

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2021 January 18

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: TRAFFIC CALMING ALONG PARK AND SCHOOL ZONES

PURPOSE: To enhance traffic calming along all park and school zones.

RECOMMENDATIONS:

1. **THAT** the Committee recommend that Council approve a City-funded speed hump program along local streets in park and school zones as outlined in this report.
2. **THAT** the Committee recommend that Council extend the hours for the 30 km/h speed limits along school zones to 7:00 am - 10:00 pm as outlined in this report.
3. **THAT** the City Solicitor be authorized to bring forward the necessary amendment to the Street and Traffic Bylaw to implement the extended hours for school zone speed limits.
4. **THAT** the Committee recommend that Council send a copy of this report to the Parks, Recreation and Culture Commission, Burnaby School District 41, RCMP Burnaby Detachment, Ministry of Transportation and Infrastructure, and the Insurance Corporation of British Columbia for information.

REPORT

INTRODUCTION

On 2019 June 11, the Parks, Recreation and Culture Commission referred a motion to install speed humps on all park perimeter roads where possible to the Traffic Safety Committee.

On 2019 September 04, School Trustees Mr. Bill Brassington and Ms. Jen Mezei appeared before the Traffic Safety Committee with a request on behalf of School District 41 to install speed humps around schools where appropriate and to extend the hours for the 30 km/h speed limits along school zones to 7:00 am – 10:00 pm seven days a week.

The Committee referred the request to staff to investigate and report back regarding its advisability and feasibility.

POLICY

Traffic safety initiatives are aligned with the City of Burnaby Corporate Strategic Plan by supporting the following goal and sub-goal of the plan:

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

BACKGROUND

Speed humps are an effective tool used to control traffic speeds. Reduced vehicle speeds have been shown to dramatically enhance safety by reducing the probability and severity of a crash. Figure 1 below highlights how a modest increase in vehicle speed can significantly increase the probability of a fatality. This is recognized in the new Burnaby Transportation Plan currently being developed where traffic safety is a key component and a City-wide Vision Zero target (zero deaths and serious injuries on Burnaby's transportation network) is being proposed.

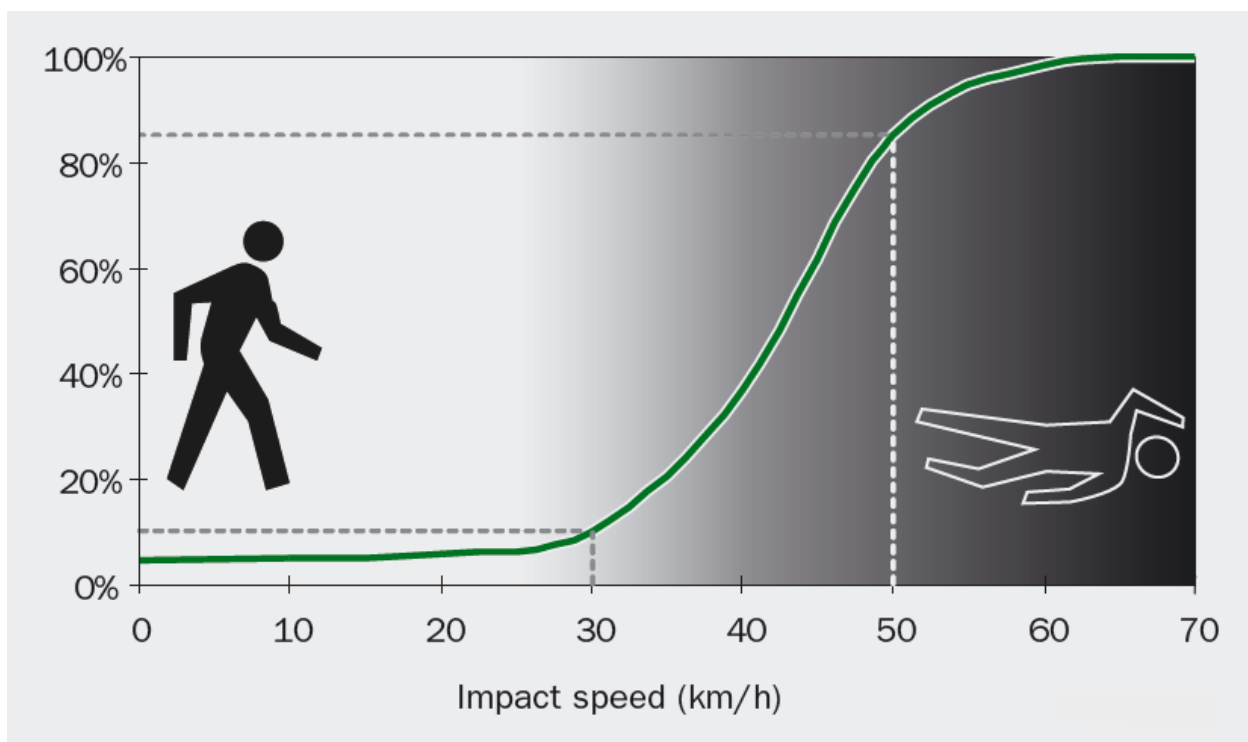


Figure 1. Probability of a pedestrian fatality relative to impact speed.
(Source: Speed Management Manual, World Health Organization, 2008)

The majority of speed humps are currently installed as part of the Local Area Service Program where abutting property owners petition for and help fund their installation. Speed hump installations are restricted to local streets only to reduce the cumulative impact on emergency response times. Other restrictions include streets with no bus

routes, less than 8% grade, and support from the majority of property owners along the block. These restrictions help to address the fact that speed humps negatively impact lower profile buses, increase discomfort for bus passengers, create operational problems during poor weather conditions such as snowfall, may increase traffic noise, and require funding support from property owners.

DISCUSSION

Speed Humps

A comprehensive review was completed in 2020 of all parks and schools within the City to identify where speed humps could be installed following our current guidelines. Streets surrounding 36 parks and 36 schools were found to be eligible for speed hump installations. At these 72 locations (See Appendix A and B), approximately 200 individual speed humps could be installed at an estimated cost of \$500,000, inclusive of requisite signs and pavement markings. It is unknown whether or not there is a speeding problem along any of the streets adjacent to the parks and schools listed. However, appropriate installation of speed humps along local streets only presents minor inconveniences to drivers yet provides traffic safety enhancements at park and school locations where children are more likely to be present. Therefore it is recommended that a new City-funded program be created for speed hump installations adjacent to parks and schools based on existing installation guidelines and restrictions. Other proposed program details are listed below:

- Individual locations to be further reviewed for appropriateness and prioritized;
- Parks and School District staff will be consulted;
- Fire Services will be consulted;
- Installation will begin this year and target substantial completion by 2026. A phased approach allows the work to be completed in-house;
- The average annual budget is estimated to be about \$85,000 with funding to be included as part of the Engineering Capital Minor Traffic Management Projects;
- Property owner consultations (petitions and approvals) will not be required because property owner funding is not required and to expedite implementation in these higher priority areas, but they will be informed; and
- Installations will be coordinated with other street or utility work whenever possible.

It should be noted that this program will not be able to address speeding concerns along Collector or Arterial streets adjacent to parks and schools.

School Zone Speed Limits

Speed limits within school zones in Burnaby follow the regulations stipulated by the *Motor Vehicle Act* (MVA) which states that the speed limit shall be 30 km/h between 8:00 am – 5:00 pm on school days. The MVA also allows municipalities the flexibility to extend the effective hours through municipal bylaws as long as it is no less than 8:00 am – 5:00 pm. The request by School District 41 for an extension of school zone speed limit hours to between 7:00 am and 10:00 pm is thus feasible. These extended hours, however, can only be applied on regular school days in accordance with the MVA.

Almost all municipalities within the Lower Mainland have school zone speed limits consistent with the base requirement as outlined in the MVA. The City of Vancouver is the exception where it approved changes last year, through its authority under the *Vancouver Charter*, to both its school and park zone regulations to 30 km/h, 24 hours every day. This change has not yet been implemented. The biggest risk is motorists' confusion as they drive between different municipalities with different regulations. This can be mitigated with appropriate signage and education, and is offset by the potential of increased traffic safety overall. School District 41's request for an extension to 7:00 am – 10:00 pm is based on the earliest and latest time students could be at school due to extracurricular activities. The rationale is sound, therefore the District's request is supported and recommended for approval to the extent permitted by the MVA.

Implementation will require an amendment to the *Street and Traffic Bylaw* to effect the change and allow for enforcement. It is proposed that the following provision be added as subsection 6(3) in the *Street and Traffic Bylaw*:

6.(3) A person driving a vehicle on a school day and on a highway where signs are displayed stating a speed limit of 30 km/h, or on which a school area warning is shown with a 30 km/h speed limit, must drive at a rate of speed not exceeding 30 km/h while approaching or passing the school building and school grounds to which the signs relate, between 7 a.m. and 10 p.m. on a school day.

Implementation of the extended hours for school zone speed limits will require changes to roughly 600 existing signs (including oversized 4'x8' School Zone signs and temporary educational/warning signs at each school) at an estimated cost of \$100,000. This project was not included in the Provisional 2021 Capital Plan and Capital Contingency funding will be requested through the City Manager's Office to fund this project. Implementation can be completed this year and will be coordinated with Corporate Communications to help inform and educate the public about the changes. Speed limits on City streets are enforced by members of the RCMP Burnaby Detachment. City staff have communicated with Burnaby RCMP to ensure appropriate enforcement action if necessary.

Though not specifically requested, it should be noted that City staff are unable to recommend and implement similar extension of hours for park zone speed limits. Unfortunately, unlike school zones, the MVA does not provide any flexibility for municipalities to do so in and around parks and playground zones. The MVA directs that the 30 km/h speed limit for parks and playground zones apply between dawn and dusk and does not allow municipalities to implement different or specific hours. The City of Vancouver was able to expand its speed limit hours for parks and playground zones due to its broader authority under the *Vancouver Charter*. The *Community Charter*, which governs Burnaby, is more restrictive in the authority given to the City in respect to MVA matters.

CONCLUSIONS

Requests for the installation of speed humps adjacent to all park and school zones were reviewed. It was determined that approximately 200 speed humps along local streets can be installed at 72 park and school locations throughout the City based on current guidelines at an estimated cost of about \$500,000. To enhance traffic safety, it is recommended that a City-funded speed hump program for park and school locations be

implemented over the next six years in consultation with Parks and School District staff. The program will be funded through Engineering Capital Minor Traffic Management Projects beginning this year.

A request to extend the hours for the 30 km/h speed limits along school zones to 7:00 am – 10:00 pm seven days a week was reviewed and supported to the extent permitted by the *Motor Vehicle Act*. Under the MVA, it is possible to extend the school zone speed limit hours but not outside of regular school days. To implement the changes it is recommended that the City Solicitor be authorized to bring forward the necessary amendment to the *Street and Traffic Bylaw*. Implementation is estimated to cost \$100,000 and a Capital Contingency funding request will be submitted to fund this project. Completion will be coordinated with Corporate Communications to help inform and educate the public about the changes. Burnaby RCMP will be responsible for enforcement of the extended speed limit hours.

It is recommended that a copy of this report be sent to Parks, Recreation and Culture Commission, Burnaby School District 41, RCMP Burnaby Detachment, Ministry of Transportation and Infrastructure, and the Insurance Corporation of British Columbia for information.



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Copied to:

- City Manager
- Director Public Safety and Community Services
- Director of Planning and Building
- Director of Corporate Services
- Director of Finance
- City Solicitor
- RCMP – OIC Burnaby Detachment Chief Supt. Deanne Burleigh
- Fire Chief

APPENDIX A

List of Parks where Surrounding Local Streets are Eligible for Speed Humps

1. Alta Vista Reservoir Park
2. Beecher Park
3. Brantford School Park
4. Burnaby Heights Park
5. Burnaby Lk Sports Complex - East
6. Burnaby South Memorial Park
7. Capitol Hill Reservoir Park Site
8. Charles Rummel Park
9. East Grove Park
10. Eastburn Park
11. Ernie Winch Park
12. George H. Leaf Park
13. George Mclean Park
14. Greentree Village Park
15. Harbourview Park
16. Kensington Park
17. Keswick Park
18. Lakeview School Park
19. Maywood Park
20. McGill Park
21. Old Orchard Park
22. Parkcrest School Park
23. Poplar Park
24. Rene Memorial Park
25. Riverway West School Park
26. Robert Burnaby Park
27. Ron Mclean Park
28. Simon Fraser Hills Park
29. Springer Park
30. Sumas Park
31. Suncrest School Park
32. Taylor Park
33. Tot Lot Park Site
34. Warner Loat Park
35. Wesburn Park
36. West-Sells Park

APPENDIX B

List of Schools where Surrounding Local Streets are Eligible for Speed Humps

1. Alpha Secondary
2. Armstrong Elementary
3. Aubrey Elementary
4. Brantford Elementary
5. Buckingham Elementary
6. Burnaby North Secondary
7. Byrne Creek Secondary
8. Cameron Elementary
9. Canada Way Education Centre
10. Capitol Hill Elementary
11. Chaffey-Burke Elementary
12. Clinton Elementary
13. Confederation Park Elementary
14. Gilmore Ave Community School
15. Gilpin Elementary
16. Holy Cross Elementary School
17. Inman Elementary
18. John Knox Christian School
19. Kitchener Elementary
20. Lakeview Elementary
21. Lochdale Community School
22. Marlborough Elementary
23. Montecito Elementary
24. Morley Elementary
25. Nelson Elementary
26. Rosser Elementary
27. Seaforth Elementary
28. Second Street Community School
29. South Slope Elementary
30. Sperling Elementary
31. St Francis de Sales School
32. St Helen's School
33. St Thomas More Collegiate
34. Stoney Creek Community School
35. Taylor Park Elementary
36. Westridge Elementary