

**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

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

**RECOMMENDATIONS:**

1. THAT the paint marking plan outlined in this report be implemented.
2. THAT a copy of this report be sent 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 2007 November 06, received and adopted the *attached* report addressing safety concerns for pedestrian crossing at Sperling, primarily to access the bus stop on the east side.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillor G. Evans  
Member

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

**DATE:** 2007 October 03

**FROM:** ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

**SUBJECT:** INTERSECTION OF SPERLING AVE AND KITCHENER ST

**PURPOSE:** To address safety concerns for pedestrians crossing Sperling, primarily to access the bus stop on the east side.

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**RECOMMENDATIONS:**

1. **THAT** The paint marking plan outlined in this report be implemented
2. **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**

In Sept of 2005, the Committee referred to staff a letter from the Down Syndrome Research Foundation requesting a traffic signal at the intersection of Sperling and Kitchener. Staff completed a traffic study of the intersection and it was determined that the intersection did not even meet the standard warrant for a marked crosswalk. Staff have since received subsequent inquiries from the Committee regarding status of the intersection.

**2.0 REVIEW**

Sperling Ave. is classified as a Major Collector and a truck route in the Transportation Plan. There is no collision history for the intersection, and sightlines are good. Though pedestrian numbers are very low, the use of the unmarked crosswalk by clients of the Downs Syndrome Research Foundation facility has been raised for special consideration. A marked crosswalk can give a false sense of security to pedestrians, and an unwarranted marked crosswalk can cause motorists, habituated to an unused crosswalk to disregard it.

To: Traffic Safety Committee  
From: Assistant Director Engineering, Traffic and Engineering Systems  
Re: INTERSECTION OF SPERLING AVE AND KITCHENER ST

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Accordingly marking a crossing here may further exacerbate the danger to individuals with Downs Syndrome. As an alternative, we propose the demarcation of the corner clearances on the NW and SE corners of Sperling with paint and safe hit posts (see Exhibit 1 below). This marking will aid in raising the profile of the intersection and the awareness of drivers approaching it. These markings would highlight the corner clearances while not removing any on street parking. In addition, these markings would have a “narrowing” effect, helping to slow traffic forcing it close to the centre line and decreasing the pedestrian-vehicle conflict zone. We note that two of the corners need to remain unmarked to allow busses to pull in to their stops.

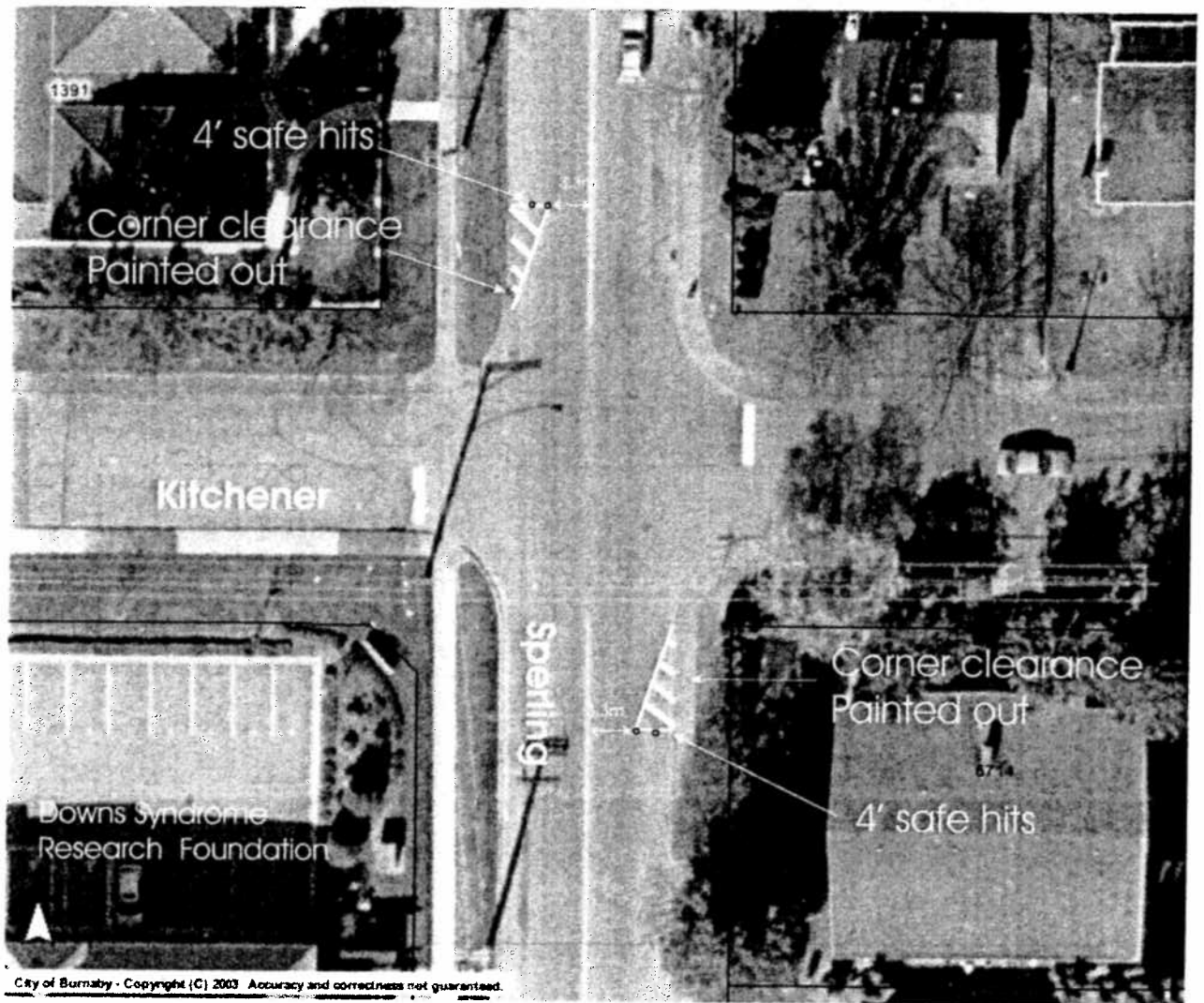


Exhibit 1

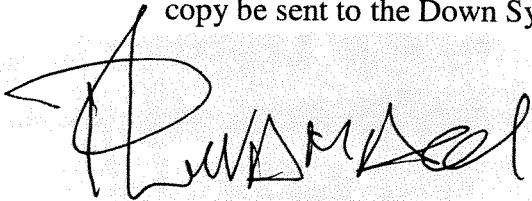
To: Traffic Safety Committee  
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### 3.0 CONCLUSION and RECOMMENDATIONS

Installations of paint markings and safe hits as discussed would enhance the profile of the intersection and aid in pedestrian safety without unwarranted pedestrian crossing improvements.

It is recommended that the improvements discussed in this report be implemented and a copy be sent to the Down Syndrome Research Foundation.



Peeter Liivamagi, P.Eng.  
Assistant Director Engineering,  
Traffic and Engineering Systems

BL:nep

Copied to: City Manager