



City of
Burnaby

Office of the City Clerk

B. Zeinabova, Acting City Clerk
E. Prior, Acting Deputy City Clerk

INTER-OFFICE MEMORANDUM

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2020 OCTOBER 06

FROM: ACTING CITY CLERK

FILE: 2410-20

SUBJECT: TRAFFIC CALMING TRIAL ALONG FOREST GROVE DRIVE
ITEM NO. 7.2., MANAGER'S REPORTS, COUNCIL 2020 OCTOBER 05

Burnaby City Council, at the Open Council meeting held on 2020 October 05, received the above noted report and adopted the following recommendations contained therein:

1. THAT Council receive this report for information.
2. THAT Council forward a copy of this report to the Traffic Safety Committee.

Blanka Zeinabova
Acting City Clerk

Our Vision: A world-class city committed to creating and sustaining the best quality of life for our entire community.

4949 Canada Way, Burnaby, BC V5G 1M2 | Telephone 604-294-7290 Fax 604-294-7537 | burnaby.ca

TO: CITY MANAGER **DATE:** 2020 September 30

FROM: DIRECTOR ENGINEERING **FILE:** 38000-01

SUBJECT: TRAFFIC CALMING TRIAL ALONG FOREST GROVE DRIVE

PURPOSE: To inform Council about the proposed traffic calming trial along Forest Grove Drive to address speeding concerns.

RECOMMENDATIONS:

1. **THAT** Council receive this report for information.
2. **THAT** Council forward a copy of this report to the Traffic Safety Committee.

REPORT

INTRODUCTION

The purpose of this report is to inform Council about the proposed installation of several traffic calming measures along Forest Grove Drive on a trial basis. This summer, complaints were received about drivers speeding along Forest Grove Drive in front of Forest Grove Park, Forest Grove Elementary School and eastwards. Speed measurements gathered along Forest Grove Drive confirmed that speeds were in excess of the speed limit. In response to this, the RCMP have undertaken speed enforcement during the month of September, and will continue to do so as required. Engineering is proposing to install several temporary traffic calming measures on a trial basis to encourage motorists to obey posted speed limits. Speeds will be monitored and the results will be reported back to Council to determine whether or not permanent measures are necessary and their specifications.

POLICY SECTION

The traffic calming initiatives described in this report are aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goals and sub-goals of the Plan.

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Goal

- A Safe Community
 - Transportation safety –
Make City streets, pathways, trails and sidewalks safer
- A Dynamic Community
 - City Facilities and Infrastructure –
Build and maintain infrastructure that meets the needs of our growing community.

DISCUSSION

Speed Data Results

Speed data was collected at three locations along Forest Grove Drive for a week in August:

- A. In front of Forest Grove Park west of Forest Grove Elementary School.
- B. Between the intersection of Maple Grove Crescent (west) and Ash Grove Crescent (west).
- C. In front of Maple Grove Park Playground.

The latter location was also selected because of past complaints about vehicle speeds at that location. The results summarized below show the 85th percentile speeds (the speed that 85% of drivers travelled at or below), and the posted speed limit during the daytime.

Location	85 th Percentile Speed	Posted Speed Limit (daytime)
A	52 km/h	30 km/h
B	56 km/h	50 km/h
C	47 km/h	30 km/h

85th percentile speeds well above the speed limit are considered problematic. Of the three locations, speeds in front of Forest Grove Park and Maple Grove Park were found to be problematic. In front of Forest Grove Park, approximately 95% of vehicles exceeded the 30 km/h speed limit with an average speed of about 45 km/h. Approximately 73% were speeding over 40 km/h and about 0.3% were speeding excessively over 70 km/h. While the percentage of excessive speeding is very low, it represents an average of 8 vehicles per day driving at dangerously high speeds. In response to these results, the RCMP have undertaken speed enforcement.

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Traffic volume data along Forest Grove Drive were also collected and found to be normal for a street classified as a Local Collector (between 2,000 - 3,000 vehicles per day). Forest Grove Drive does not provide any convenient shortcuts to destinations beyond the surrounding neighbourhood, therefore the majority of motorists (and speed violators) are expected to be residents.

Proposed Traffic Calming Measures

To support the efforts of the RCMP and to better mitigate speeding on an ongoing basis, two types of traffic calming measures are proposed. One is the use of centre medians which will narrow the roadway and create a slight horizontal shift along the travel lane. The other is the use of speed tables to create a vertical deflection. Speed tables are similar to speed humps, except that the top of the hump is elongated to form a table top of about 3 metres long. Vertical deflections, while effective in controlling speeds, are only recommended along local streets. Use along a collector street like Forest Grove Drive is not typical because they would increase response times for emergency vehicles, affect transit operations (e.g. lower profile vehicle and passenger comfort), and impede snow removal. They could also increase street noise due to the higher traffic volumes typically found along a collector street. Due to the underlying operational issues, the installation of speed tables is proposed on a trial basis only. The concerns associated with vertical deflections are reduced for speed tables compared to speed humps.

Two speed tables and three centre medians are proposed along Forest Grove Drive as shown in Figure 1. The speed tables are located in the more problematic areas in front of Forest Grove Elementary School as part of the existing crosswalk, and in front of Maple Grove Park at the intersection of Ash Grove Crescent (east). The centre medians are strategically located along the remaining length of Forest Grove Drive and will be installed with paint markings and yellow pylons. All measures will need to be implemented as soon as possible before the inclement winter weather. Following installation, conditions will be monitored and feedback from affected stakeholders will be sought. A report back with the results will be provided to the Traffic Safety Committee in one year, or earlier if necessary. Conceptual plans of the proposed traffic calming measures are attached as Appendix 1.

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Figure 1 – Location of Proposed Traffic Calming Measures along Forest Grove Drive



Financial Implications

The installation of all the traffic calming measures is estimated to cost \$40,000. It will be funded through Capital Contingency to enable rapid implementation this year.

This report is provided for Council's Information.

Leon A. Gous, P.Eng., MBA
Director Engineering

DL:nh

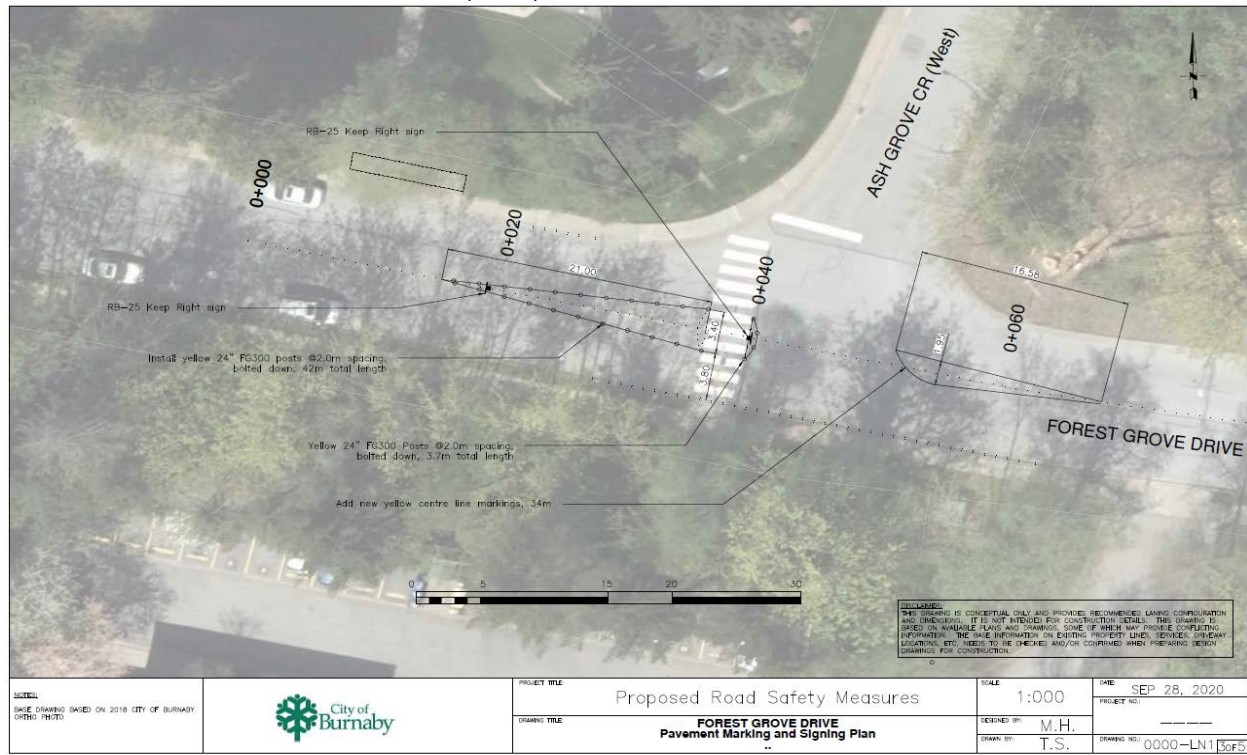
Attachments

Copied to: Director of Finance
Director Public Safety and Community Services
RCMP – OIC Deanne Burleigh
Fire Chief – Chris Bowcock
Director Planning and Building
Coast Mountain Bus Company

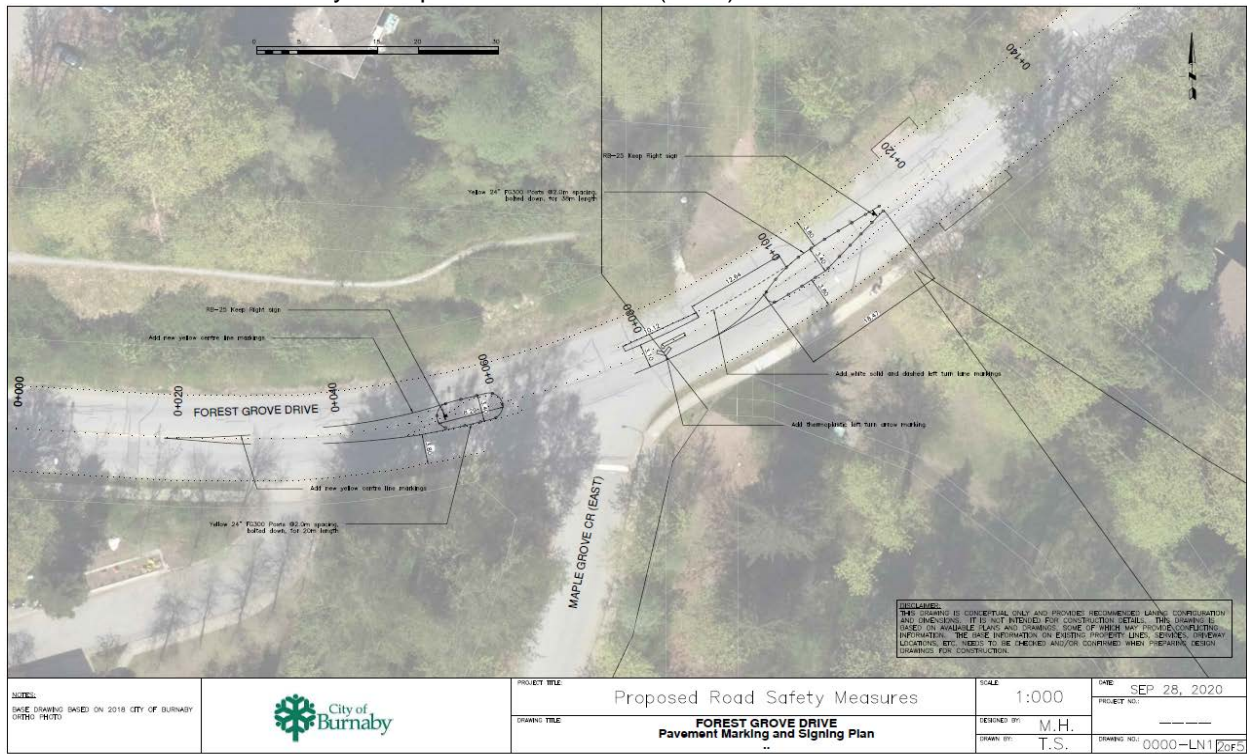
APPENDIX 1

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Centre Median at Ash Grove Crescent (West)



Centre Median/Left Turn Bay at Maple Grove Crescent (West)



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Speed Table at Ash Grove Crescent (East)

