

CITY OF BURNABY

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TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT:       FOREST GROVE DRIVE LANE MARKING**

RECOMMENDATION:

1.    **THAT** Council approve the proposed lane marking plan outlined in this report for implementation following resident consultation.

REPORT

The Traffic Safety Committee, at its meeting held on 2004 October 05, received and adopted the *attached* report outlining a proposed extension of narrowed lane marking on Forest Grove Drive west of Ash Grove Crescent.

Respectfully submitted,

Councillor Doug Evans  
Chair

Councillor Nick Volkow  
Vice Chair

Councillor Lee Rankin  
Member

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| COPY: CITY MANAGER<br>DIRECTOR ENGINEERING |
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**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 2004 09 27

**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 37500-12

**SUBJECT:** FOREST GROVE DRIVE LANE MARKING

**PURPOSE:** To outline a proposed extension of narrowed lane marking on Forest Grove Dr west of Ash Grove Cr.

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**RECOMMENDATION:**

1. **THAT** the proposed lane marking plan outlined in this report be approved for implementation following resident consultation.

**R E P O R T**

**1.0 INTRODUCTION**

At its 2001 October 15 meeting, Council approved a Traffic Safety Committee report recommending "... implementation of modifications to road markings to narrow apparent lane widths adjacent Maple Grove Park". To further address resident concerns regarding speeding and pedestrian crossing difficulties in the vicinity of the Forest Grove and Ash Grove junction we are now proposing to extend this concept westward.

**2.0 BACKGROUND**

Diagram #1 attached illustrates the portion of Forest Grove Dr in question. It is noted that Forest Grove Dr carries a bus route and is the spine collector road for the Forest Grove neighbourhood. There is no indication that the street attracts extraneous - through - traffic. Accordingly, the motorists whose behaviour is in question are, in the main, residents of the area.

Forest Grove Dr provides an 11m width roadway, with a directional dividing line positioned at the approximate centre of the roadway. The absence of on-street parking creates a wider than normal travel lane for traffic.

At the Ash Grove junction, the width of the roadway is increased by a tangent section of curbline on the inside of the curve. Accordingly, if pedestrians are waiting to cross at this curbline, their sightlines are diminished. This section of road is aligned as a reasonably gentle hairpin reflecting in some measure the alignment of Gaglardi Way. The road's curvature effectively limits the safety of parking adjacent the on street.

## 2.0 REVIEW

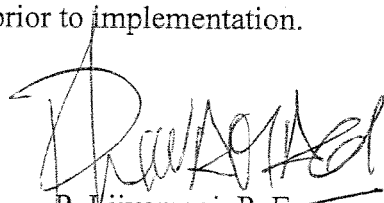
Staff have had occasional complaints regarding pedestrian crossing difficulties of Ash Grove Cr where there is an unmarked crosswalk. Residents have requested a marked crosswalk but this location does not meet warrants for a marked crosswalk because of low pedestrian demand and ample gaps in traffic. Of greater concern is the limited visibility when crossing from the inside of the curb to the north side and the need for pedestrians to be cautious rather than overconfident. To mitigate this it would be desirable to enhance vision through limited pruning of the understory tree branches and "topping" some shrub beds. Staff will contact the affected strata corporation to seek their cooperation.

We also propose pushing the road centre line marking northward through the curve to reduce the apparent lane width. Forest Grove Dr is built to an 11m standard. On the south side, the area of pavement between the lane edge and the curve would be filled in by diagonal road markings. Double solid centre line marking through the curve would be used to limit any unsafe passing. Raised reflectors supplementing lane markings would provide a rumble if drivers steer outside the lane as well as enhancing night time visibility. Pushing the travel lanes northward towards the outside of the curve would improve visibility for crossing pedestrians. Reduction in the apparent lane width would reduce any tendency to speed.

## 3.0 CONCLUSION

Although collision data does not indicate a safety problem at the Forest Grove and Ash Grove Cr intersection the proposed modifications to road markings are considered beneficial to both motorists and pedestrians.

Resident consultation would take place prior to implementation.



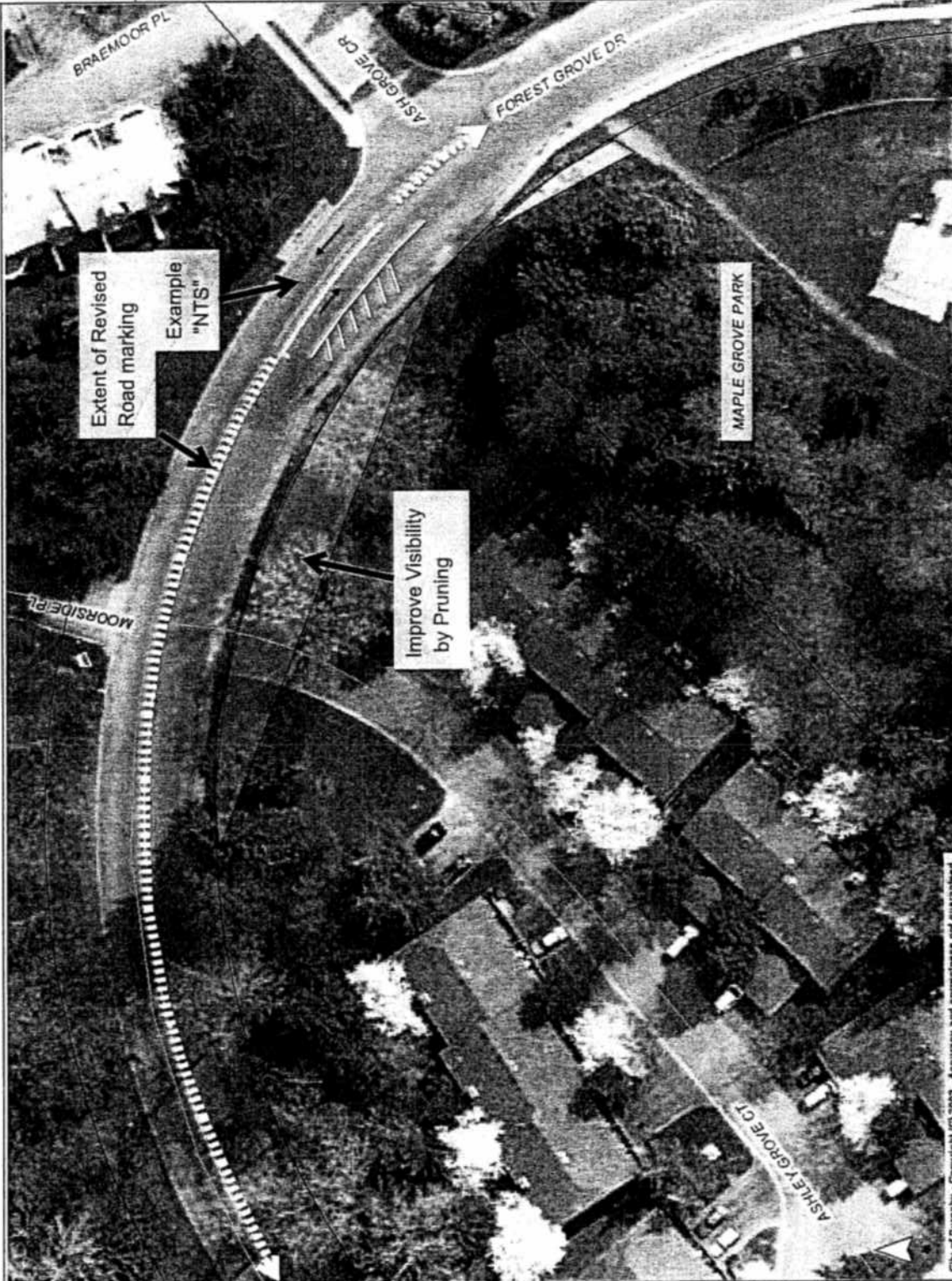
P. Liivamagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

PL:jb  
Attach.

cc: City Manager

# Fig 1 Forest Grove Drive West of Ashgrove Crescent

September 23, 2004



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Map Scale  
1 : 750



- |                      |                         |
|----------------------|-------------------------|
| Strata Units         | Speed Humps             |
| Places               | Speed Humps             |
| Golf                 | Roads                   |
| Police               | Local                   |
| Fer                  | Collector               |
| Utility              | Airport                 |
| Cemetery             | Freeway                 |
| School               | Hydrology               |
| Club                 | Colour 2002             |
| Library              | Parks                   |
| Hospital             | PARKLAND TO BE ACQUIRED |
| Mall                 | Other                   |
| Parks and Rec        | Boundary                |
| Skytrain Stations    |                         |
| Skytrain Lines       |                         |
| Addresses            |                         |
| Lot                  |                         |
| Street Intersections |                         |