

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: INTERSECTION OF SPERLING AVENUE
AND KITCHENER STREET**

RECOMMENDATION:

1. THAT Council send a copy of this report to Sheryl Dickson, Director, Programs and Research, Down Syndrome Research Foundation, 1409 Sperling Avenue, Burnaby, BC V5B 4J8.

REPORT

The Traffic Safety Committee, at its meeting held on 2005 September 06, received and adopted the *attached* report providing the Council with the results of a staff review of pedestrian crossing safety at this intersection.

Respectfully submitted,

Councillor Doug Evans
Chair

Councillor Nick Volkow
Vice Chair

Councillor Lee Rankin
Member

Copied to:	City Manager Director Engineering
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2005 August 30

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

FILE: 38000-03

SUBJECT: INTERSECTION OF SPERLING AVE AND KITCHENER ST

PURPOSE: To provide the Committee with the results of a staff review of pedestrian crossing safety at this intersection.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Sheryl Dickson, Director, Programs and Research, Down Syndrome Research Foundation, 1409 Sperling Ave., Burnaby, BC V5B 4J8.

REPORT**1.0 INTRODUCTION**

The Traffic Safety Committee, at its meeting held on 2005 May 03, referred a letter from Sheryl Dickson of the Down Syndrome Research Foundation regarding pedestrian safety at the intersection of Sperling Ave and Kitchener St to staff for review. Ms Dickson was inquiring about the possibility of a pedestrian signal at this location.

2.0 BACKGROUND

Sperling Ave is classified as a major collector, Kitchener to the west is a local street and to the east a local collector. Traffic volumes on these streets are nominal for their respective classifications. There is no collision history for this intersection in our database. Sight lines at this intersection are good. It should be noted that all intersections are legally defined as crosswalks even if they are unmarked and the onus is on the driver to be aware of possible pedestrians and yield in these locations.

To determine if a higher level of pedestrian control is warranted at this intersection, a traffic study has been carried out. A manual traffic/pedestrian count was carried out at the intersection during the peak hours of 7am to 9am, 11am to 1pm and 3pm to 6pm May 10 of this year. In addition, an automated speed/volume count was also conducted the week of May 31 to June 3.

To: Traffic Safety Committee
From: Asst. Director Engineering, Traffic & Eng. Systems
Re: Intersection of Sperling Avenue and Kitchener Street
2005 August 30..... Page 2

3.0 REVIEW

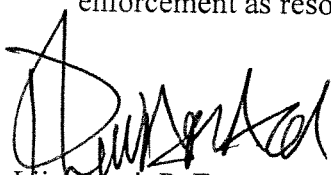
With the volumes obtained from the counts, warrants were run to evaluate the intersection for a higher level of pedestrian control. The hierarchy of pedestrian control is, in ascending order: unmarked crosswalk, marked crosswalk, special crosswalk, pedestrian signal. These warrants are based on vehicle volumes, pedestrian volumes and crossing opportunities (gaps) and cross-section (number of lanes of traffic). The minimum requirements for any upgrade from the unmarked crosswalk were not met

The 85th percentile speed on Sperling as calculated from the assembled data is approximately 65kmh. This is a viable level for consideration of enforcement from the RCMP.

4.0 CONCLUSION

This intersection does not warrant a higher level of pedestrian control. An unwarranted marked crosswalk in this location could be more hazardous to pedestrians, as it could lull them into a false sense of security. Drivers would tend to become habituated to its apparent lack of use.

Staff will forward the 85th percentile speed data to the RCMP with a request for enforcement as resources permit.



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

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Copied to: City Manager
RCMP Traffic Section

Sperling Ave at Kitchener St.

August 30, 2005



Selected Features

- Strata Units
- Skytrain Stations
- Skytrain Lines
- Lot
- Street Intersections
- Ⓜ Traffic Signal
- Speed Humps
- Ⓜ Speed Humps
- Roads**
- Local
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks**
- Parkland To Be Acquired
- Parkland
- Boundary

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Map Scale
1 : 1250