

ITEM 11  
MANAGER'S REPORT NO. 37  
COUNCIL MEETING May 14/73

11. Re: Letter dated April 30, 1973 from Mr. T. Schultz, 1557 Sperling Avenue Driveway Crossing and Lack of Traffic Lights on Sperling

Appearing on the Agenda for the May 14, 1973 Council meeting is a copy of a letter dated April 30, 1973 from Mr. T. Schultz questioning his driveway width and commenting on the lack of signalized intersections on Sperling Avenue between Hastings and the Lougheed Highway.

The Engineer reports that:

"Sperling Avenue has recently been improved to a 36' curb standard, a facility that will serve as a two-lane local collector street. Present traffic volumes are approaching 10,000 vehicles per day.

Before the installation of concrete curbs, Sperling Avenue consisted of a 20' cap pavement with fairly wide gravel shoulders on which to park. There was an existing four foot wide concrete sidewalk in front of the complainant's address with a scored vehicular crossing that measured 10' at the back of the walk and 12' at the front. The new curb drop was matched to the existing sidewalk crossing and measures 12' across the base. This dimension of crossing is the minimum standard provided for residential driveways. A plan attached indicates the driveway in question and the turning path of standard American passenger vehicles. As noted, access can be accomplished without crossing the centre-line.

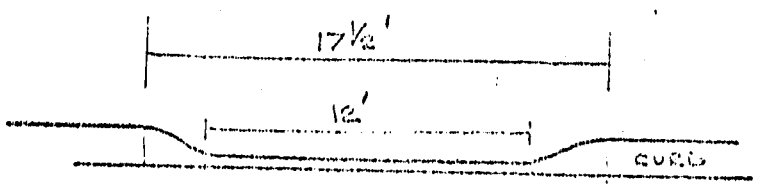
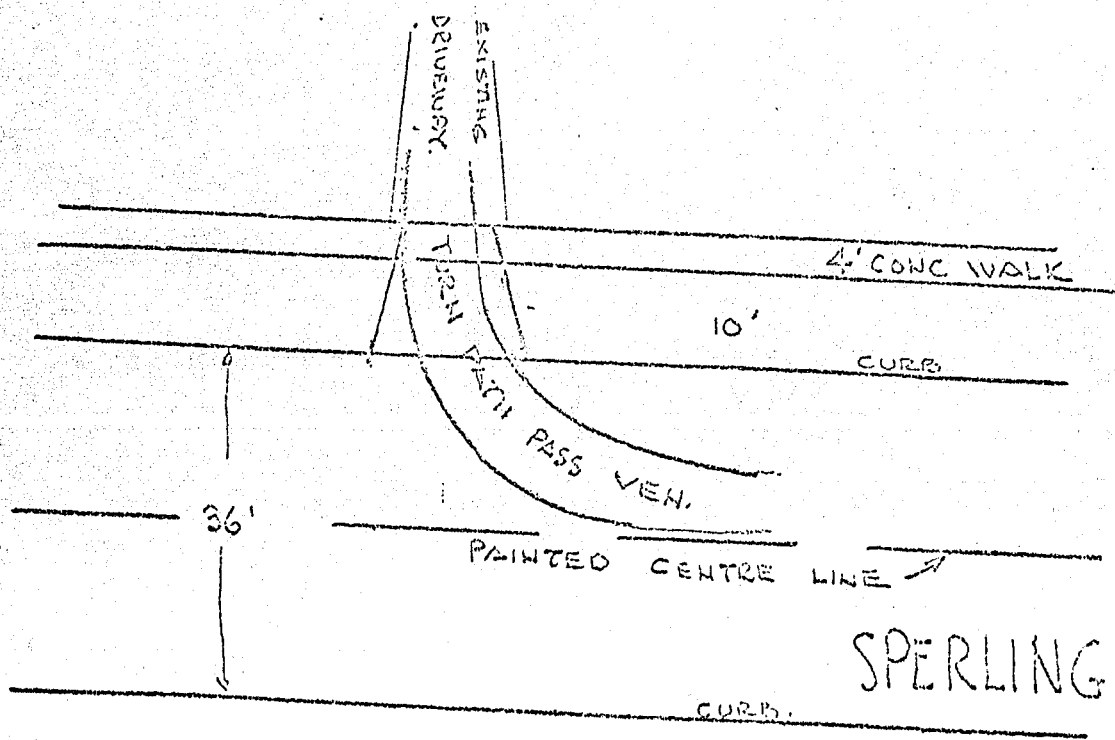
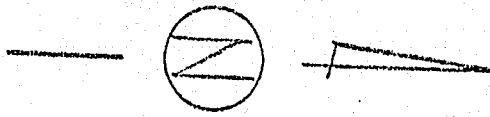
In regard to the request for traffic signals or stop signs, we would advise that such controls are not installed to control speeding, this should be done with enforcement of existing speed limits. At the present time there are no intersections on Sperling Avenue between Hastings and the Lougheed that would meet the necessary warrants for the installation of signals or four-way stop controls. "

RECOMMENDATION:

THAT the curb cut be widened to a 15' foot crossing at the "base".

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RESIDENCE # 1557



SECTION VIEW OF CURB DROP