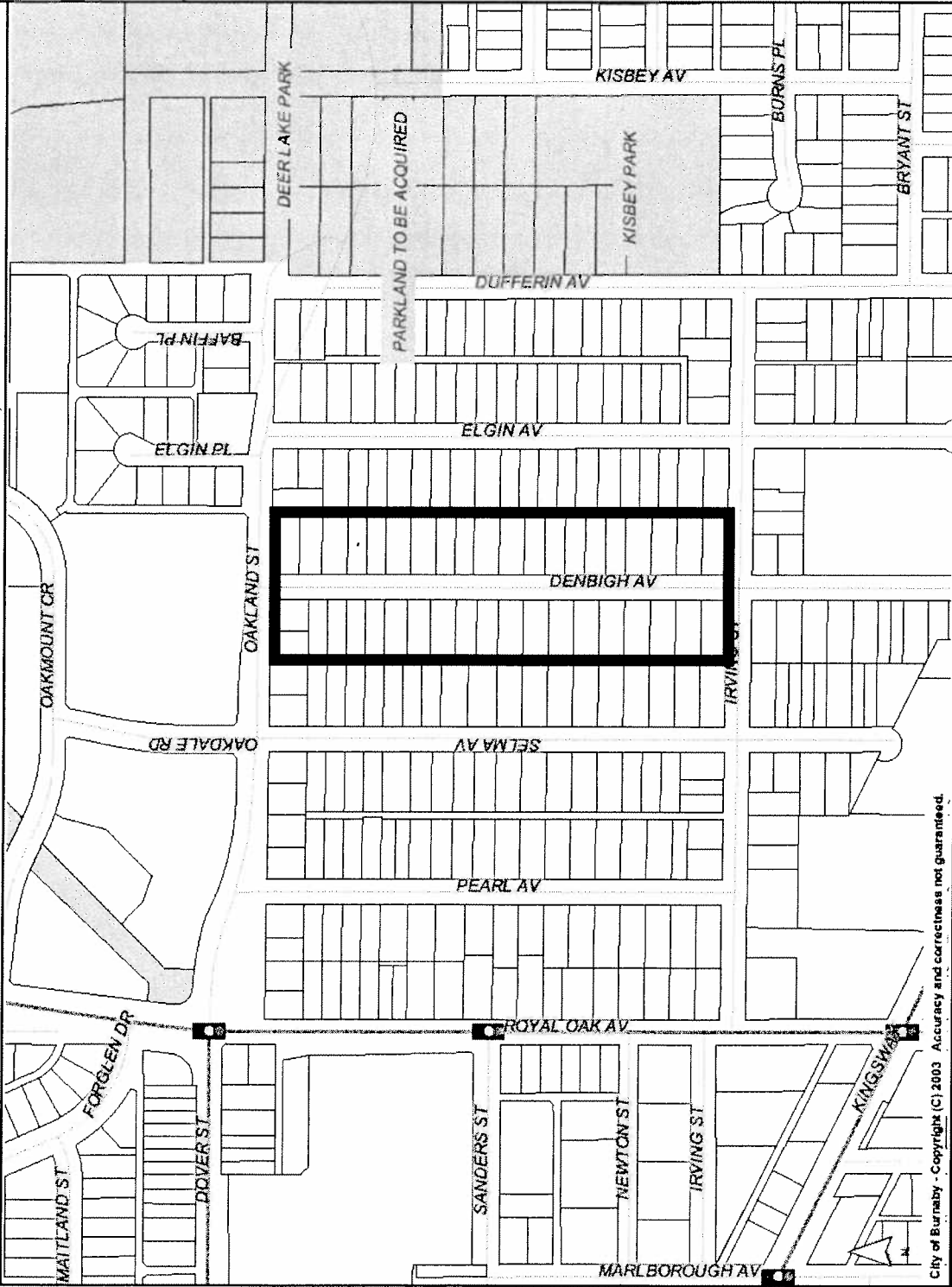


EXHIBIT 8

December 08, 2009



- Selected Features
- Skytrain Stations
- Skytrain Lines
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Parks
- Proposed To Be Acquired
- Acquired
- Parkland
- Boundary



AREA OF SPEED HUMP LASP APPLICATION

Map Scale
1 : 5000

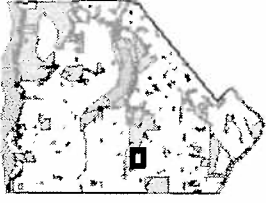
City of Burnaby - Copyright (C) 2003. Accuracy and correctness not guaranteed.

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.



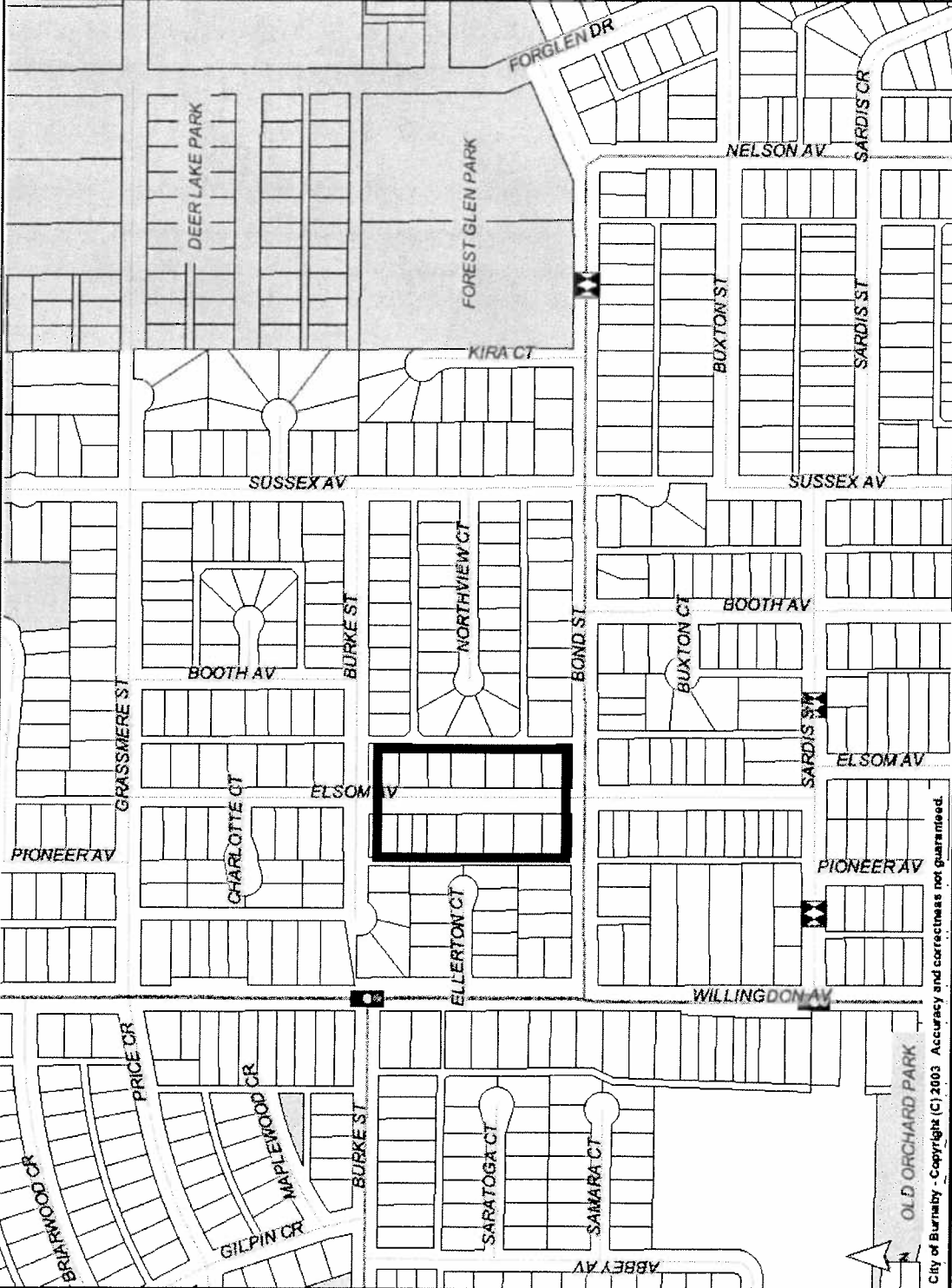
EXHIBIT 9

December 08, 2009



- Selected Features
- Skytrain Stations
- Skytrain Lines
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Parks
- Land to Be Acquired
- Parkland
- Boundary

Map Scale
1 : 5000



AREA OF SPEED HUMP LASP APPLICATION

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.

City of Burnaby - Copyright (C) 2003. Accuracy and correctness not guaranteed.

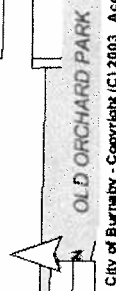
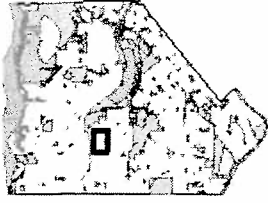


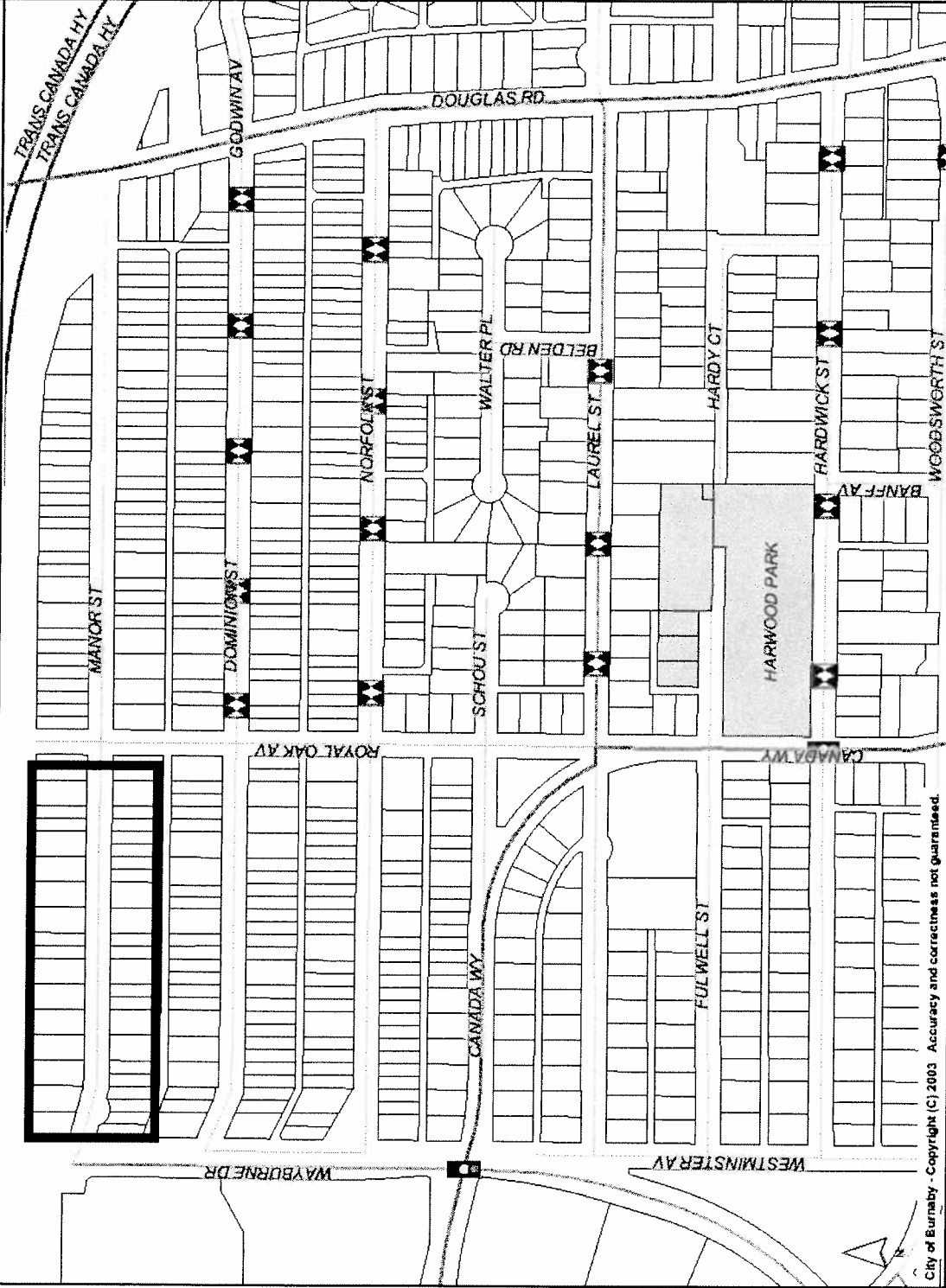


EXHIBIT 10

December 08, 2009



- Selected Features
- Skytrain Stations
- Skytrain Lines
- 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 : 5000

AREA OF SPEED HUMP LASP APPLICATION

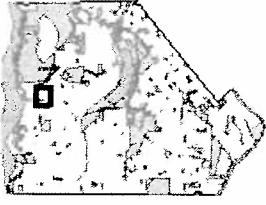
City of Burnaby - Copyright (C) 2003 Accuracy and correctness not guaranteed.

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.

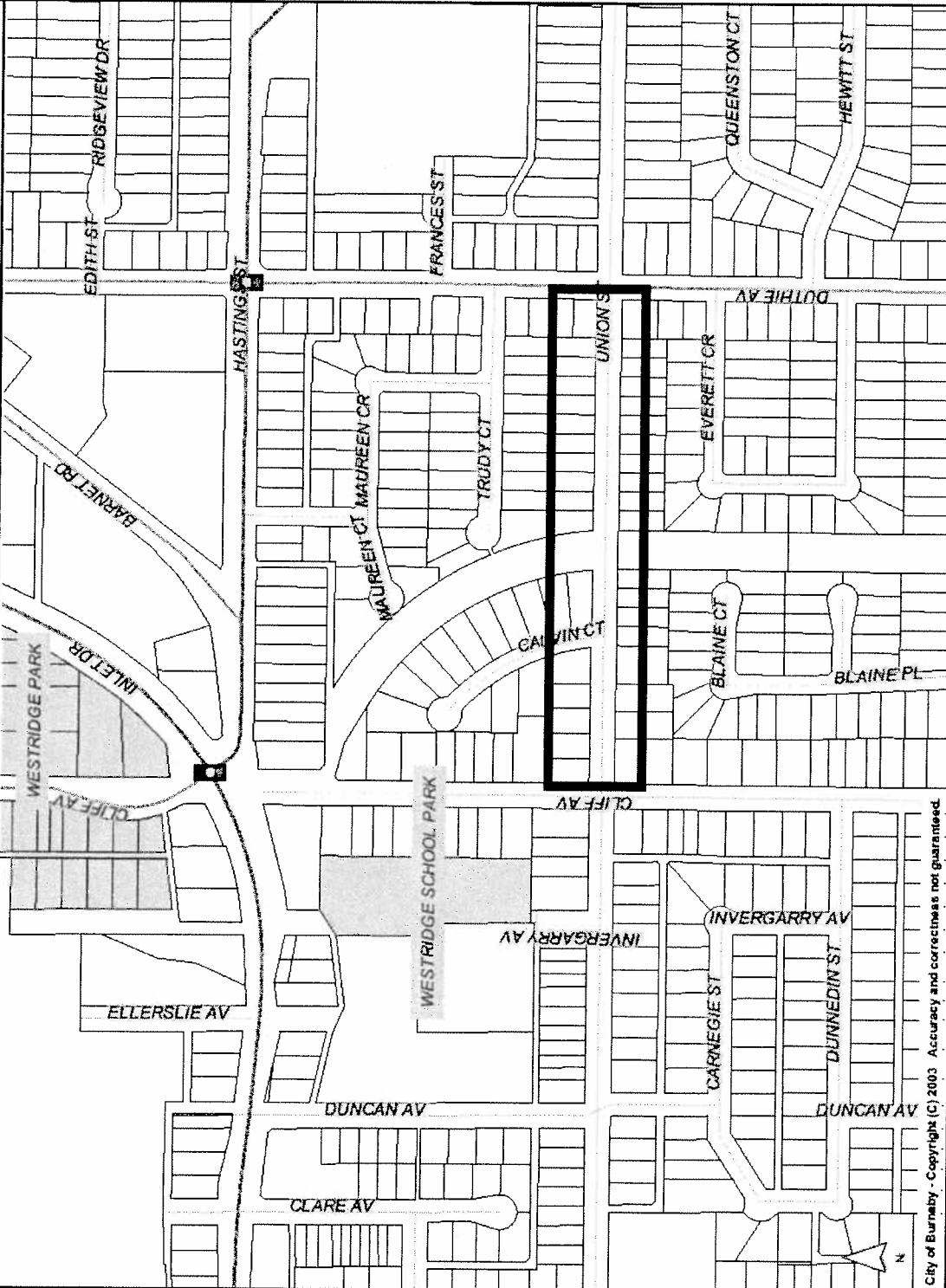


EXHIBIT 11

December 08, 2009



- Selected Features
- Skytrain Stations
 - Skytrain Lines
 - Lot
 - Street Intersections
 - Traffic Signal
 - Speed Humps
 - Speed Bumps
 - Roads
 - Private
 - Residential
 - Collector
 - Arterial
 - Freeway
 - Hydrology
 - Parks
 - Parkland To Be Acquired
 - Parkland
 - Boundary



City of Burnaby - Copyright (C) 2003. Accuracy and correctness not guaranteed.

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.

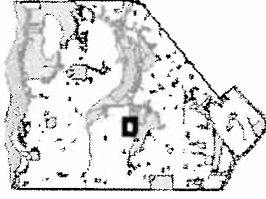
AREA OF SPEED HUMP LASP APPLICATION

Map Scale
1 : 5000



Exhibit 12

December 22, 2009



- Lot
- Street Intersections
- Traffic Signal
- Roads
 - Private
 - Residential
 - Collector
 - Arterial
 - Freeway
- Boundary



AREA OF SPEED HUMP LASP APPLICATION

Map Scale
1 : 5000

City of Burnaby - Copyright (C) 2003 Accuracy and correctness not guaranteed.

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.