



**CITY OF RICHMOND**

**REPORT TO COMMITTEE**

**TO:** Public Works and Transportation Committee

*TO PW&T - JUNE 5, 2002*

**DATE:** May 22, 2002

**FROM:** Gordon Chan, P. Eng.  
Director, Transportation

**FILE:** 6450-01

**RE: PROPOSED TRAFFIC CALMING MEASURES – LANEWAY AT 5000 BLOCK OF MINORU BOULEVARD**

**STAFF RECOMMENDATION**

1. That the proposed traffic calming measures on the laneway at 5000 block of Minoru Boulevard at an estimated cost of \$6,000, as recommended in the attached report, be endorsed in principle.
2. That staff initiate consultation with the adjacent businesses on the above recommended traffic calming measures and report back on the outcome prior to Council's further consideration of the improvements.

Gordon Chan, P. Eng.  
Director, Transportation

Att. 2

<b>FOR ORIGINATING DIVISION USE ONLY</b>		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>SIGNATURE OF GENERAL MANAGER</b>
Engineering.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Fire Rescue .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
R.C.M.P. ....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## STAFF REPORT

### ORIGIN

Business owners and operators in the vicinity of block 5000 of Minoru Boulevard have requested the City to consider measures to address excessive vehicular travel speed in the laneway, which runs north and south, east of Minoru Boulevard between Alderbridge Way and Lansdowne Road. These requests were prompted by the installation of speed humps in 2001 on the east/west section of the laneway south of Alderbridge Way and east of Minoru Boulevard. This report presents the results of a staff investigation of the reported speeding issue on this laneway and recommends the appropriate remedial measures to enhance traffic safety in the area.

### ANALYSIS

#### **1. Results of Speed Survey**

Staff have conducted a speed survey on this lane over a seven-day period between March 28 and April 4, 2002. The survey concluded that the 85<sup>th</sup> percentile of the recorded speeds to be 46 km/h which were considerably over the legal speed limit of 20 kilometres per hour established for public laneways.

#### **2. Recommended Traffic Calming Measures**

As on-going speed enforcement for this location may not be feasible as a long term solution due to limited resources, the application of traffic engineering measures as a means to address the speeding concern is therefore examined. The recommended measures will take the form of three speed humps installed on the laneway, starting at approximately 80 metres south of Alderbridge Way. Similar to those recently constructed on the nearby east-west laneway, the speed humps would be installed in a manner, which takes into consideration the existing individual property accesses. Signage and road markings would also be provided to raise the awareness of motorists of the presence of speed humps on the laneway. In addition, advance-warning signs would be placed at both ends of this section of the laneway. Attachment 1 shows the general location of the 5000 block Minoru Boulevard laneway. Attachment 2 shows the specific placement of the proposed speed humps with accompanying signage.

#### **3. Monitoring for Effectiveness**

If final approval is given by Council for the improvement upon completion of the above business consultation, further traffic surveys will be carried out. The traffic patterns in the area will be monitored for one year to determine if the proposed speed humps are effective in reducing the vehicular travel speed on this section of the 5000 block Minoru Boulevard laneway.

#### 4. Experiences in Other locations

Over the last three years, staff have installed speed humps at three other locations in Richmond – 23000 block Dyke Road, laneways at 9000 block of No. 1 Road and at 5500 block Minoru Boulevard south of Alderbridge Way. The experience gained from the existing speed humps in Richmond and other jurisdictions in the Greater Vancouver region is summarized below:

- On Dyke Road, the speed humps were found to be effective in reducing vehicular travel speeds through the adjacent residential area.
- On the back lane west of No. 1 Road (south of Francis Road), temporary rubber speed humps were installed in 2001 to address the speeding concerns of area residents. A post-installation speed survey was conducted six months after the speed humps were in place and showed that speeds were reduced by 25%. To-date local residents have not expressed any further concerns on speeding.
- On the 5500 block Minoru Boulevard laneway running south of and parallel to Alderbridge Way, two speed humps were installed approximately five months ago to address the speeding concerns of area business operators. To-date no further speeding concerns have been expressed along this section of laneway.

Other cities in the Lower Mainland have been using speed humps extensively in response to the concerns of residents regarding speeding. The application of speed humps in general has been reported to be effective in addressing local area speeding concerns. In some locations, however, speed humps have generated resident complaints that they are annoying, noisy, and may not prevent short-cutting particularly on local roads, which have a higher level of function and usage than laneways. For these reasons, some jurisdictions have even removed recently installed speed humps on roadways. Based on local experience and experience gained in other jurisdictions, staff do not recommend the use of speed humps on any public roadways except for laneways where speeding is found to be excessive.

#### 5. Other Considerations

In reviewing the requirements for traffic calming measures for this section of the laneway off Minoru Boulevard south of Alderbridge Way, the following related issues were also examined:

- Speed "Humps" vs. "Bumps" – Speed humps have a less abrupt profile compared to that of a speed bump. Speed humps are becoming the industry standard for this type of traffic calming measure and is therefore proposed for this location. Speed bumps are more suitable for private driveways with low traffic volumes and slower speeds. Speed bumps also cause more noise, are more difficult and costly to maintain, and are not suitable for locations where the legal speed limit is 20 kilometres per hour.
- Possible Use of Temporary Speed "Humps" - Consideration was given to installing temporary speed humps. Since this is not a residential area it is unlikely that there will be complaints about noise or vibrations. Therefore, due to the nature of the land use in the area, staff do not consider temporary speed humps to be appropriate for this application.

## 6. Consultation with Businesses

It is proposed that the adjacent businesses be consulted on the recommended traffic calming measures prior to Council's further consideration of these improvements. The outcome of the consultation will be reported back to Council.

### FINANCIAL IMPACT

The cost of installing the proposed speed humps is estimated at \$6,000. The funding source, if approved by Council upon completion of the business consultation process, is proposed to be the 2002 Minor Capital Program for Traffic Improvements.

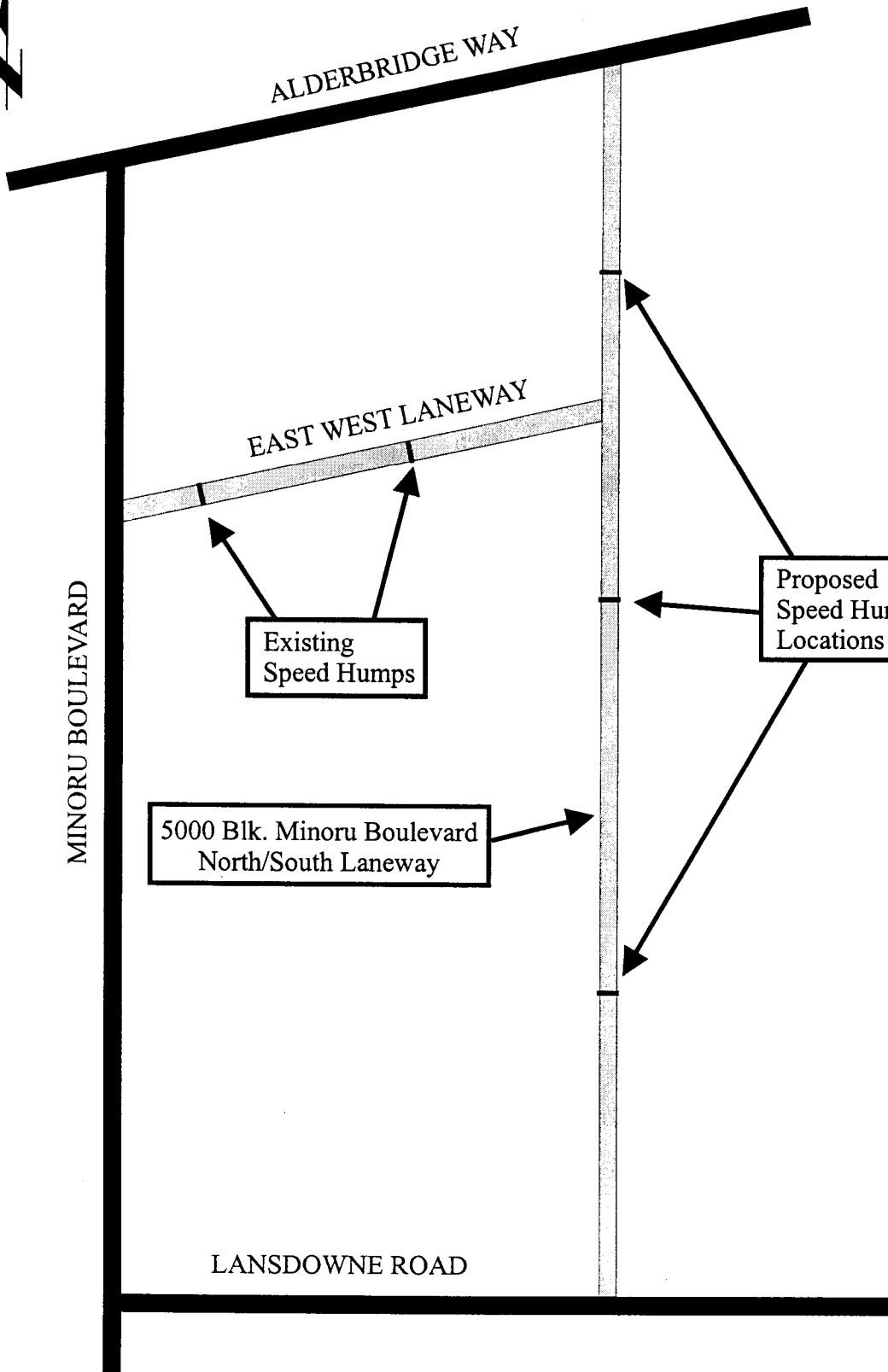
### CONCLUSION

Staff recommend that three speed humps be placed at various locations on the laneway east of Minoru Boulevard between Alderbridge Way and Lansdowne Road to address speeding concerns, subject to consultation with the adjacent businesses on the improvements. If the improvements are approved upon the consultation process, the traffic conditions in the area will be monitored to determine the effectiveness of the proposed measures and further traffic safety enhancement initiatives will be considered as necessary.

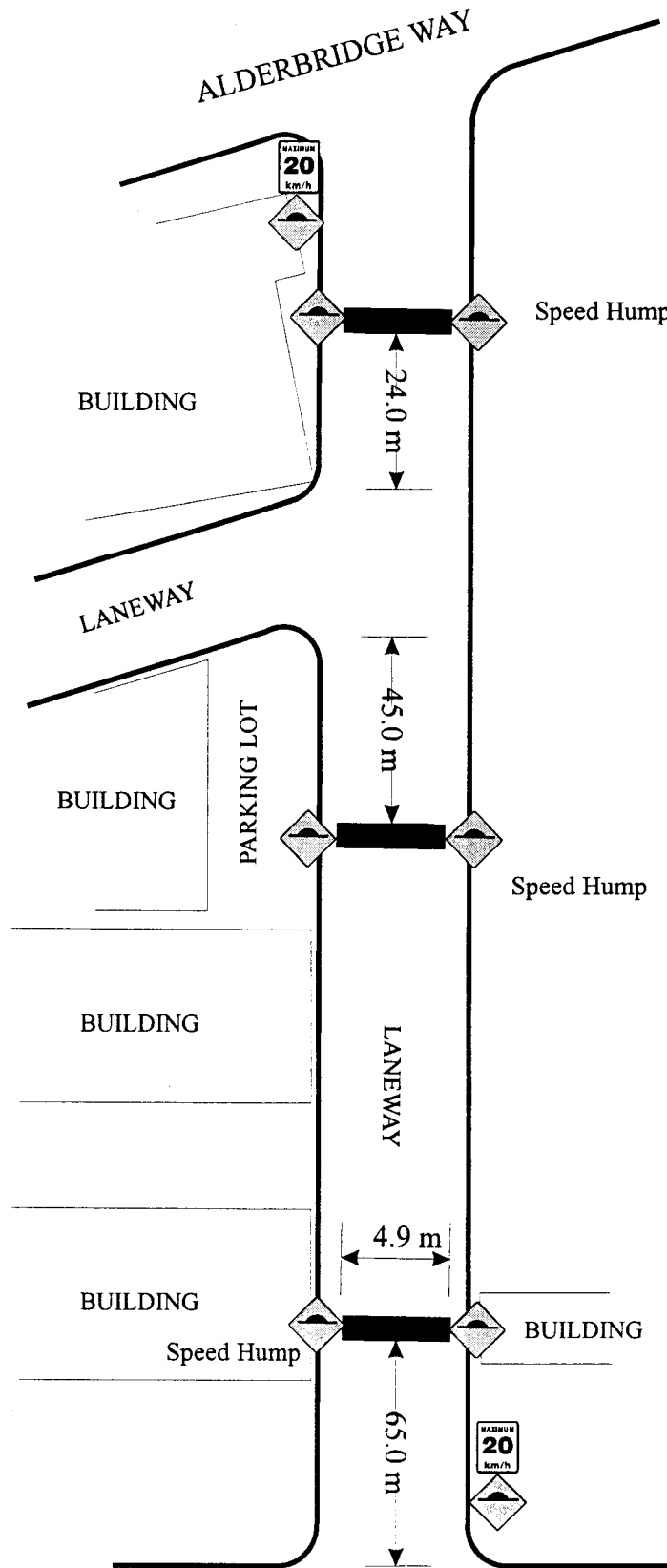


Carlos Rocha  
Traffic Technician II

CJR:Ice



Location of 5000 Block Minoru Boulevard  
North / South Laneway 383



SPEED HUMPS AND SIGNAGE  
5000 BLK. MINORU BLVD  
NORTH/SOUTH LANEWAY

LANSLOWNE ROAD

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