



**CITY OF RICHMOND**

REPORT TO COMMITTEE

**TO:** Public Works and Transportation Committee  
**FROM:** Gordon Chan, P. Eng.  
 Director, Transportation  
**RE:** **PROPOSED TRAFFIC CALMING MEASURES – LANEWAY AT 5500 BLOCK OF MINORU BOULEVARD**

*To PW+T - Dec. 5/01*  
**DATE:** November 22, 2001  
**FILE:** 6450-01

STAFF RECOMMENDATION

1. That the proposed traffic calming measures on the laneway at 5500 block of Minoru Boulevard, as recommended in the attached report, be endorsed to be implemented at an estimated cost of \$4,000.
2. That the source of funding for the recommended traffic calming measures be the 2001 Minor Capital Program.
3. That staff be directed to monitor the traffic conditions at this location for one year after the installation of the recommended traffic calming measures, at which time a follow-up report be presented to the Public Works and Transportation Committee on the findings of the monitoring activities.

Gordon Chan, P. Eng.  
Director, Transportation

Att. 2

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	SIGNATURE OF GENERAL MANAGER
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

Area business operators in the vicinity of block 5500 of Minoru Boulevard have recently requested the City to consider measures to address the traffic and safety hazards associated with excessive vehicular travel speed in the laneway, which runs south of and parallel to Alderbridge Way from Minoru Boulevard to the east (Attachments 1 and 2). There have been a number of incidents involving speeding vehicles, which came close to hitting some of the pedestrians using this laneway. This report presents the results of a traffic investigation of the reported speeding issue and recommends remedial measures to enhance traffic safety in the area.

### ANALYSIS

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

Staff have conducted a speed survey in this lane over a four-day period. The survey established that the recorded speeds are considerably over the posted speed. The legal speed limit on laneways is 20 kilometres per hour.

#### 2. **Proposed Traffic Calming Measures**

As on-going speed enforcement strategies for this location may not be feasible as a long term solution due to limited resources, traffic engineering measures are therefore recommended. These measures will take the form of two speed hump pairs installed on the section of the back lane, starting at the junction with Minoru Boulevard to a point 50 metres east. The speed humps would be installed taking into consideration the existing individual property access and concentration of pedestrian activities. Signage and road markings would be installed to raise the awareness of motorists of the presence of speed humps in the laneway. In addition, advance-warning signs would be placed at both ends of this section of the laneway. The proposed speed humps will be installed within two weeks upon Council's approval, weather permitting.

#### 3. **Monitoring**

Traffic speed and volume will be measured before and after the proposed speed humps are installed. 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 5500 block Minoru Boulevard laneway.

#### 4. **Experience in Other Locations**

Staff have installed speed humps at two other locations in Richmond - 23,000 block Dyke Road and 9000 block back lane of No. 1 Road. The experience gained from applications in Richmond and elsewhere are presented below:

- On Dyke Road, the installation of speed humps was found to be successful 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 four months ago to address the speeding concerns of area residents. A post-installation speed survey has not been conducted yet. To-date the residents have not expressed any further concerns on speeding.

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.

#### 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 does not consider temporary speed humps to be appropriate for this application.

#### FINANCIAL IMPACT

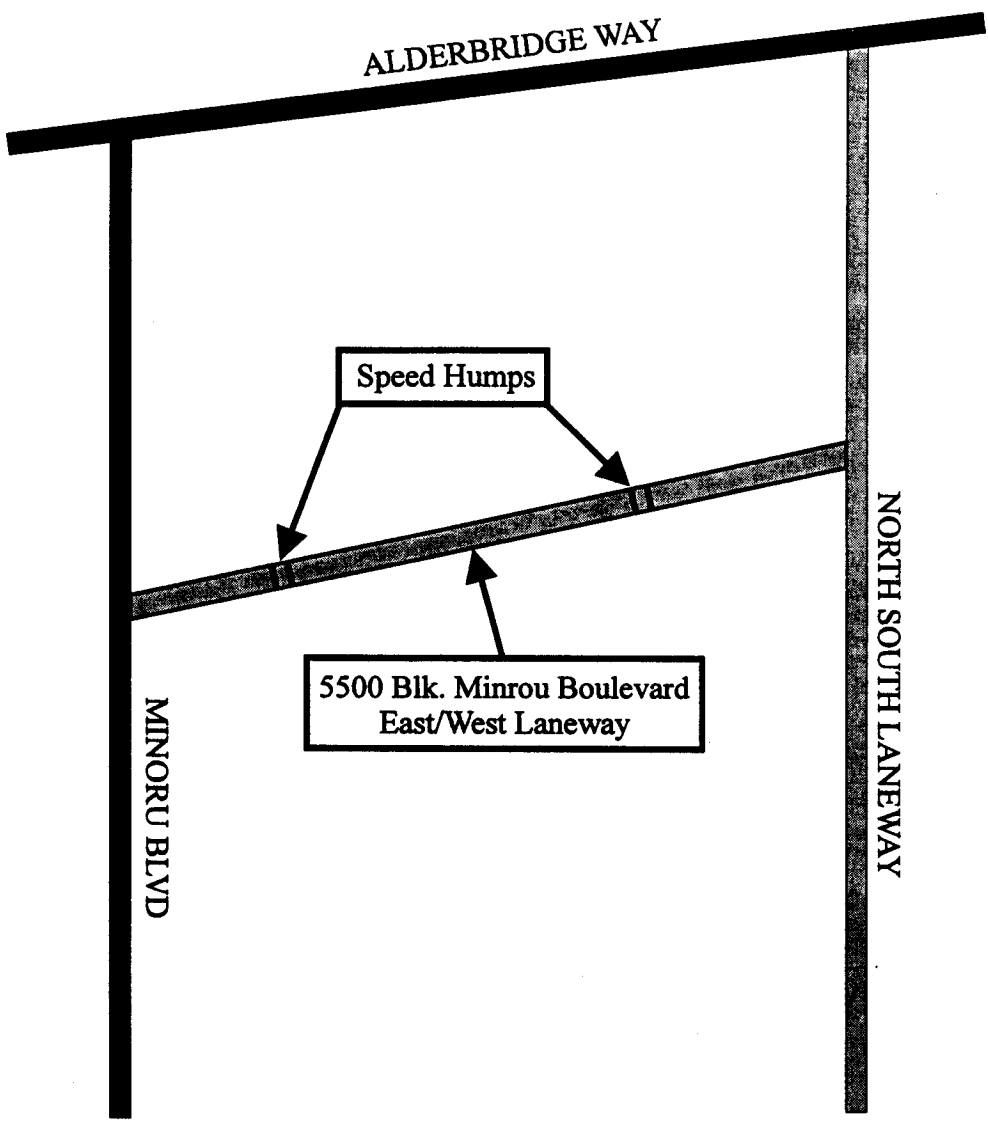
The cost of installing the proposed speed humps is estimated at \$4,000. The funding source will be the 2001 Minor Capital Program (Project No. 40100).

#### CONCLUSION

Staff recommend that speed humps be placed at strategic locations on the laneway south of Alderbridge Way east of Minoru Boulevard and that the traffic patterns at this location be monitored for one year. At the conclusion of the monitoring activities a follow-up report will be presented to the Public Works and Transportation Committee on the effectiveness of the proposed traffic calming device in reducing the vehicular speed on this laneway.

  
for Carlos Rocha  
Traffic Technician II

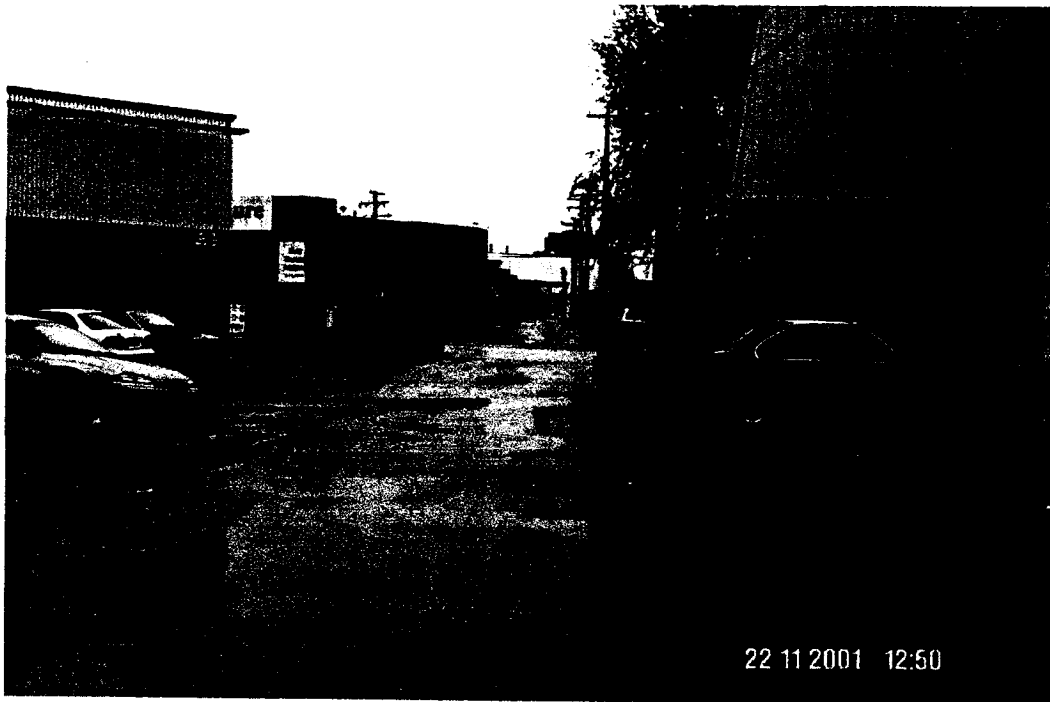
CJR:lce



Location of 5500 Blk Minoru Boulevard  
East / West Laneway



LANE LOOKING EAST



LANE LOOKING WEST

East / West Laneway  
5500 Blk. Minoru Blvd 295