

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**E. PEDESTRIAN CROSSING AT BONSOR AVENUE AND CENTRAL  
BOULEVARD**

RECOMMENDATION:

1. **THAT** Council forward a copy of the attached report to Barrie Wong, 401 - 6595 Bonsor Avenue, Burnaby, B.C. V5H 4G5.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 June 03, adopted the attached report responding to concerns regarding pedestrian safety and the proposal to implement a pedestrian signalized crossing at this location.

MEMBERS:

Mr. D. Berardine  
Mrs. M. Canessa  
Ms. K. Friederici  
Mr. E. Fourchalk  
Ms. L. Kapp  
Mr. A. MacDonald  
Mrs. D. Mumford  
Mrs. R. Oostlander  
Mr. D. Richardson  
Mr. N. Smith

Respectfully submitted,

Councillor J. Young  
Chair

Councillor D. Evans  
Vice Chair

Councillor N. Volkow  
Member

:-COPY - CITY MANAGER

- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1997 05 23  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-04-01  
**SUBJECT:** PEDESTRIAN CROSSING AT  
BONSOR AVENUE AND CENTRAL BOULEVARD  
**PURPOSE:** To respond to resident concerns regarding pedestrian safety and the proposal to implement a pedestrian signalized crossing at this location.

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RECOMMENDATION:

1. THAT a copy of this report be sent to Barrie Wong, 401 - 6595 Bonsor Avenue, Burnaby BC.

REPORT

At a recent meeting, the Committee heard Mr. Barrie Wong of Bonsor Avenue as a delegation regarding safety at the recently marked pedestrian crossing Central Boulevard at Bonsor Avenue. Mr. Wong's presentation included a video and a letter of support from the Parent Advisory Council at Maywood School. The concerns were referred to staff for report.

The marked pedestrian crosswalk(s) referred to by Mr. Wong were implemented as an integral component of the circum Metrotown Bike Route. The crosswalk guides (dismounted) cyclists between the link to the existing SkyTrain (right-of-way) trail and the on-street bicycle route on Bonsor Avenue. As with all pedestrian crossings, there is an inherent risk involved to the pedestrian who is always vulnerable to motor traffic notwithstanding Motor Vehicle Act "rights" accorded to them.

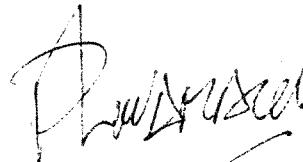
In this case, the video displayed by Mr. Wong did not exhibit significantly unusual driver behaviours but did suggest ample "safe" gaps in the traffic along Central Boulevard.

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Nonetheless, we are concerned because Mr. Wong is utilizing this marked crosswalk in preference to the much safer pedestrian/vehicle signal only 110m to the west on Central Boulevard. Use of this signal would only impose a modest detour for parents from Bonsor Avenue apartments taking their children to Maywood School. We will emphasize the usage of this signal to the principal of Maywood School relative to their "Safe Routes to School" program.

To enhance safety at the Bonsor crosswalk, Mr. Wong proposed the installation of a pedestrian signal. While we have not conducted a warrant analysis at this location, we note that the existing marked crosswalk is only 110m from a signalized crosswalk. Amongst other criteria, the "Pedestrian Crossing Control Manual for British Columbia" application guidelines indicate that a signalized crosswalk should not be installed where "the crosswalk location is (less than) a minimum 200m (400m preferred) from an adjacent traffic control signal".

We recommend that a copy of this report be sent to Mr. Wong. Staff would be pleased to discuss any aspects of this report with the correspondent (phone 294-7471).



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

PL:jb

cc: City Manager

