

REPORT
1997 February 10

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

D. PEDESTRIAN CONTROL AT ROYAL OAK AVENUE AND BERESFORD STREET

RECOMMENDATION:

1. **THAT** Council approve the existing special crosswalk at the intersection of Royal Oak Avenue and Beresford Street be upgraded to a pedestrian actuated signal.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 February 04, adopted the attached report responding to concerns for pedestrian safety.

MEMBERS:

Mr. N. Smith
Mr. D. Berardine
Mrs. M. Canessa
Mr. E. Fourchalk
Ms. L. Kapp
Mrs. D. Mumford
Mr. D. Ramsbotham
Mr. D. Richardson
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young
Chair

Councillor D. Evans
Member

:-COPY - CITY MANAGER

- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- OFFICER-IN-CHARGE, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1997 01 27
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-03-04
SUBJECT: PEDESTRIAN CONTROL AT ROYAL OAK AVENUE AND
BERESFORD STREET
PURPOSE: To respond to concerns for pedestrian safety.

RECOMMENDATION:

1. THAT the existing special crosswalk at the intersection of Royal Oak Avenue and Beresford Street be upgraded to a pedestrian actuated signal.

REPORT

Staff periodically receive complaints concerning the special crosswalk facility at the intersection of Royal Oak Avenue and Beresford Street. There appears to be a continuing misunderstanding on the part of pedestrians and motorists as to how a "special crosswalk" should function. The special crosswalk resides between a regular marked crosswalk and a pedestrian signal in the hierarchy of pedestrian protection devices. Although extensively and successfully used elsewhere in Canada, the special crosswalk is less used and hence less understood in B.C.

As a result of these complaints, we have closely monitored the crossing and a series of pedestrian/traffic volume studies have been conducted at this intersection over the past years. The data collected shows a significant and increasing number of pedestrians crossing during both the AM and PM peak periods. When recent data is applied to the Pedestrian Crossing Control Manual for British Columbia warrant, the results indicate a pedestrian actuated signal is now justified.

Therefore, we would recommend the modification of the existing special crosswalk to a pedestrian actuated signal. The total cost of this upgrade would be \$50,000 and sufficient funds for the installation are available in the 1997 Traffic Management component of the Capital Budget.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

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AE:jb

cc: City Manager