

**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: 2013 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 2013 LASP process.
2. THAT Council send a copy of this report to the residents who requested speed humps as part of the 2013 LASP.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2013 February 05, received and adopted the *attached* report to review applications for the 2013 Speed Hump Program and recommend streets that should proceed to the Local Area Service Program (LASP) process.

Respectfully submitted,

Councillor S. Dhaliwal  
Chair

Councillor A. Kang  
Vice Chair

Councillor P. Calendino  
Member

Copied to: City Manager Acting Director Engineering
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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2013 January 29

**FROM:** ACTING DIRECTOR ENGINEERING

**FILE:** 34500 01

**SUBJECT:** 2013 LOCAL AREA SERVICE PROGRAM FOR SPEED HUMPS

**PURPOSE:** To review applications for the 2013 Speed Hump Program and recommend streets that should proceed to the Local Area Service Program (LASP) process.

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**RECOMMENDATIONS:**

1. **THAT** The Committee recommend that Council advance the requested speed humps, as discussed and recommended in this report, to the 2013 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 2013 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 2012 City staff has responded to numerous inquiries from residents about the process for installing speed humps along their street. Of those, a total of 8 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 8 applications for the 2013 Speed Hump LASP was completed and all were found to meet the general guidelines of the program (local residential road, less than 8% grade, and requested by a registered property owner). 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. 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 smoother transition over the hump, thereby allowing slow moving vehicles to more comfortably and safely navigate over them.

The Fire Department and Coast Mountain Bus Company have no objection to the program proposed.

### **2.1 Burnaby Heights Neighbourhood (Exhibit 1)**

Requests for speed humps along the 2 following streets within the Burnaby Heights Neighbourhood area were received:

3700 block Eton St (Boundary - Esmond)  
4100 block Eton St (Carleton - Gilmore)

The 3700 block of Eton St is constructed to an interim standard, 6m wide pavement with gravel shoulders. The 4100 block Eton St is constructed to an 8.5m wide finished standard with concrete curb and gutter. The installation of concrete bull noses at the ends of the speed humps on Eton St may be required to prevent traffic from driving around them. Both streets are fronted by single family homes.

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

### **2.2 Capitol Hill & Brentwood Neighbourhoods (Exhibit 2)**

Request for speed humps along the 3 following streets within the Capitol Hill & Brentwood Neighbourhoods were received:

4900 – 5100 block Georgia St  
5100 – 5200 block Pandora St  
0800 – 0900 block Springer Ave

The 4900-5100 block of Georgia St between Delta and Springer is constructed to an 8.5m wide finished standard with concrete curb and gutter. The 5100-5200 block of Pandora between Glynde and Ranelagh is finished to an interim standard with an 8.5m wide pavement. The 0800-0900 block of Springer between Union and Parker is mostly constructed to an 11.0m wide finished standard with an abutting concrete sidewalk, except that the east side of the 0900 block of Springer is only finished to an interim standard without any curb or gutter. All three streets are fronted by single family homes. Streets constructed to an interim standard may require concrete bull noses at the end of the speed humps to prevent traffic from driving around them.

It is recommended that the requested LASP speed humps proceed.

### **2.3 4300 block Kitchener St (Exhibit 3)**

The 4300 block of Kitchener St between Madison and Rosser is fronted by single family homes. The road is constructed to an interim standard, 6m pavement with gravel shoulders. Installation

To: Traffic Safety Committee  
From: Acting Director Engineering  
Re: 2013 LOCAL AREA SERVICE PROGRAM FOR  
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of humps on this street may also require installation of concrete bull noses at the ends of the speed humps to prevent traffic from driving around them.

It is recommended that the requested LASP speed hump proceed.

#### **2.4 8000 block 18th Ave (Exhibit 4)**

The 8000 block of 18th Ave between 2nd St and 4th St is fronted by single family homes on an 11m wide finished standard road. This portion of 18th Ave is surrounded by other local streets with speed humps.

It is recommended that the requested LASP speed hump proceed.

#### **2.5 200 block Gamma Ave North (Exhibit 5)**

The 200 block of Gamma Ave between Cambridge and Penzance is fronted by single family homes. The road is constructed to an interim standard, 6m pavement with gravel shoulders. Installation of speed humps on this street may require installation of concrete bull noses at the ends of the humps to prevent traffic from driving around them. Speed humps would not be installed at the most northerly end of the block where the grade of the road exceeds 8%.

It is recommended the speed hump LASP proceed.

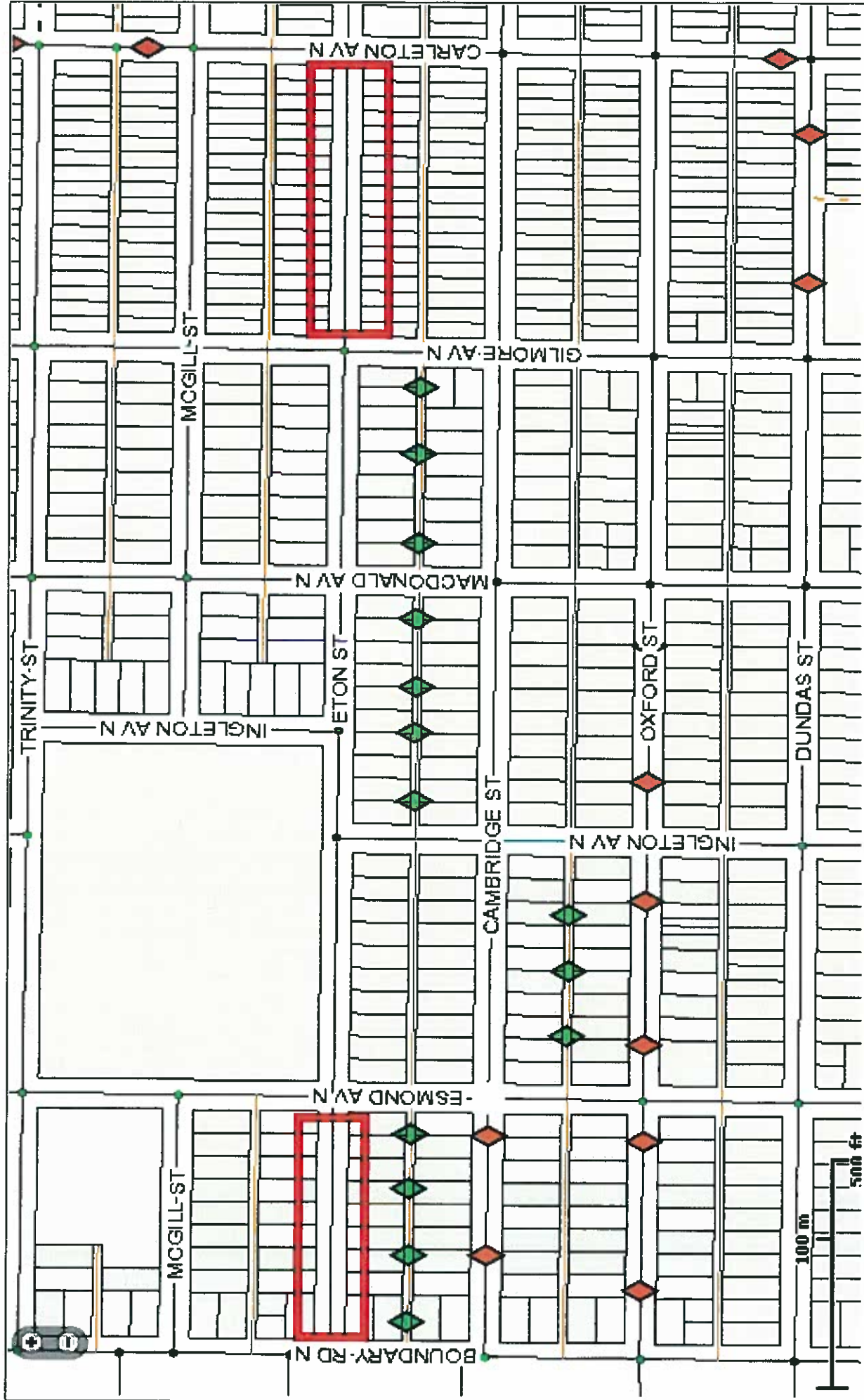
### **3.0 RECOMMENDATION**

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

  
Barry Davis, P.Eng.  
ACTING DIRECTOR ENGINEERING

SP/br  
Enclosure

Copied to: City Manager



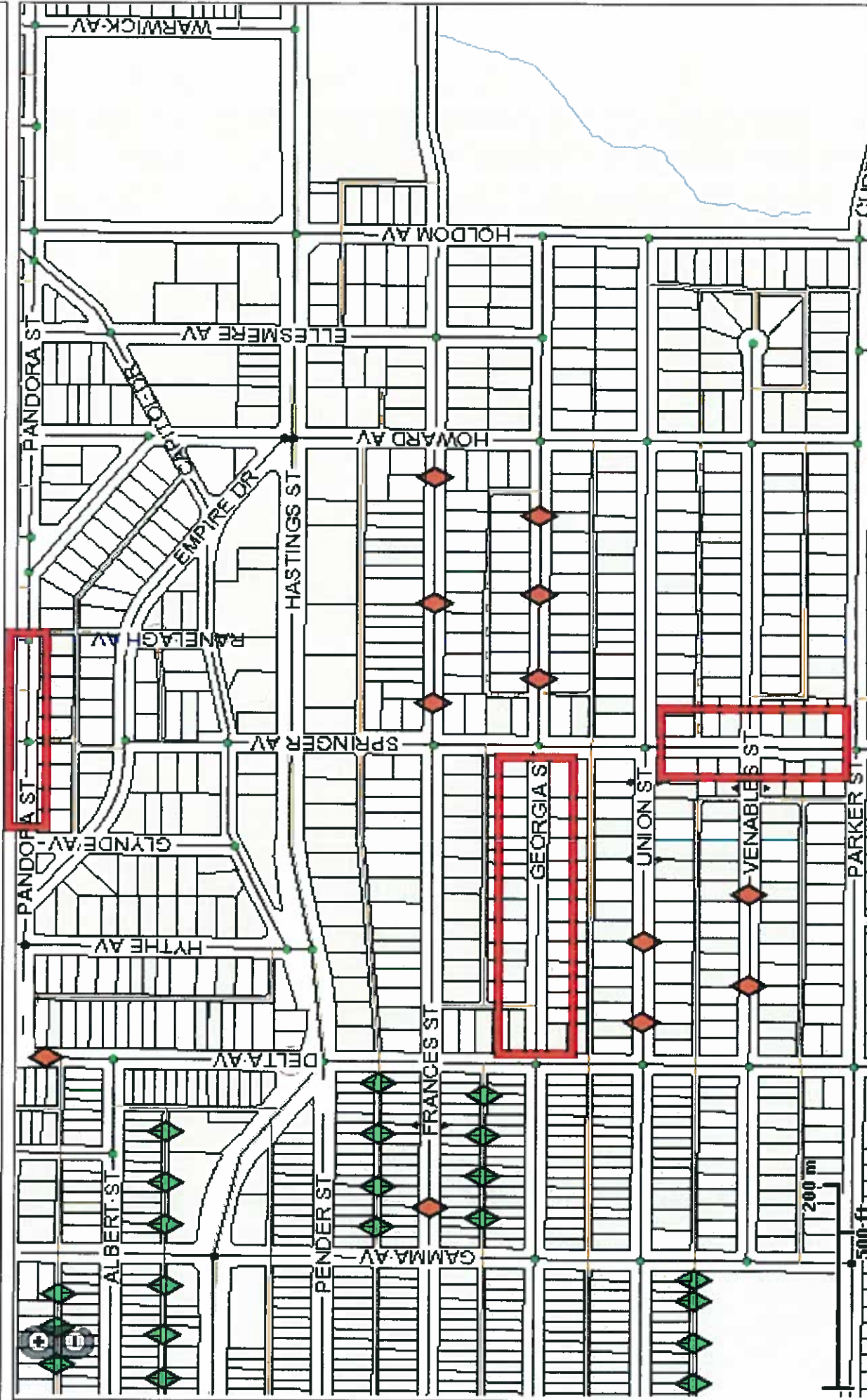
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Proposed location of Speed Humps

Existing Speed Humps

Existing rear lane Speed Bumps





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Proposed locations of Speed Humps



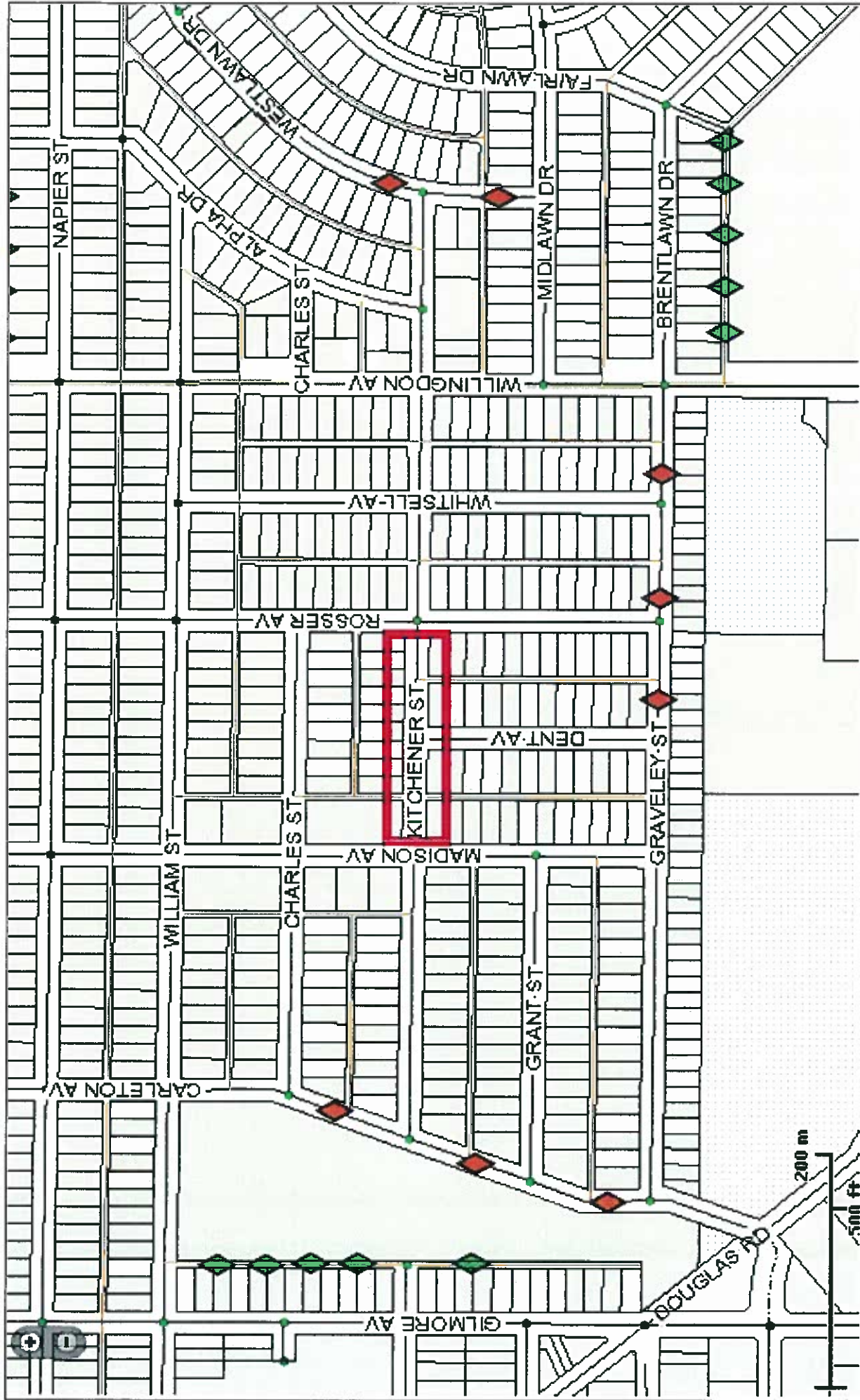
Existing Speed Humps





Existing rear lane Speed Bumps



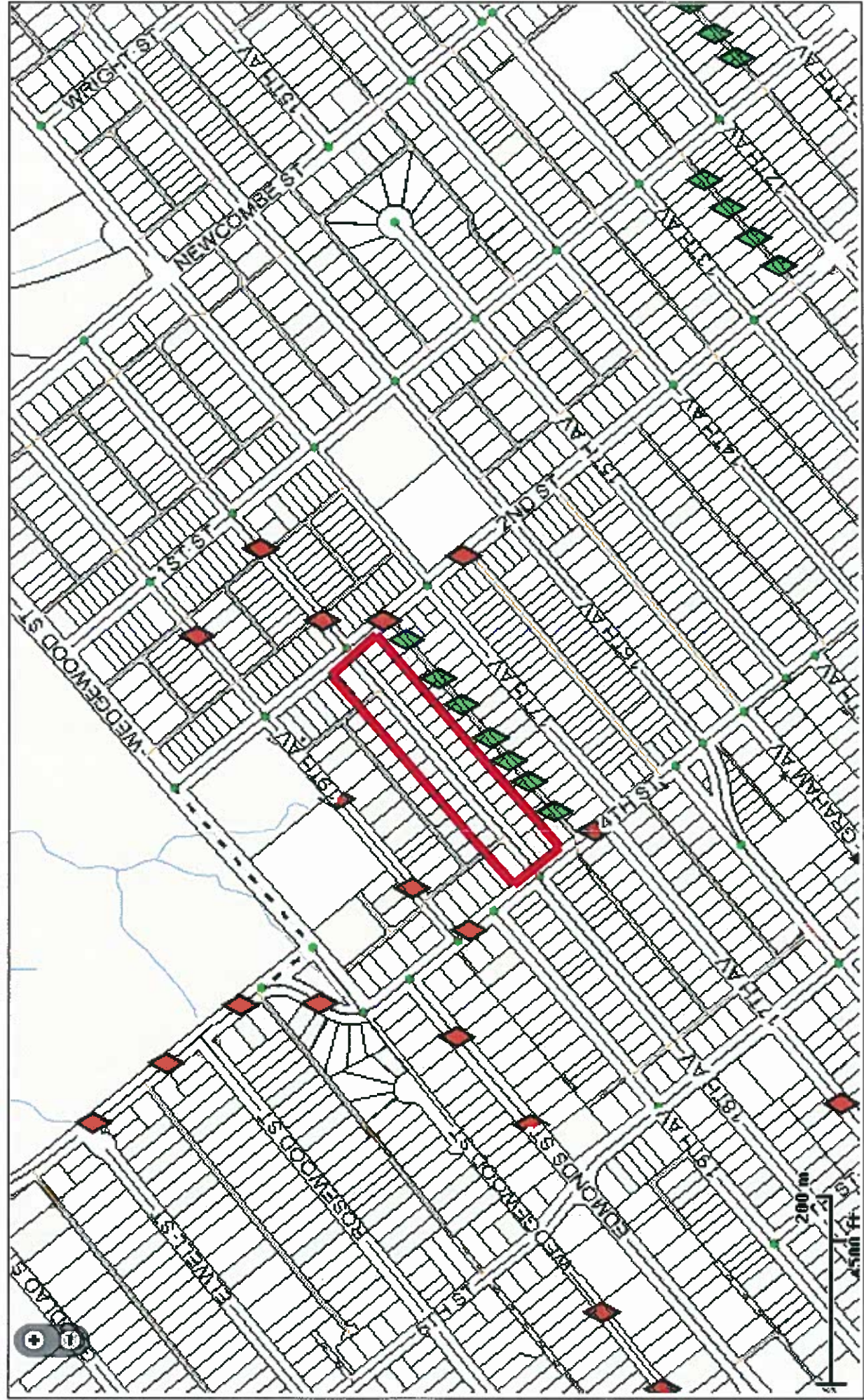
Exhibit 3



-  Existing Speed Humps
-  Existing rear lane Speed Bumps

-  Proposed location of Speed Humps

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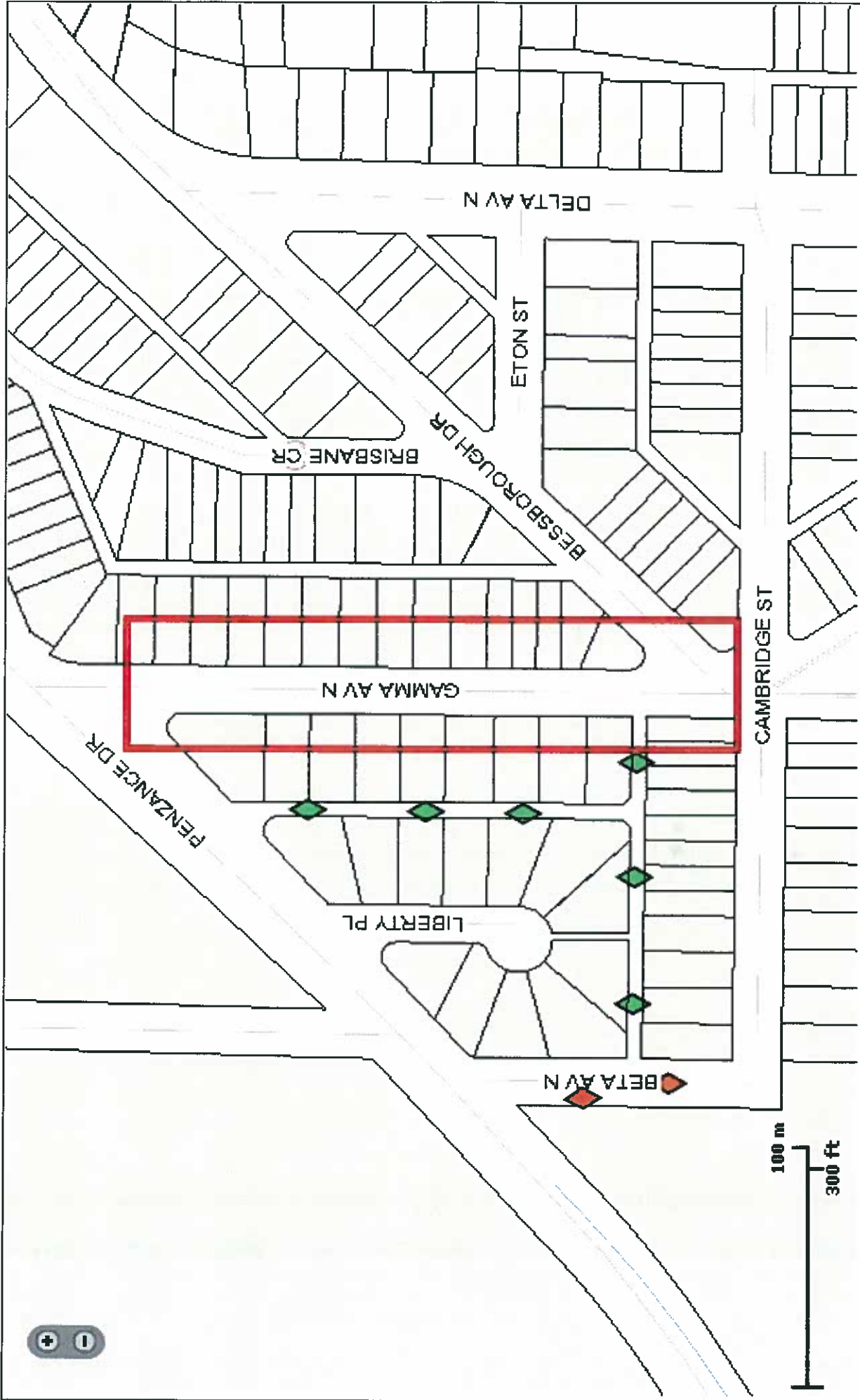


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-  Existing Speed Humps
-  Existing rear lane Speed Bumps
-  Proposed location of Speed Humps







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Proposed Location of Speed Humps

Existing Speed Humps

Existing rear lane Speed Bumps

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