

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 2020 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 2020 Local Area Service Program process.
2. THAT Council send a copy of this report to the residents who requested speed humps as part of the 2020 Local Area Service Program.

REPORT

The Traffic Safety Committee, at its meeting held on 2020 January 23, received and adopted the *attached* report reviewing applications for the 2020 speed hump program. The report includes descriptions of the seven applications that were found to meet the general guidelines of the program and that should proceed to the Local Area Service Program (LASP) process.

Respectfully submitted,

Councillor D. Johnston
Chair

Councillor P. McDonell
Vice Chair

Copied to:	City Manager Director Engineering Director of Finance City Clerk
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2020 January 22

FROM: DIRECTOR ENGINEERING

FILE: 34500 01

SUBJECT: 2020 LOCAL AREA SERVICE PROGRAM FOR SPEED HUMPS

PURPOSE: To review applications for the 2020 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 2020 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 2020 LASP.

REPORT**POLICY SECTION**

Traffic Safety is aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goal and sub-goal of the Plan.

Goal

- A Safe Community
 - Transportation safety –
Make City streets, pathways, trails and sidewalks safer

BACKGROUND

The Traffic Safety Committee annually reviews all requests for speed humps for inclusion in the following year's Local Area Service Program (LASP). Over the course of 2019, City staff has responded to numerous inquiries from residents about the process for installing speed humps along their street. Of those, a total of 7 residents have expressed a desire this year to initiate the LASP process for installing speed humps this year.

To: Traffic Safety Committee
From: Director Engineering
Re: 2020 LOCAL AREA SERVICE PROGRAM FOR
SPEED HUMPS
2020 January 22Page 2

REVIEW OF REQUESTS

A review of the 7 applications for the 2020 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).

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 has no objection to the program proposed and none are along Transit routes. Brief descriptions of the 2020 applications are provided below.

Burnaby Heights Neighbourhood (*Attachment #1*)

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

3900 block Dundas Street (Ingleton Avenue – MacDonald Avenue)
4200 block Cambridge Street (Carleton Avenue – Madison Avenue)

Both requests are along local streets that are constructed to an 8.5m wide finished standard with concrete curb and gutter and 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.

4000 Block Forest Street (Carleton Avenue – MacDonald Avenue) (*Attachment #2*)

Forest Street between Carleton Avenue & MacDonald Avenue is fronted by single family homes and the road is constructed to an interim standard with 6m wide pavement, asphalt curb and a mix of paved & gravel shoulders. Installation of humps on this street may require the installation of concrete bull noses at the ends of the humps to prevent vehicles from driving around them.

It is recommended that the requested LASP for speed humps proceed.

4800 Block Fairlawn Drive (Delta Avenue – Beta Avenue) (Attachment #3)

Fairlawn Drive between Delta Avenue & Beta Avenue is fronted by single family homes and constructed to an 8.5m wide finished standard with concrete curb and gutter.

It is recommended that the requested LASP for speed humps proceed.

7600 – 7800 Block 15th Street (Attachment #4)

15th Street is a mix of multi-family dwelling units and vacant future development site on the south side, and a park and single family homes on the north side. The street is part of the City's Southeast Bikeway. The western portion of the street between 13th and 14th Avenue is constructed to an 11.0m wide finished standard with concrete curb and gutter and a 30km/h speed limit. The eastern portion between 10th and 13th Avenue is constructed to an interim standard with an 8.5m wide pavement and gravel shoulders. The eastern portion may require the installation of bull noses at the ends of the humps to prevent vehicles from driving around them.

It is recommended that the requested LASP speed humps proceed.

Meadowood Park (Woodhurst Drive – Meadowood Drive) (Attachment #5)

Meadowood Park between Woodhurst Drive & Meadowood Drive consists of 2 single family homes on the west side and a park on the east side. The road is constructed to an 8.5 m wide finished standard. This installation would complement and enhance the 30km/h zone in front of Meadowood Park.

It is recommended that the requested LASP speed humps proceed.

7300 – 7400 Block 16th Avenue (Attachment #6)

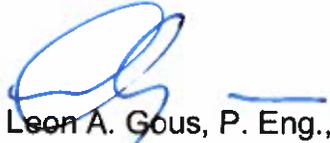
16th Avenue is mainly fronted by single family homes except for a multi-family dwelling unit at the corner of Kingsway & 16th Avenue. The road is constructed to an 8.5m finished standard with concrete curb and gutter between Mary Avenue & Humphries Avenue and at the multi-family dwelling unit. The remaining section is constructed to an 8.5m interim standard pavement with gravel shoulders. This section may require the installation of bull noses at the ends of the humps to prevent vehicles from driving around them.

Because Humphries Court and 15th Avenue are cul-de-sac's and are accessed off of the 7400 block of 16th Avenue, consultation of residents there, will be required if the process proceeds.

To: Traffic Safety Committee
From: Director Engineering
Re: 2020 LOCAL AREA SERVICE PROGRAM FOR
SPEED HUMPS
2020 January 22..... Page 4

RECOMMENDATION

Staff recommend that all of the above requested speed humps be advanced to the 2020 LASP process managed by the City Clerks Department.



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

SP/ac/aab

Attachments

Copied to: City Manager
Director Finance
City Clerk



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.

 Proposed location of 2020 LASP Speed Humps

-  Existing Speed Humps
-  Existing Rear Lane Speed Bumps





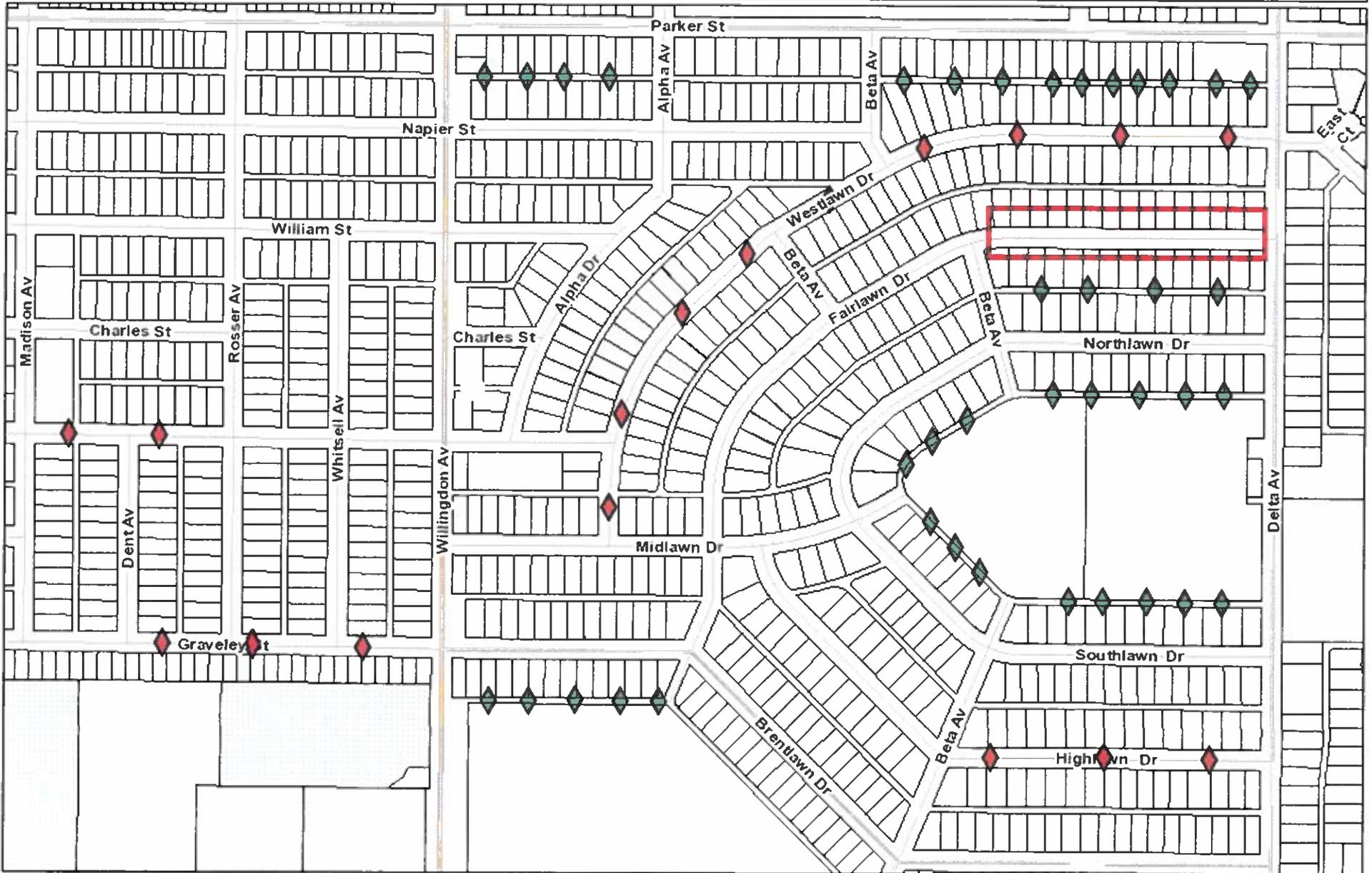
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 Proposed location of 2020 LASP Speed Humps

 Existing Speed Humps

 Existing Rear Lane Speed Humps





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 Proposed Location of 2020 LASP Speed Humps

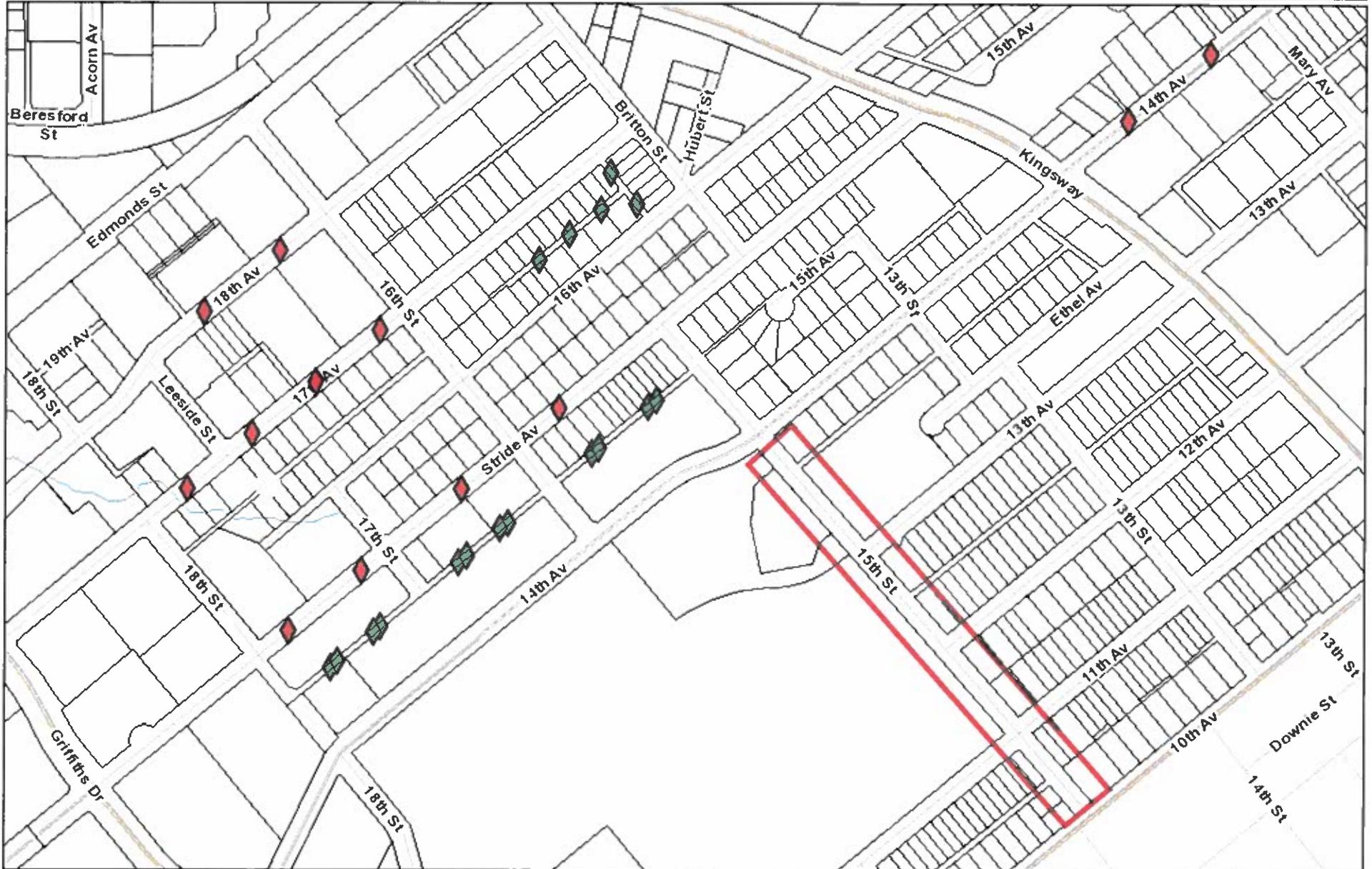


Existing Speed Humps



Existing Rear Lane Speed Bumps





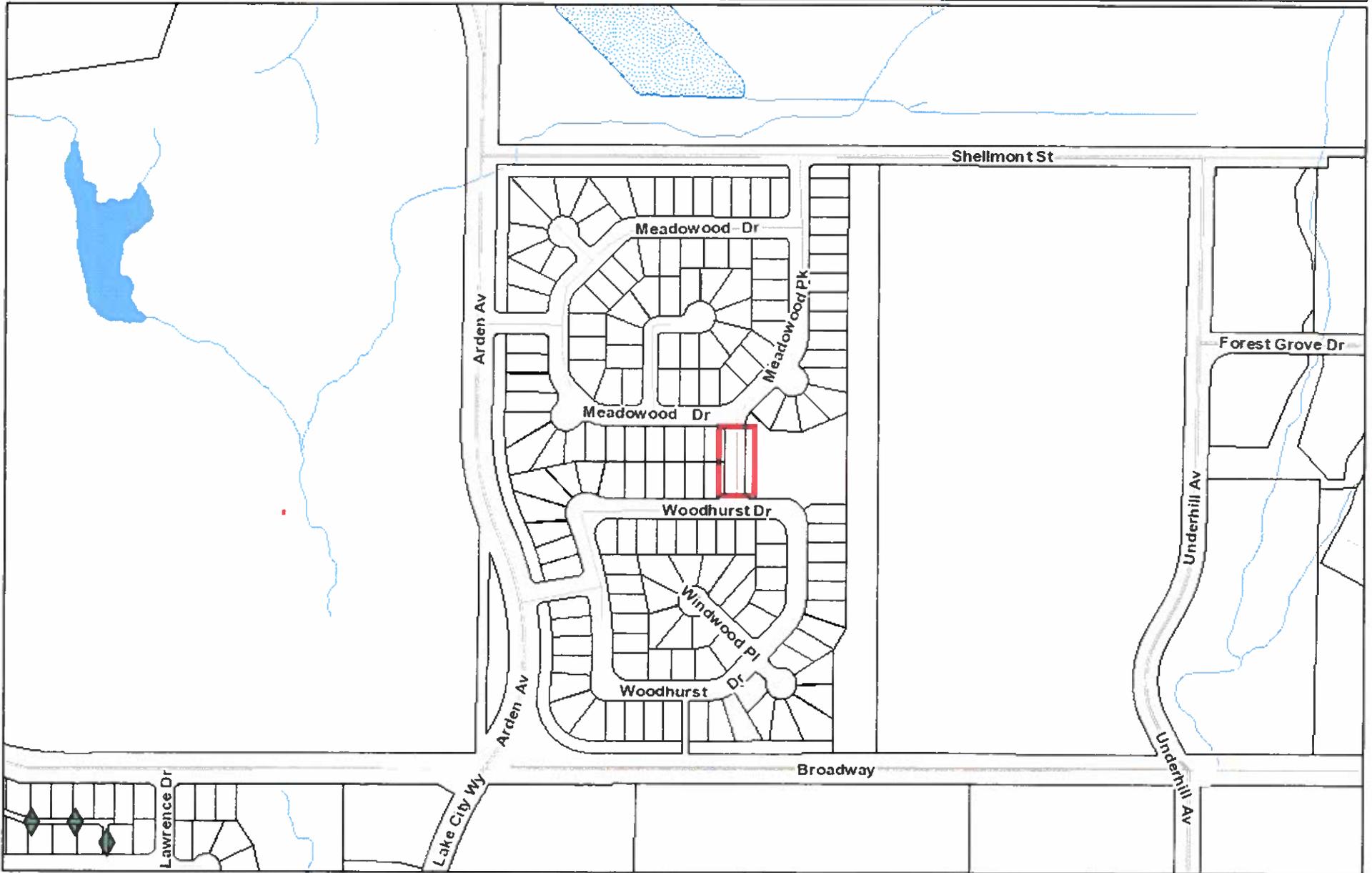
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 Proposed location of 2020 LASP Speed Humps

 Existing Speed Humps

 Existing Rear Lane Speed Bumps





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Proposed location of 2020 LASP Speed Humps



Existing Rear Lane Speed Bumps



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 Proposed location of 2020 LASP Speed Humps

 Existing Speed Humps
 Existing Rear Lane Speed Bumps

