

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: HIGHLAND PARK LINE URBAN TRAIL PEDESTRIAN CROSSING AT  
GILLEY AVENUE**

RECOMMENDATION:

1. **THAT** the marked crosswalk discussed in the attached report be approved.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 June 20, received and adopted the *attached* report to seek approval for a mid-block crosswalk at the subject location.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Vice Chair

Councillor G. Begin  
Member

: COPY - CITY MANAGER  
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 2000 05 19  
FROM: ASST. DIRECTOR ENGINEERING, FILE: 55-11-01  
TRAFFIC & ENGINEERING SYSTEMS  
SUBJECT: HIGHLAND PARK LINE URBAN TRAIL PEDESTRIAN  
CROSSING AT GILLEY AVENUE

PURPOSE: To seek approval for a mid-block crosswalk at the subject location

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RECOMMENDATION:

1. THAT the marked crosswalk discussed in this report be approved.

**R E P O R T**

Staff have received an e-mail from Mr. Harry Kwok who is concerned with the lack of crossing facilities on Gilley Avenue where the Highland Park urban trail crosses. Diagram #1 provides a general overview of the area and section of urban trail in question.

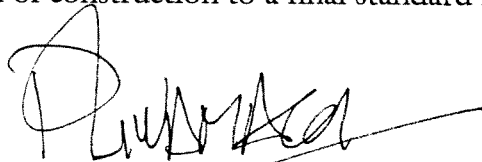
The Highland Park Urban Trail splits from the BC Parkway and the Skytrain Guide way, at Buller Avenue, continuing east toward Edmonds Town Centre along the abandoned Inter-Urban rail right-of-way. At Gilley Avenue both trail heads are located between the intersections of North and South Beresford Street, as illustrated in the diagram noted above. To cross Gilley at the trailhead the users must jaywalk as this is not a "legal" crosswalk in the context of the *Motor Vehicle Act*. There are no wheelchair ramps because of this factor.

Initially staff looked at building a “spur” from the trail leading to a crossing at one of the two intersections with Beresford Street. However, experience suggests that trail users would rather take the path of least resistance, hence a line directly connecting both trail heads. This could be obviated by changing the trail alignment some greater distance on either side of the intersection but the cost (of constructing new trail and removing the old) would be significant and not a high benefit:cost budget priority.

Taking into consideration the original goal, to provide a safe, and practical location for trail users to cross Gilley Avenue, it is preferable to create a “legal” crossing with a marked crosswalk connecting the two trail heads directly. Although a skewed mid-block crossings would not generally be a preferred option, the width of Gilley Avenue in this section would permit the construction of a centre median refuge to offset these concerns. The refuge would provide a storage area for trail users who are unable to cross the full width of Gilley Avenue in one attempt. It would also tend to dampen vehicle speeds, given the reduction in travel lane widths and increased side friction. Diagram #2 illustrates the design of a crosswalk directly connecting both ends of the Highland Park Line Urban Trail, as well as the centre median refuge discussed above.

Recognizing the need to provide a safe and visible crossing location for trail users at Gilley Avenue, and accepting the reality of a midblock location, staff recommend that the marked crosswalk and centre median refuge be installed at this location, as discussed above.

It has been estimated that the cost of installing the marked crosswalk and constructing the refuge median to a final standard would be approximately \$9,300. At this time we would provide the crosswalk marking and signing and an interim standard refuge but budget constraints will probably postpone completion of construction to a final standard next year.



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

AE:

cc: City Manager

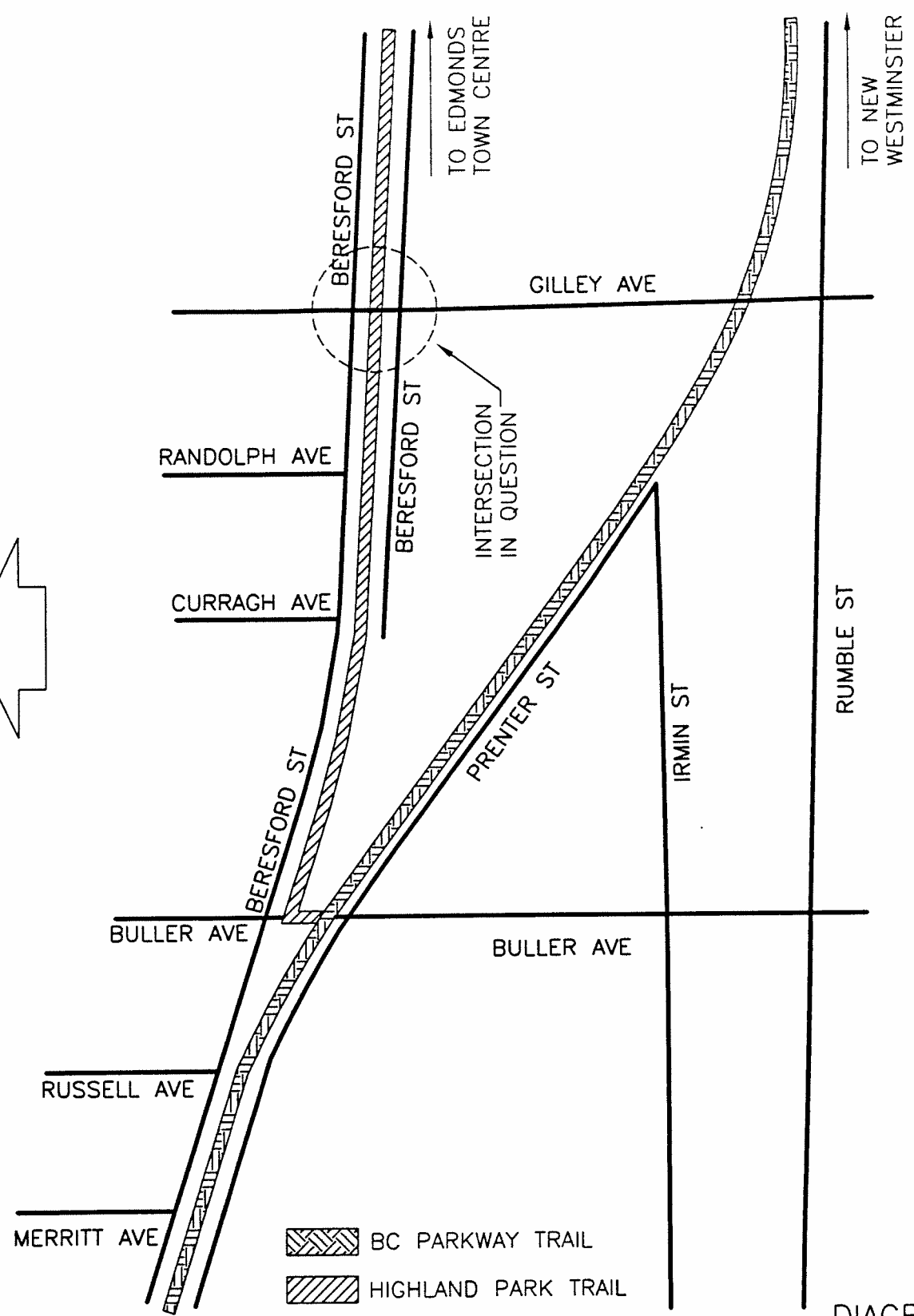
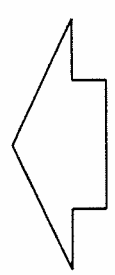


DIAGRAM 1

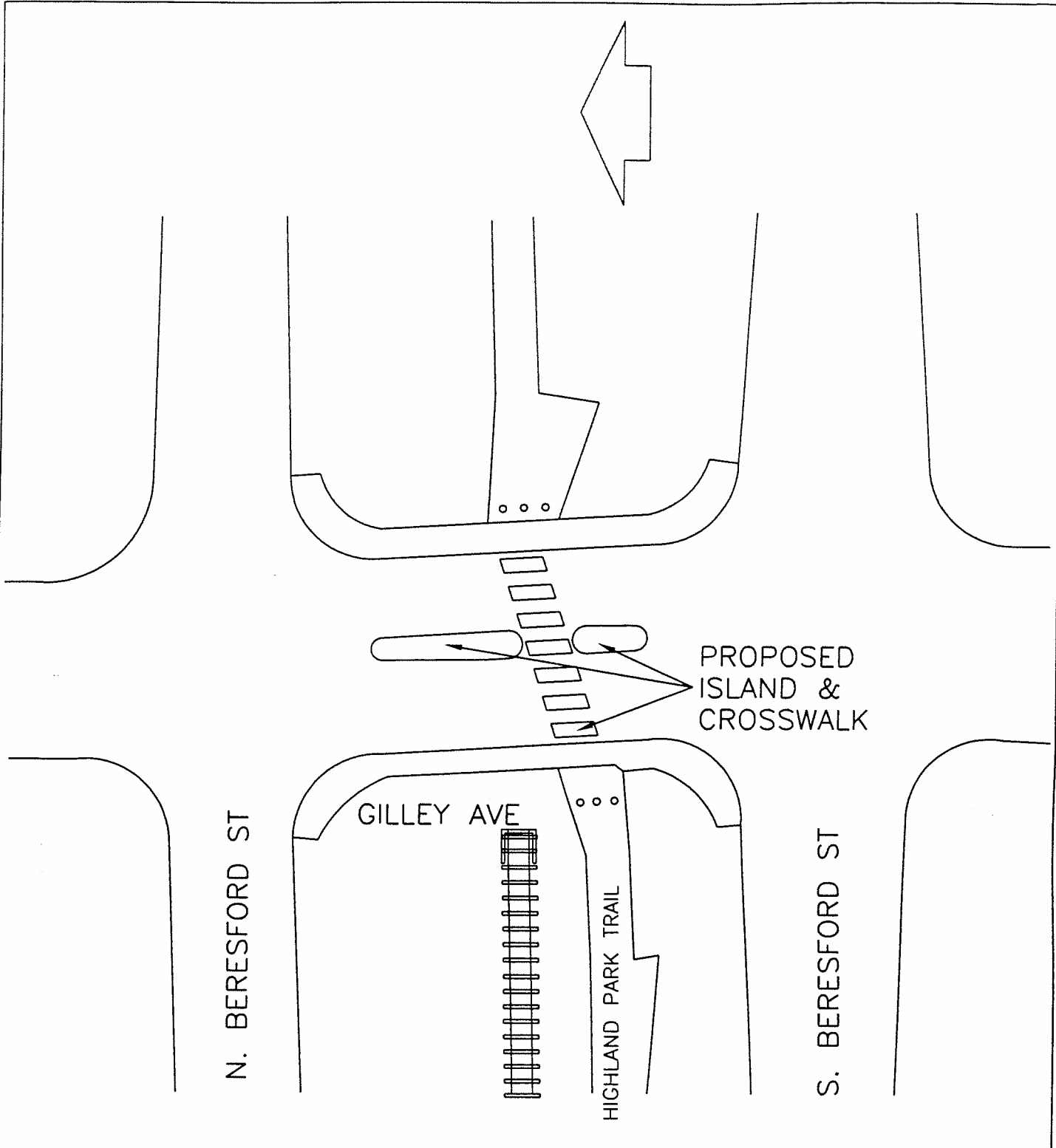
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HIGHLAND PARKLINE @ GILLEY AVE

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| DRAWN BY: G.FUNK | SCALE: N.T.S.  | <b>A</b> 543 |
| APPR'V'D BY:     | DATE: 00-05-19 |              |



30  
DIAGRAM 2

| NO. | DATE | REVISION |
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HIGHLAND PARKLINE TRAIL  
PROPOSED CROSSING AT GILLEY AVE

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|------------------|----------------|---------------|
| DRAWN BY: G.FUNK | SCALE: N.T.S.  | <b>A 543a</b> |
| APPR'D BY:       | DATE: 00-05-24 |               |

