

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 2014 LOCAL AREA SERVICE PROGRAM (LASP) FOR SPEED HUMPS

RECOMMENDATIONS:

1. THAT Council advance the requested speed humps, as discussed and recommended in this report, to the 2014 LASP process.
2. THAT a copy of this report be sent to the residents who requested speed humps as part of the 2014 LASP.

REPORT

The Traffic Safety Committee, at its meeting held on 2014 March 04, received and adopted the *attached* report regarding applications for the 2014 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 Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2014 January 24

FROM: DIRECTOR ENGINEERING

FILE: 34500 01

SUBJECT: 2014 LOCAL AREA SERVICE PROGRAM FOR SPEED HUMPS

PURPOSE: To review applications for the 2014 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 2014 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 2014 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 2013 City staff has responded to numerous inquiries from residents about the process for installing speed humps along their street. Of those, a total of 9 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 9 applications for the 2014 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.

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

To: *Traffic Safety Committee*
From: *Director Engineering*
Re: *2014 LOCAL AREA SERVICE PROGRAM FOR
SPEED HUMPS*

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2.1 Eton St between Gilmore Ave and MacDonald Ave (Exhibit 1)

Eton St between Gilmore Ave and MacDonald Ave is constructed to an 8.5m wide finished standard with concrete curb and gutter and is fronted by single family homes.

The installation of speed humps in the Burnaby Heights area 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 Canberra Ave between Albert St and Triumph St (Exhibit 2)

Canberra Ave between Albert and Triumph 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. Installation of the requested speed humps would complement existing neighbourhood traffic calming.

It is recommended that the requested LASP speed hump proceed.

2.3 Georgia St between Delta Ave and Springer Ave (Exhibit 3)

Georgia St between Delta and Gamma is fronted by single family homes and is constructed to an 8.5m wide finished standard. This portion of Georgia St is surrounded by other local streets with speed humps.

It is recommended that the requested LASP speed hump proceed.

2.4 Cliff Ave between Halifax St and Winch St (Exhibit 4)

Cliff Ave between Halifax St and Winch St is fronted by single family homes on an 8.5m wide finished standard road.

It is recommended that the requested LASP speed hump proceed.

2.5 Elmwood St between Boundary Rd and Smith Ave (Exhibit 5)

Elmwood St between Boundary and Smith is fronted by single family homes. The road is constructed to an 11m wide finished standard.

It is recommended the speed hump LASP proceed.

2.6 Irmin St between Buller Ave and MacPherson Ave (Exhibit 6)

Irmin St between Buller & MacPherson is fronted by a mix of single family homes and multi family dwellings on the south side and by multi family dwellings on the north side on an 11m wide finished standard road. Burnaby South Secondary School and MacPherson Park are both located at the west end of the street. Petitioning all property owners in a multi-family area will be more challenging.

It is recommended the speed hump LASP proceed.

To: Traffic Safety Committee
From: Director Engineering
Re: 2014 LOCAL AREA SERVICE PROGRAM FOR
SPEED HUMPS

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2.7 Windsor Neighbourhood (Exhibit 7)

Request for speed humps along the following 2 streets within the Windsor Neighbourhood were received:

Denbigh Ave between Kingsway and Irving St
Dufferin Ave between Bryant St and Irving St

Denbigh Ave between Kingsway and Irving St is fronted by a mix of single family homes & multi family dwellings on the east side and single family homes on the west. Commercial properties at the southern end of Denbigh at Kingsway will be excluded. The road is constructed with a mix of 11m finished standard for 170m at the northern end and an interim standard, 6m pavement with gravel shoulders for 130m at the southern end. The location of the unfinished portion on this street would require installation of bull noses at the ends of the humps to prevent avoidance of the humps by traffic. Petitioning of property owners in a multi-family area will be more challenging.

Dufferin between Bryant and Irving is fronted by single family homes and is constructed to an interim standard of 6m pavement with gravel shoulders. Dufferin would also require the installation of bull noses at the ends of the humps to prevent avoidance of the humps by traffic.

It is recommended the speed hump LASP proceed.

2.8 William St between Carleton Ave and Madison Ave (Exhibit 8)

William St between Carleton and Madison is fronted by single family homes with one multi-family unit on the south side at Madison and is constructed to an 8.5m wide finished standard.

It is recommended the speed hump LASP proceed.

3 RECOMMENDATION

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



Leon A. Gous, P. Eng. MBA
DIRECTOR ENGINEERING

SP/ac
Enclosure

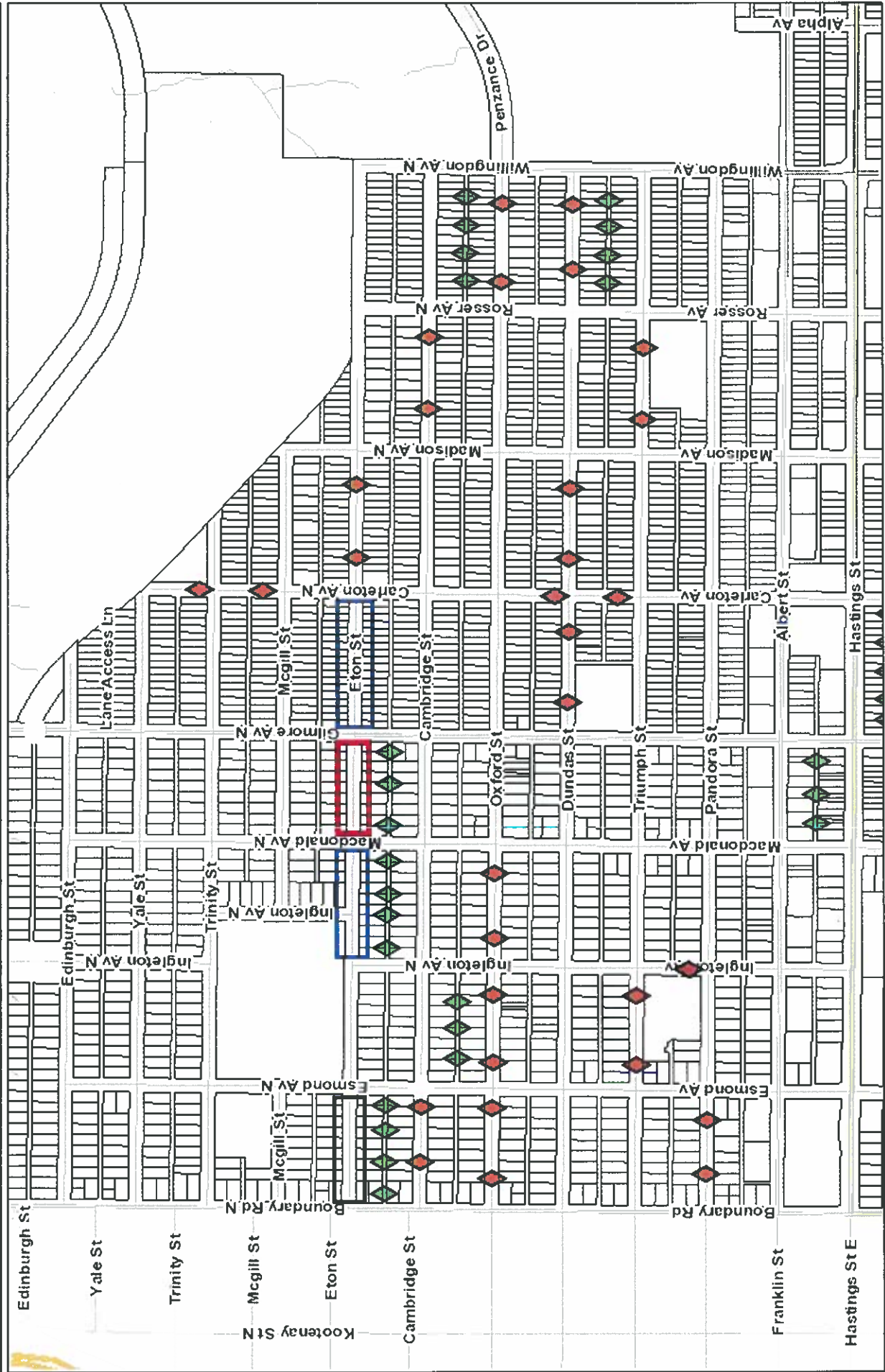
Copied to: City Manager



Eton St (Gilmore - MacDonald)

EXHIBIT 1

1:7,365



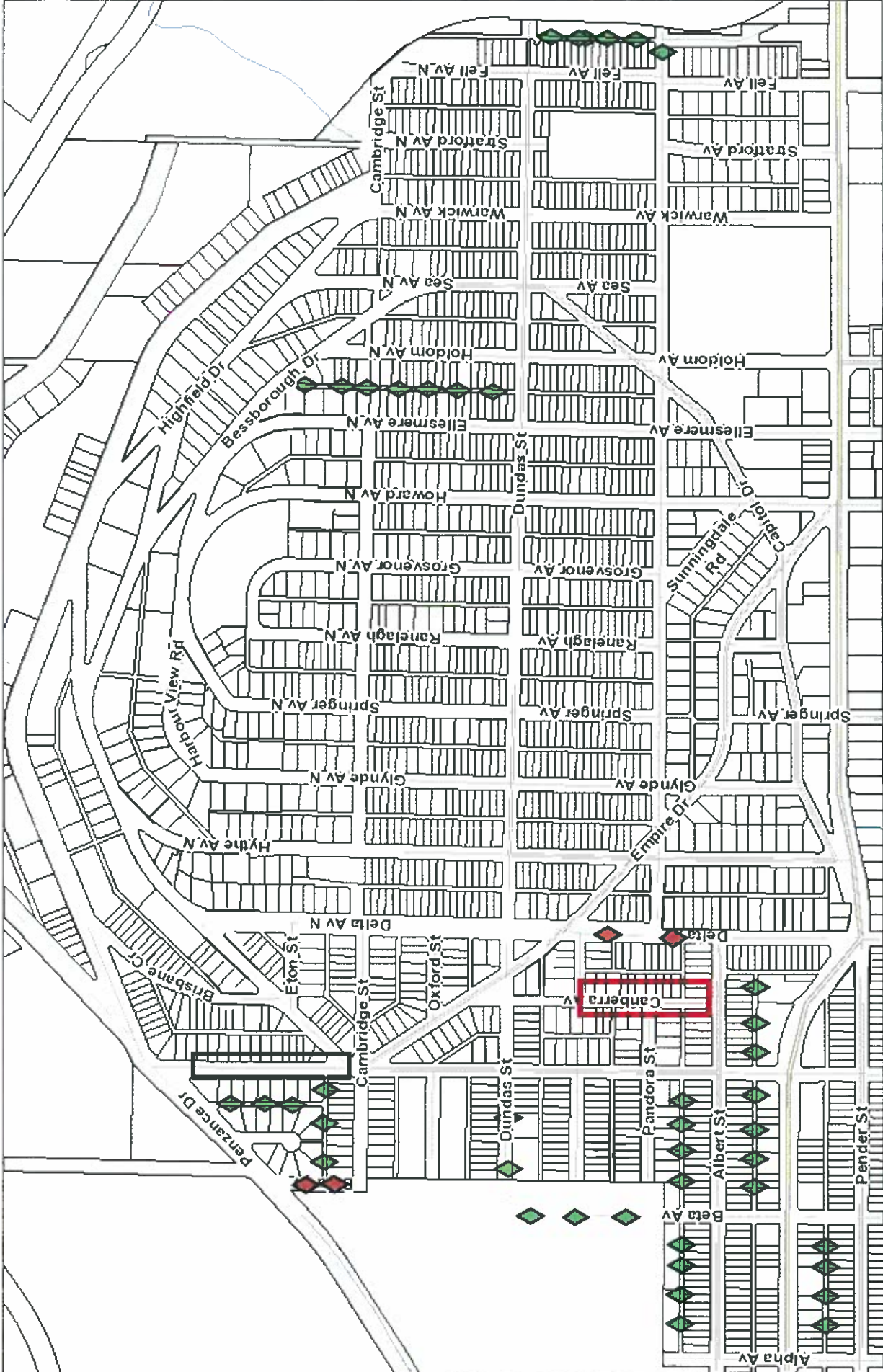
The information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.

-  2013 LASP speed humps
-  Existing rear lane speed bumps
-  Proposed location of 2014 LASP speed humps
-  Existing speed humps

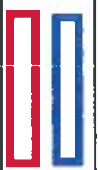
Canberra Ave (Albert - Triumph)

EXHIBIT 2

1:7,365



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Proposed location of 2014 LASP speed hump
2013 LASP speed humps

Existing speed humps
Existing rear lane speed humps

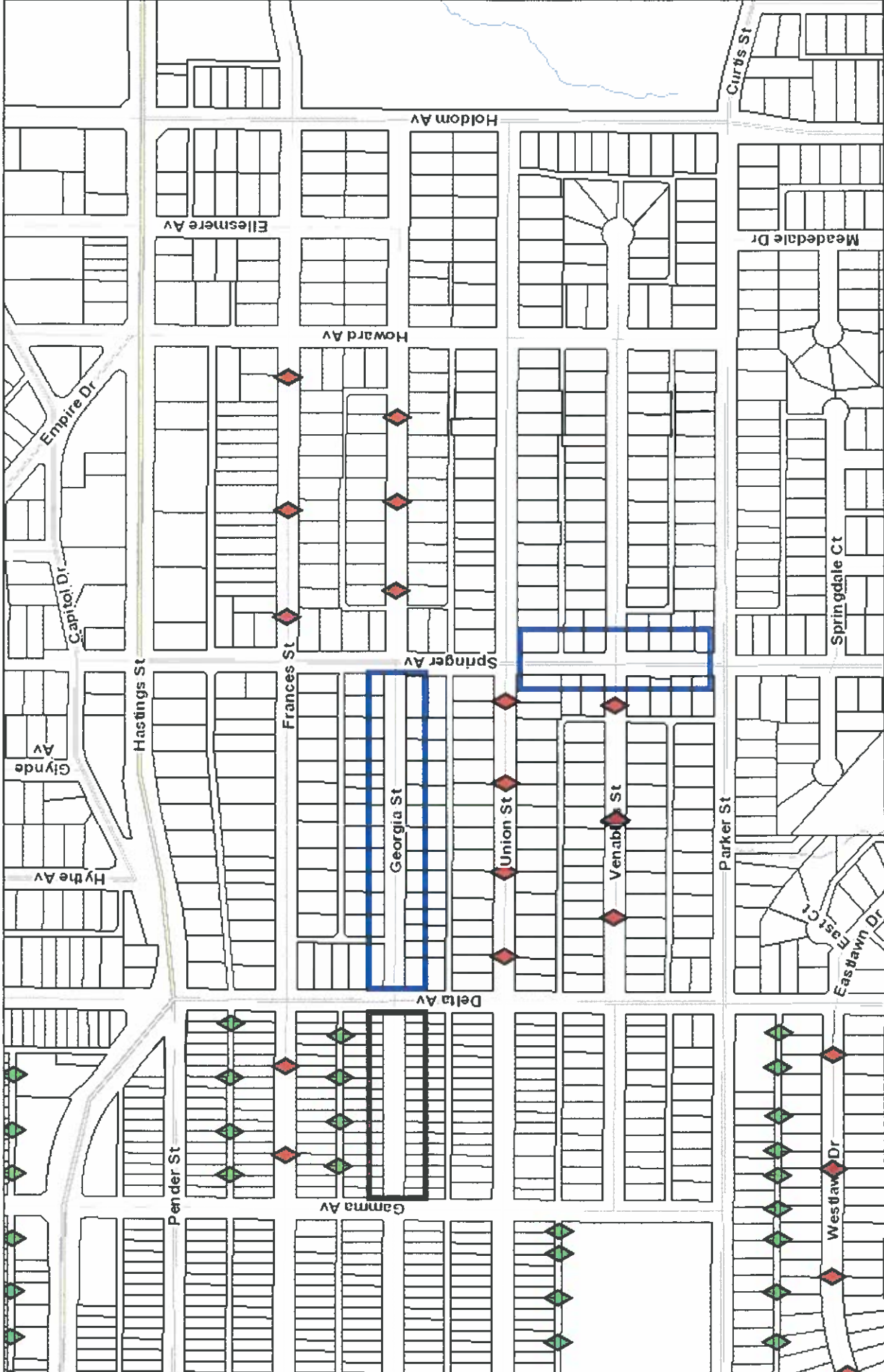




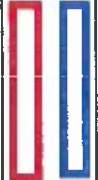
Georgia St (Delta - Springer)

EXHIBIT 3

1:4,820



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-  Proposed location of 2014 LASP speed humps
-  Existing rear lane speed humps



Cliff Ave (Halifax - Winch)

EXHIBIT 4

1:7,648



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Proposed location of speed humps



Existing speed humps



Existing rear lane speed bumps

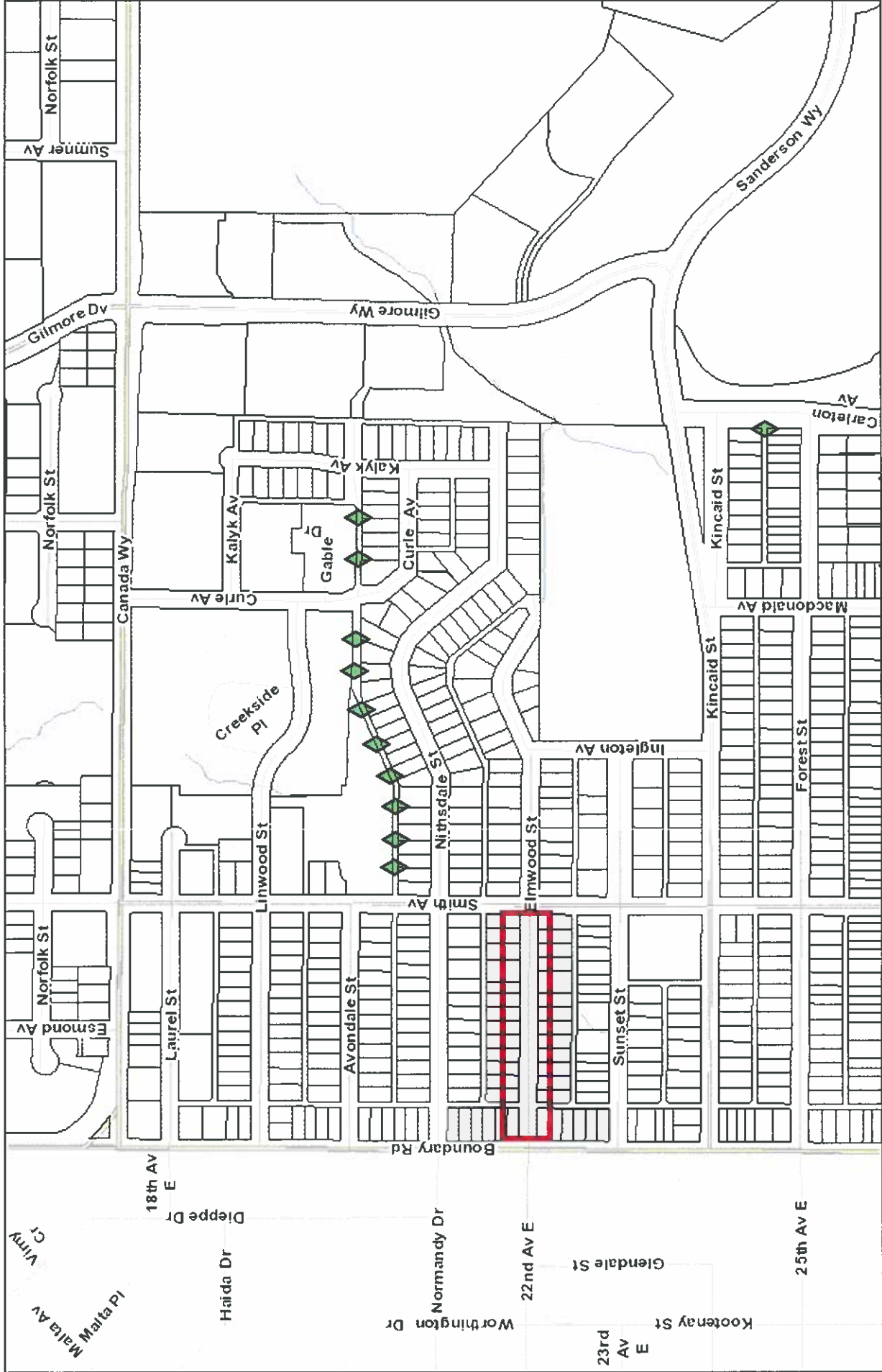


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Elmwood St (Boundary - Smith)

EXHIBIT 5

1:5,790



-  Proposed location of speed humps
-  Existing rear lane speed bumps

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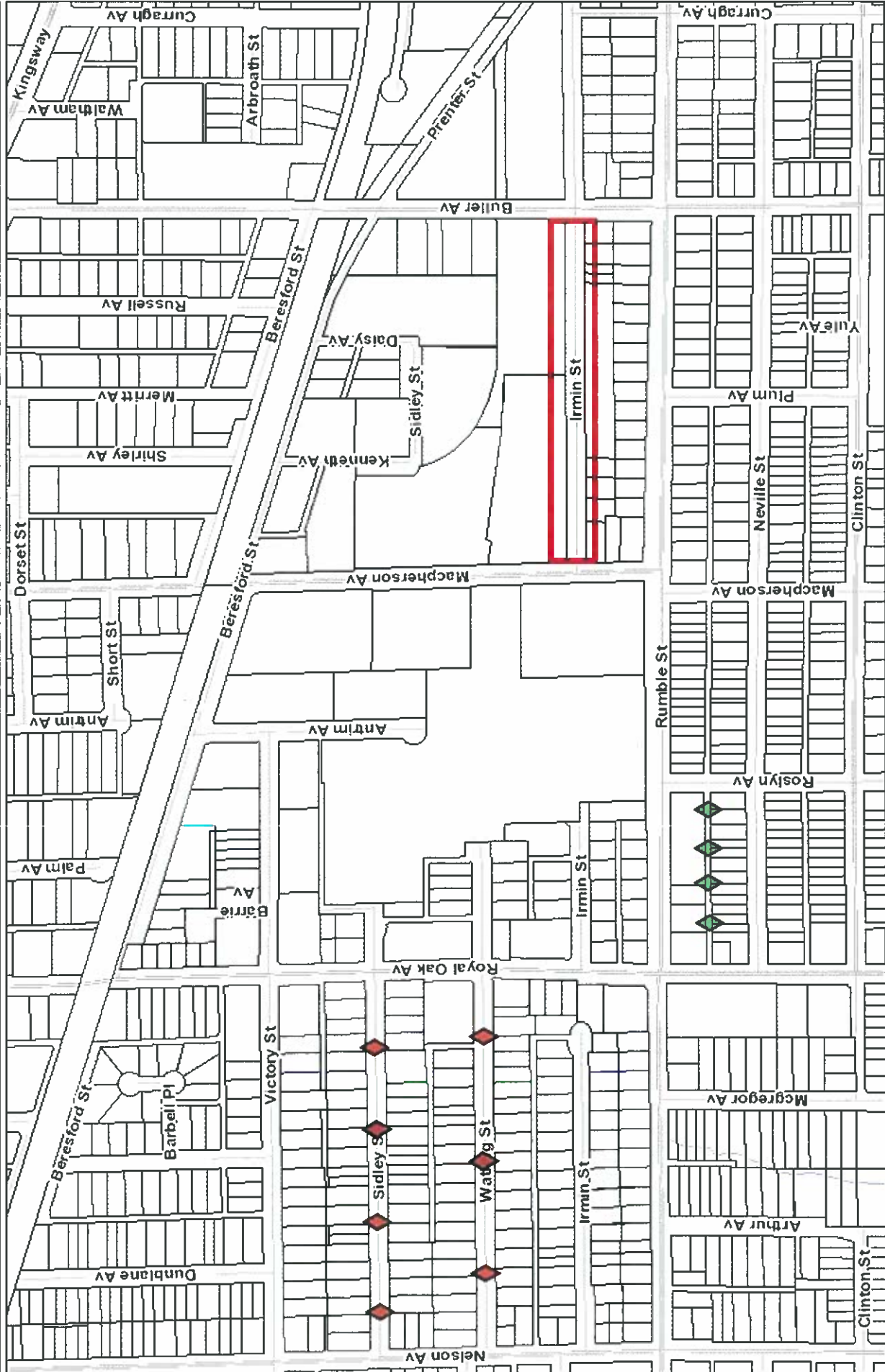




Irmin St (Buller - MacPherson)

EXHIBIT 6

1:5,440



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-  Existing speed humps
-  Proposed location of speed humps
-  Existing rear lane speed bumps



