

CITY OF BURNABY

H

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

Re: WALKER AND SPERLING AVENUES:  
COMMUNITY TRANSPORTATION PLAN

RECOMMENDATIONS:

1. **THAT** Council approve the implementation of the Community Transportation Plan described in this report.
2. **THAT** Council approve that a letter summarizing the final Plan be sent to those who have corresponded with the City on this issue.
3. **THAT** the Mayor write letters of thanks to the members of the Residents' Committee, who assisted in the development of this Plan.

REPORT

The Transportation Committee, at its meeting held on 2004 December 08, adopted the attached report presenting the Community Transportation Plan for the Walker/Sperling area, and seek Council approval for implementation.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor D. Evans  
Vice Chair

Councillor L. Rankin,  
Member

COPY: CITY MANAGER  
DIR. ENGINEERING  
DIR. PLNG. & BLDG.  
DIR. FINANCE  
DIR. PARKS, REC. & CULT. SERV.

**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

2004 December 2

**FROM:** DIRECTOR PLANNING AND BUILDING

OUR FILE: PL 94000 - 20  
Neighbourhood Transportation Plan -  
Walker / Sperling

**SUBJECT: WALKER AND SPERLING AVENUES:  
COMMUNITY TRANSPORTATION PLAN**

**PURPOSE:** To present the Community Transportation Plan for the Walker / Sperling area, and seek Council approval for implementation.

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**RECOMMENDATIONS:**

1. **THAT** Council approve the implementation of the Community Transportation Plan described in this report.
2. **THAT** Council approve that a letter summarizing the final Plan be sent to those who have corresponded with the City on this issue.
3. **THAT** the Mayor write letters of thanks to the members of the Residents' Committee, who assisted in the development of this Plan.

**REPORT**

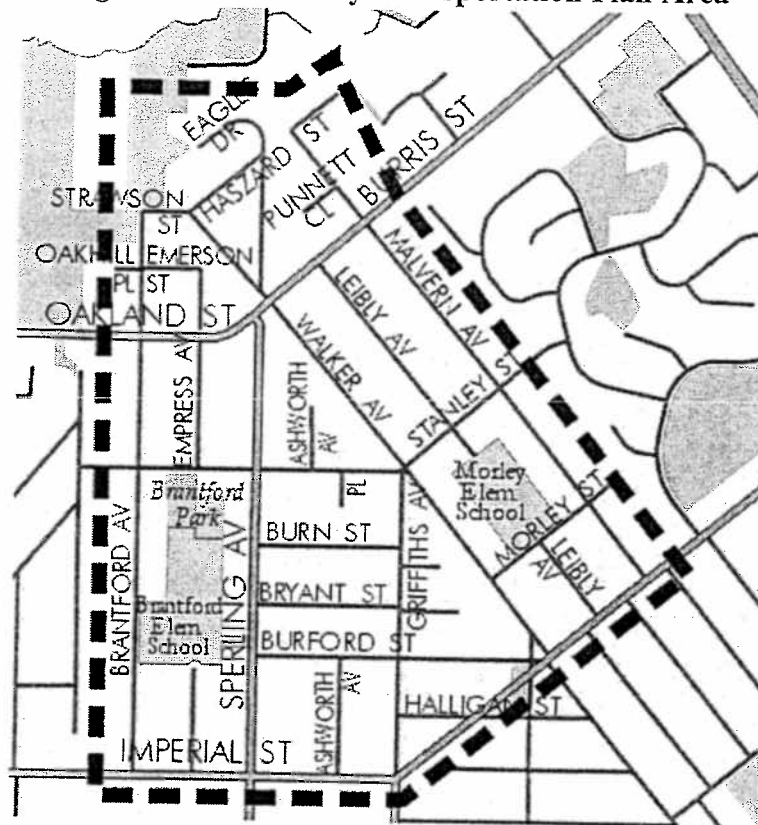
**1.0 INTRODUCTION**

On 2004 March 1, Council initiated a Community Transportation Plan process for the Walker / Sperling area, as shown in *Figure 1*. That process has now been completed, subject only to Council approval of a final Plan. Highlights of the work undertaken include:

- |               |  |
|---------------|--|
| March - April | Data collection and analysis;  |
| May           | Mail-out to 1,000 neighbourhood homes;   |
| June          | Open house in the neighbourhood, at Morley Elementary School;                              |
| July - August | Meetings of a nine-member Residents' Committee to assist staff in developing a draft Plan; |
| September 13  | Approval of draft Plan by Council as a basis for public consultation;                      |

- October Public consultation on the draft plan; and
- November Analysis of response to public consultation and amendments to the Plan.

**Figure 1: Community Transportation Plan Area**



This report summarizes the feedback received on the draft Plan, and presents a final Plan for Council's approval.

## 2.0 ISSUES AND PRINCIPLES

Through the public consultation process, staff and the Residents' Committee concluded that the Plan should address the following issues (as previously reviewed by Council):

- Volume of traffic on Walker Avenue;
- Speed of vehicles on Sperling and Walker Avenues (and, to a lesser extent, on the local roads);

- Driver and/or pedestrian challenges at the Walker and Sperling intersections with Oakland Street;
- Safety of children crossing Walker and Sperling Avenues near the two schools;
- Awkwardness of the Imperial / Walker / Salisbury intersection;
- Future traffic increases resulting from new development;
- Maintaining safe access for vehicles and pedestrians in / out of the area north of Oakland / Burriss (preferably by retaining the existing Walker Avenue signal); and
- Avoiding diversion of traffic onto local roads parallel to Sperling or Walker.

Development of the Plan was also affected by a number of guiding principles to respect other City interests, such as to maintain:

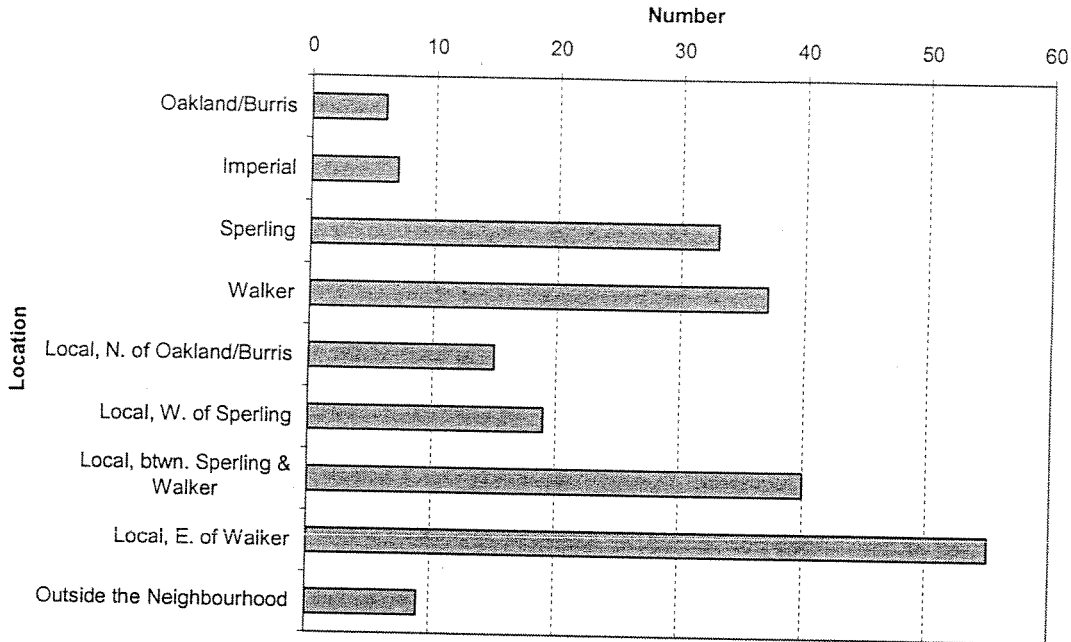
- emergency access;
- transit service;
- adequate overall traffic circulation;
- reasonable cost;
- road classifications identified in the Burnaby Transportation Plan; and
- levels of mobility appropriate to those classifications.

### 3.0 FEEDBACK AND PROPOSED AMENDMENTS

Public response was solicited through a brochure and questionnaire, which are *attached* to this report. These were mailed to over 1,000 homes in the neighbourhood, and were available on the City web site. An Open House was held on November 3, to provide an opportunity for people to discuss the draft Plan with staff and members of the Residents' Committee. Several people also submitted comments via letter or e-mail.

We received 221 questionnaire responses, representing a response rate of 22%. This is relatively high, and indicates substantial interest in the community. The general location of responses is presented in *Figure 2*. Of the total, 38% live on Collector Roads, 58% on Local Roads, and 4% are from outside the neighbourhood.

Figure 2: Location of Respondents



To get a broad measure of overall support for the Plan, each person's response was given a score by summing their responses to the 43 individual questions. A person opposing all 43 elements was scored as -43, whereas someone supporting them all was scored as +43.

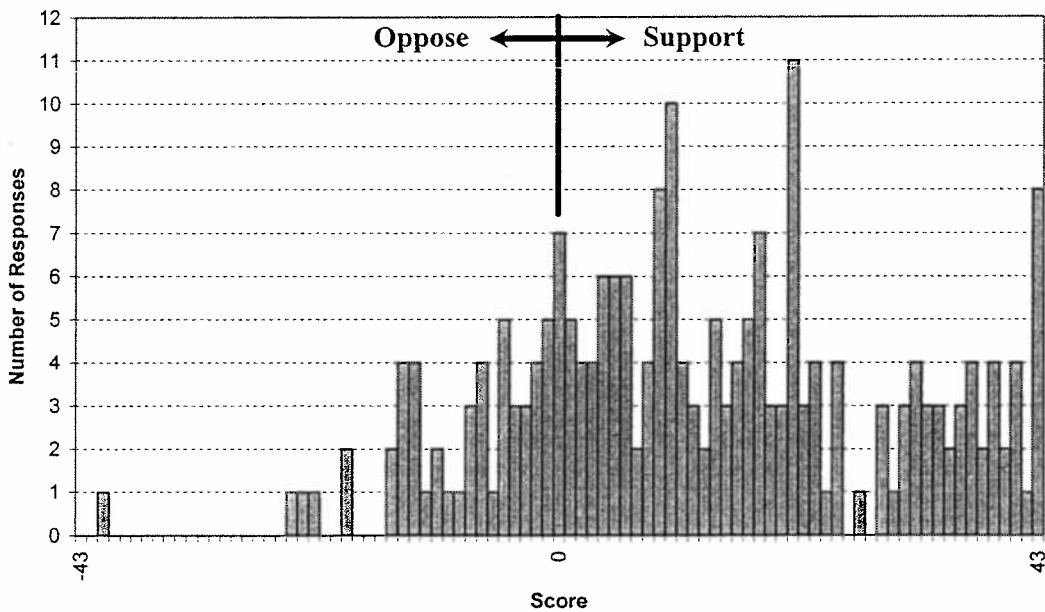
These results are presented in *Figure 3*. The vertical bars indicate the number of respondents at each score level. The chart indicates that most people are generally supportive of the Plan, while not necessarily supporting every single element.

Of those that opposed most of the Plan's elements, many expressed the view that traffic will go where it will (and perhaps even has a right to do so), and it would be impractical to try to deter it. This view is in conflict with the Burnaby Transportation Plan, which states that "A major threat to the livability of neighbourhoods in Burnaby is traffic infiltration from congested arterial roads to local residential and local collector streets. Unwanted traffic onto residential streets could be addressed through a combination of measures to improve arterial roads and to discourage through traffic on neighbourhood streets."

Detailed results on an element-by-element basis are shown in *Appendix A*. The number of supporting voices exceeded those opposing for all but six elements. Even in these six cases, the majority of people were willing to accept (i.e., supporting plus neutral opinions) the proposed changes. The six contentious elements are:

- speed humps on Walker Avenue, from Stanley to Burris;
- corner bulge on northbound Walker Avenue at Burris Street;
- removal of the existing left-turn signal phase on westbound Burris Street at Walker;
- corner bulge on westbound Imperial Street at Walker Avenue;
- speed humps on Empress Avenue, from Stanley to Burris; and
- one-way alternating traffic on Stanley, from Sperling to Walker.

Figure 3: Distribution of Scores



These six elements, as well as resident suggestions for Plan enhancements, are discussed below under the following categories:

- traffic calming measures for the collector roads;
- measures to prevent traffic diversion onto the parallel local roads;
- optional elements, to be implemented if necessary; and
- measures to attract more traffic onto the surrounding major road network.

### 3.1 Measures for the Collector Roads

Collector road elements from the draft Plan, and the proposed amendments for the final Plan, are shown in *Figure 4*. **Changes from the draft Plan are shown with dashed lines: new features are described in boxes with dashed borders, and deleted features are crossed off with dashed lines.** Similar information for the Oakland / Burriss / Sperling / Walker intersections is presented in *Figure 5*, and the Imperial / Walker / Salisbury intersections are shown in *Figure 6*. The details are discussed below.

Figure 4: Plan Amendments: Collector Roads

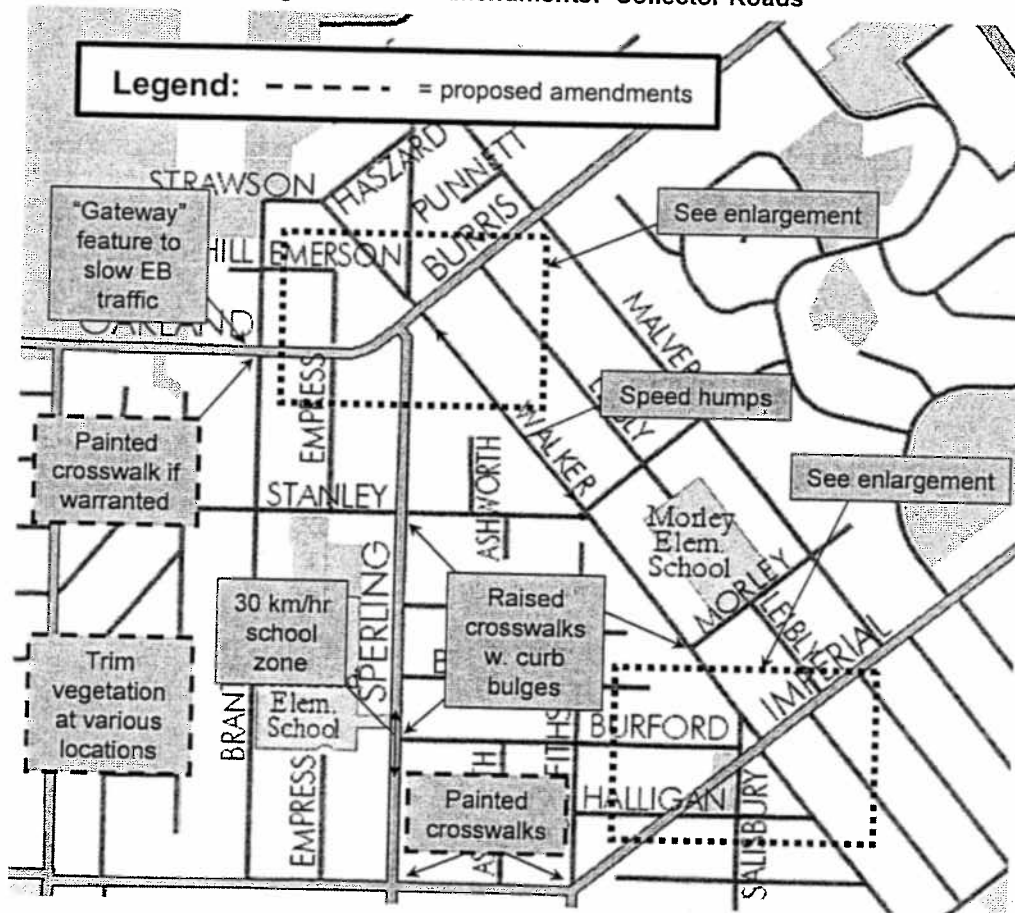


Figure 5: Plan Amendments, Oakland / Burris / Sperling / Walker

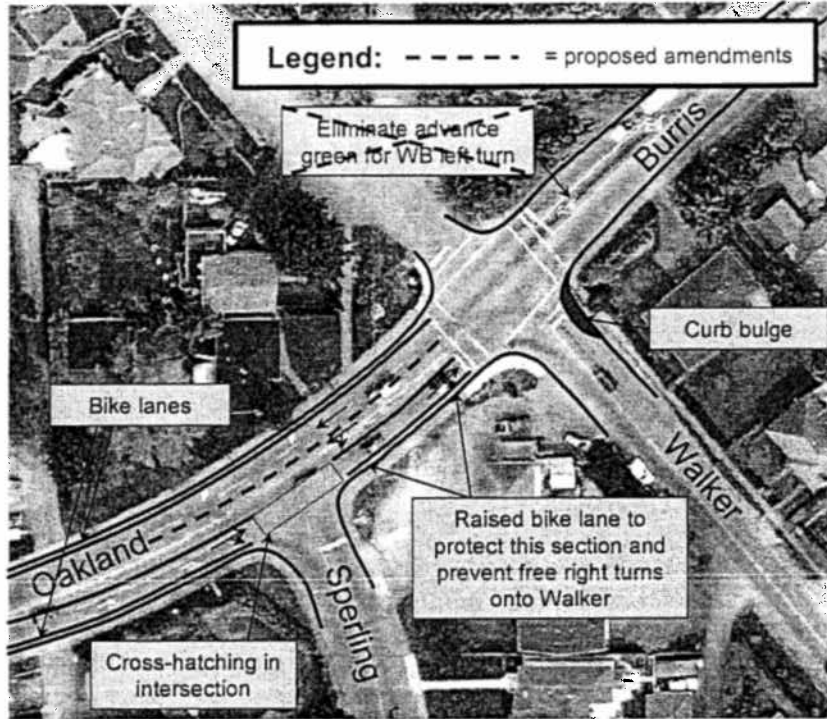
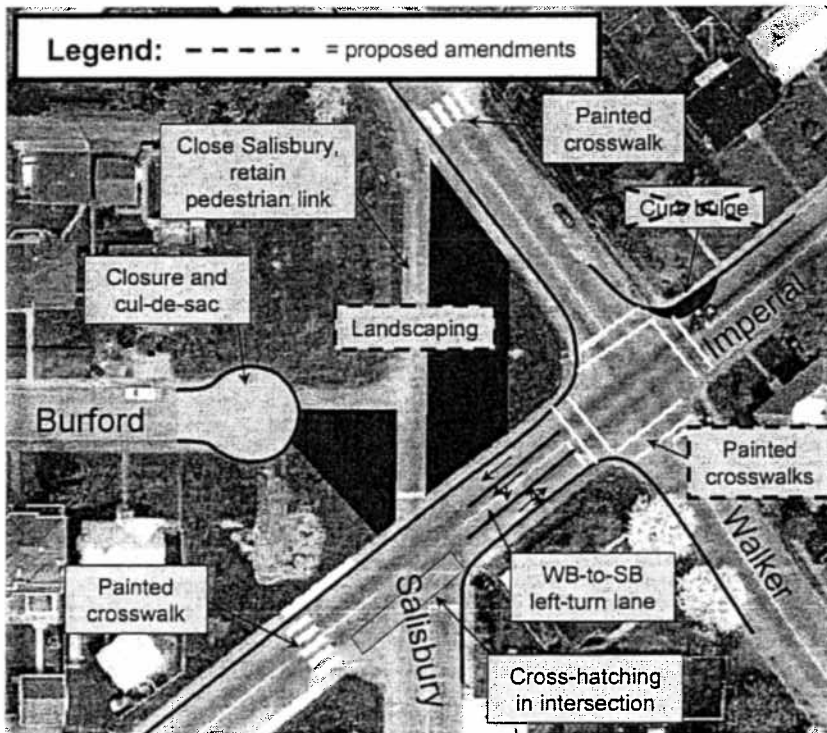


Figure 6: Plan Amendments, Imperial / Walker / Salisbury





### 3.1.1 Walker Avenue

The results indicate that the elements related to speed and volume reduction on Walker Avenue are the most contentious parts of the Plan. In particular, there are four elements that received more opposition than support. These are:

- speed humps on Walker Avenue, from Stanley to Burriss (*Figure 4*);
- corner bulge on northbound Walker Avenue at Burriss Street (*Figure 5*);
- removal of the existing left-turn signal phase on westbound Burriss Street at Walker (*Figure 5*); and
- corner bulge on westbound Imperial Street at Walker Avenue (*Figure 6*).

It is worth noting that these elements were all strongly supported by the respondents from Walker Avenue, with their average responses for the four elements being: 80% support, 11% neutral, and 9% oppose. The opposition would seem to come from other neighbourhood residents who see these measures as impacting their own travels. However, they did not suggest other means by which the Plan's objectives for Walker Avenue could be achieved. Nor have other alternatives been identified by staff or the Residents' Committee as being supportable.

Of the four elements, the first two are considered essential to the achievement of the Plan's objectives. They are also quite localized, in the sense that they directly impact users of Walker Avenue. The final two elements will likely produce less benefit for Walker Avenue. They also have impacts on westbound through traffic, on Burriss and Imperial, respectively.

**Recommendation:** retain the Walker speed humps and corner bulge in the Plan, and re-designate the Imperial curb bulge and Burriss left-turn phase as Optional Elements, that could be implemented later if the Plan's objectives are not achieved.

### 3.1.2 Burford Street

The consultation process sought comment on two options for Burford Street. Option 1 had Burford terminating in a cul-de-sac, rather than extending to Salisbury Street. Salisbury would be closed from Walker to Imperial. This

is illustrated in **Figure 6**. Option 2 retained the Burford exit to Salisbury, and thus to Imperial. Salisbury would be closed only from Walker to Burford.

In either case, an Urban Trail would generally follow the Salisbury Avenue alignment from Walker to Imperial. This forms part of a longer-term project to construct an Urban Trail paralleling Imperial Street in the BC Hydro right-of-way.

The neighbourhood supported both Options, with some preference for Option 2. Residents of Burford Street were evenly split on the Options, with a slight preference for Option 1. In summary, there is no clear preference in the questionnaire results.

However, from a technical perspective, Option 1 is considered superior. It simplifies the irregular Imperial / Salisbury intersection, which is very close to the Imperial / Walker intersection. It also allows for a superior Urban Trail alignment, and a more park-like area.

**Recommendation:** implement Option 1, the cul-de-sac of Burford Street at Salisbury Avenue.

### 3.1.3 Additional Measures

Many respondents made suggestions for additional elements that could be included in the Plan for the collector roads. These were generally to address other traffic objectives, of interest to smaller groups of residents. These included:

- **Car and pedestrian safety on Imperial.** Concerns were expressed about driver compliance with stop signs at various intersections on Imperial Street, particularly at Sperling. There are four-way stops on Imperial at Sperling, Griffiths, and Walker. Each would benefit from measures that enhance pedestrian safety and increase driver compliance.

**Recommendation:** install painted crosswalks on all approaches of the Imperial intersections with Sperling, Griffiths, and Walker (see **Figures 4 and 6**, subject to local design constraints). This is what has been done at Imperial and Gilley, which is also a four-way stop.

- **Visibility.** Specific locations were mentioned where views of signage and/or conflicting traffic is obstructed by vegetation within the road right-of-way.

**Recommendation:** review sites where overgrown vegetation is considered a safety hazard.

- **Crosswalk on Oakland at Brantford.** Crosswalks are generally provided where there is an expectation of significant pedestrian volumes.

**Recommendation:** conduct a pedestrian crossing warrant analysis to evaluate the need for a crosswalk at this site. Provide a painted crosswalk if warranted (*Figure 4*).

- **Four-way stop for intersection of Stanley and Sperling.** Four-way stops work best where there are similar volumes on all approaches. Where there is an imbalance, such as at this intersection, non-compliance becomes more common. Furthermore, a four-way stop at this location would be unlikely to generate additional benefits, beyond those derived from the raised crosswalk that is already included in the Plan at this location.

**Recommendation:** maintain existing two-way stop on Stanley at Sperling.

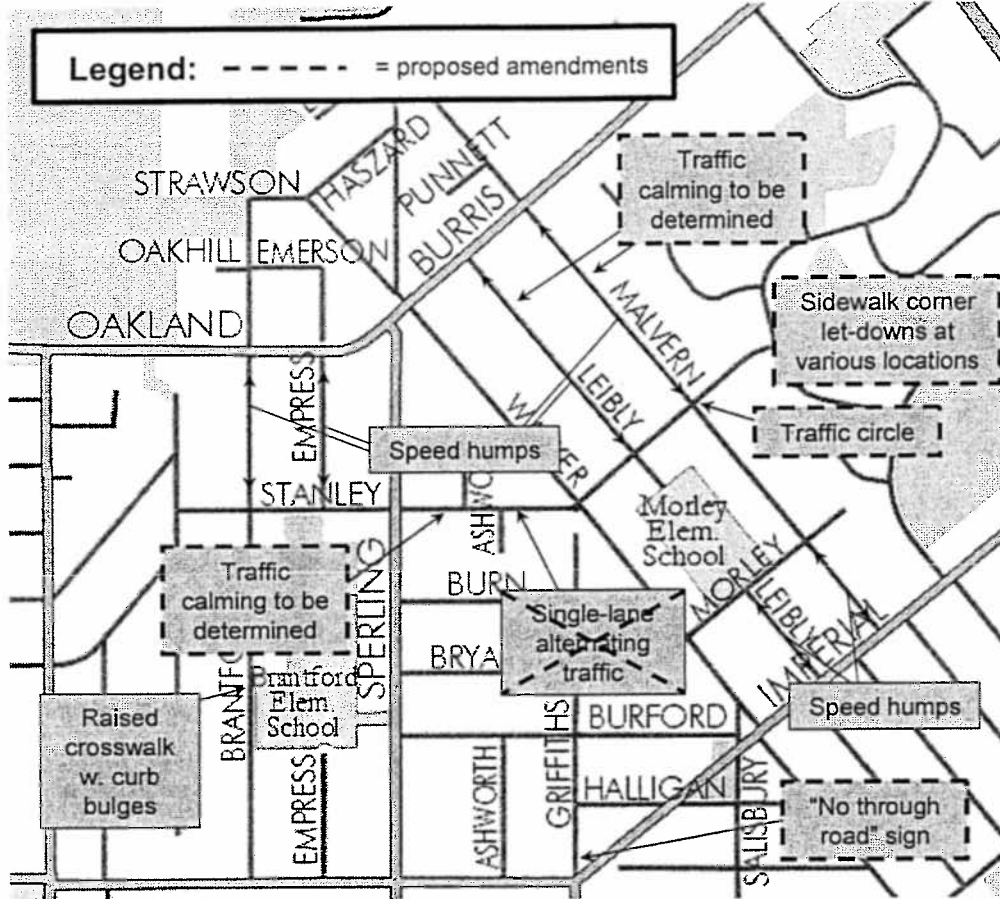
- **Playground or landscaping at east end of Burford.** Closure of the short section of Salisbury from Walker to Imperial will create a larger greenspace. A playground and landscaping have been suggested for this space. The site is considered too small for a playground, and there are other sites that would have a higher priority for playground installation. Landscaping is feasible, subject to agreement with BC Hydro which owns most of the land.

**Recommendation:** explore landscaping possibilities in the vicinity of the proposed Urban Trail section between Walker and Imperial (*Figure 6*).

### 3.2 Measures for the Local Roads

The primary focus on the Local Roads was to prevent traffic diversion that might otherwise occur as a result of the Collector Road elements. The draft Plan and the proposed amendments are shown in *Figure 7*. Details are discussed below.

Figure 7: Plan Amendments, Local Roads



### 3.2.1 Empress Avenue

The draft Plan specifies that speed humps on selected Local Roads would be implemented on a block-by-block basis, according to the wishes of people in each block, based on a follow-up survey process. The speed humps on Empress were opposed by the larger neighbourhood, but supported by Empress residents. The opposition to speed humps on Empress may be due to the steeper grades at the north end of this block. The grades will be reviewed to determine which part of the block is suitable for speed humps.

**Recommendation:** Empress speed humps should be subject to a review of grades and approval of Empress residents.

### 3.2.2 Stanley Street

The draft Plan proposed one-way alternating traffic on Stanley Street, from Walker to Sperling. This was intended to discourage people from diverting from Walker to Sperling via Stanley, while simultaneously allowing for continued use of Stanley by the #129 bus that has operated here for over 40 years.

Residents of Stanley gave a mixed response to this element (5 support, 2 neutral, 4 oppose). Opposition again came from the larger neighbourhood. It seems that many respondents enjoy using Stanley Street as an east-west connector, being the only such road available in the middle of the neighbourhood.

There are a number of options for Stanley Street, including:

- Implement the **one-way alternating traffic**, as proposed.
- Implement **peak-period left-turn prohibitions** (except buses) onto Stanley from southbound Sperling and northbound Walker. This was shown as an Optional Element in the draft Plan. It received support from the neighbourhood, but a mixed response (5 support, 1 neutral, 5 oppose) from Stanley residents.
- **Speed humps**. This was not offered in the draft Plan, but might prove more acceptable to Stanley residents.
- **Street re-construction**. Several respondents commented on the lack of sidewalks on Stanley Street. There may be a desire to have the street “finished” with sidewalks plus curb-and-gutter. This would be done at resident expense, under the Local Area Service Program. It would also effectively reduce the available road width (if parked cars are present) and could incorporate other traffic calming measures, such as curb bulges. However, it would depend on the level of resident interest.
- **Interim sidewalks**. Alternatively, residents may prefer to address the pedestrian issue through the construction of “interim” sidewalks. These are asphalt sidewalks, and do not involve re-construction of the roadway (i.e., curbs and gutters). They, thus address the pedestrian issue, but do not provide traffic calming. Costs for this option would be borne by the City.

Given the range of options, some of which have not been discussed with the residents, and some of which have cost implications for the abutting residents, there should be a separate process to resolve this question.

**Recommendation:** approve the Plan without specifying the form of traffic calming measures on Stanley Street, and immediately begin a consultation process with the 20 abutting property owners from the 6700 and 6800 blocks of Stanley Street.

### 3.2.3 Additional Measures

The public consultation process resulted in several suggestions for the Local Roads, including:

- **Provision of sidewalks at various locations.** As already noted, this is available to residents under the Local Area Service Program (formerly the Local Improvement Program).

**Recommendation:** consider the provision of sidewalks through the Local Area Service Program.

- **Sidewalk corner let-downs at various locations.** Sidewalk let-downs are often thought of as “wheelchair ramps”, but also benefit other users, such as those with strollers or wagons. These can be provided at selected locations on Local and Collector Roads, with an emphasis on key pedestrian linkages (e.g., to bus stops, schools, parks, and neighbourhood stores).

**Recommendation:** implement sidewalk let-downs at selected locations.

- **Stanley Street, east of Walker.** Numerous respondents commented on the need for traffic calming on Stanley Street, which is unimpeded for 370 metres from Walker Avenue to Buckingham Drive. Suggestions included speed humps, four-way stop at Malvern, and traffic circle at Malvern. The latter has the added benefit of also calming Malvern, and has several benefits over four-way stops: safer, less noise, and lower emissions.

**Recommendation:** install a traffic circle in the Stanley / Malvern intersection.

- **U-turns on Griffiths.** It is reported that some cars coming northbound on Griffiths Avenue are proceeding all the way to the cul-de-sac (at Stanley) before realizing that this is not a through route. This is in spite of advance signage advising them of the cul-de-sac.

**Recommendation:** install additional signage on northbound Griffiths, on the north side of Imperial, indicating that Griffiths is not a through street.

- **Protect the Local Roads before starting on the Collector Roads.** If traffic calming is done first on the Collector Roads, this could create an immediate traffic shift onto the Local Roads. It would be better to calm the Local Roads first. The proposal to address this is presented subsequently in this report, under “Next Steps”.

### 3.3 Optional Elements

Recognizing that driver responses cannot be predicted in detail, the Plan includes a number of Optional Elements. One or more of these could be implemented several months later, if the primary Plan elements do not succeed in achieving the Plan’s objectives. These elements are shown in *Figure 8*. The following are changes to the Optional Elements of the Plans:

- Elimination of the **left-turn signal phase** from westbound Burris Street to southbound Walker Avenue. This was previously a primary element of the Plan but, as discussed previously, has been reclassified as an Optional Element in response to resident feedback.
- Construction of a **curb bulge on westbound Imperial Street** at Walker Avenue, to reduce the volume of right-turning vehicles. This has also been reclassified from primary to Optional Element.
- **Speed bumps in rear lane of Imperial.** If the above corner bulge on westbound Imperial at Walker is installed, respondents suggested that it could result in traffic diversion into the rear lane that parallels Imperial on the north side. If so, speed bumps may be required to deter this activity.

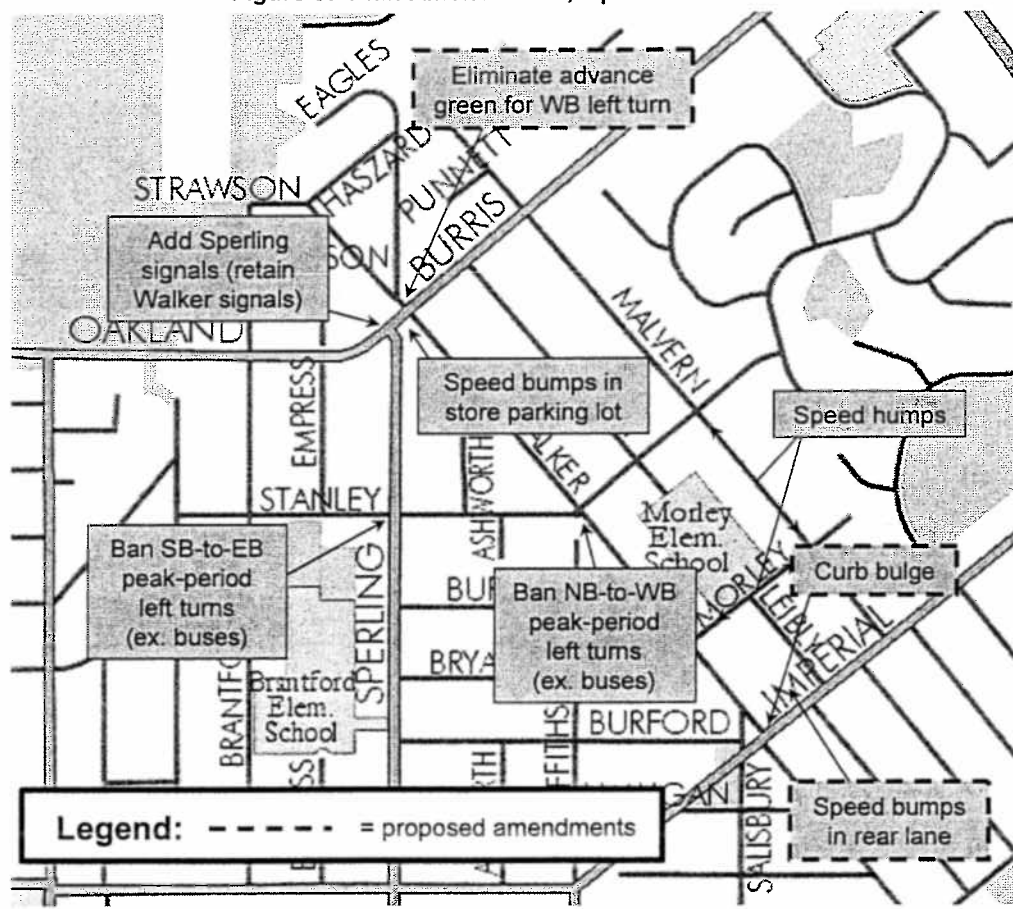
**Recommendation:** include speed bumps as an Optional Element, in the rear lane paralleling Imperial on the north side.

- **Additional Measures for Leibly or Malvern Streets.** Residents suggested that, if the proposed speed humps are ineffective at keeping traffic from

diverting to Leibly or Malvern, then other measures such as street closure should be contemplated. While it would be appropriate to consider other measures, the specific measure of street closure may be difficult, as there is insufficient right-of-way to construct a cul-de-sac.

**Recommendation:** consider other measures if speed humps prove ineffective for Leibly and Malvern Streets.

Figure 8: Plan Amendments, Optional Elements



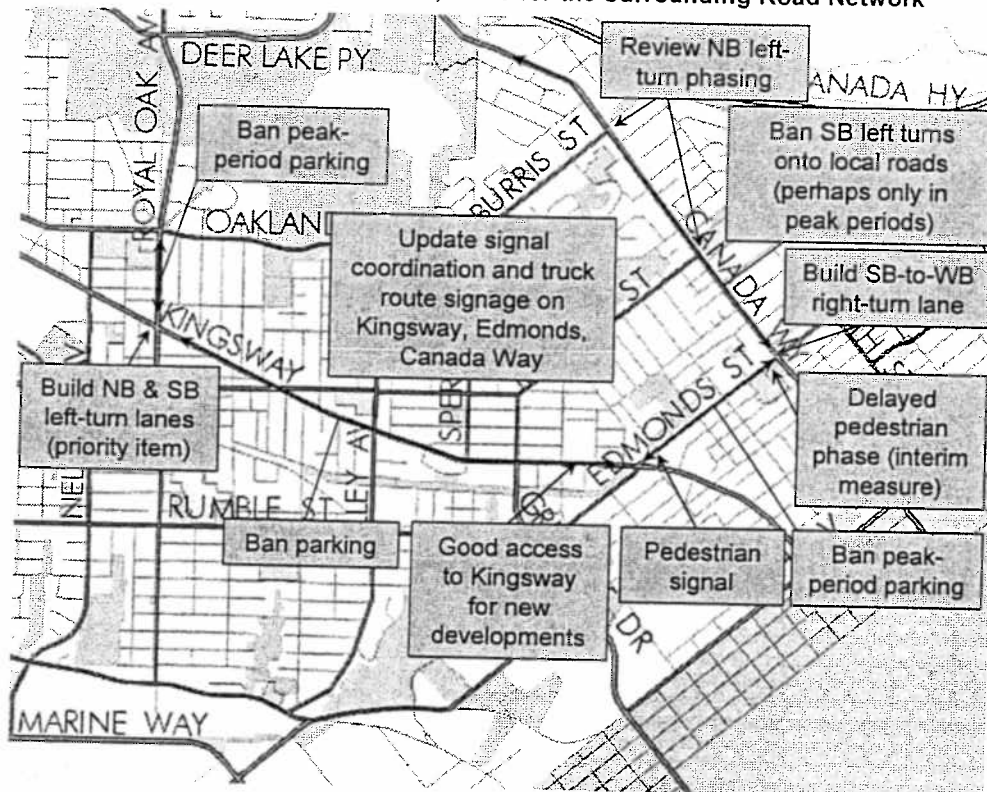
3.4 Measures to be Considered for the Major Roads

The Plan to this point has focussed on reducing speeds and volumes within the neighbourhood. The other half of the Plan looks at encouraging travel on the surrounding major roads, thus reducing driver's inclination to cut through the neighbourhood.



Respondents expressed a high degree of support for all the Major Road measures. The average response for these 11 measures was 68% support, 23% neutral, and 9% oppose. As such, all the Major Elements from the draft Plan have been carried through to the final Plan, as shown in *Figure 9*. Respondents did not identify any new Major Road measures that were suitable for the Plan.

Figure 9: Plan Amendments, Ideas for the Surrounding Road Network



It should be recalled that some of the measures for the Major Roads are things that the City would commit to “explore” rather than “implement”, and other measures will not happen immediately due to right-of-way or other constraints. The status of the various Major Road elements is as follows:

- Upgrade the **signal coordination** on Kingsway, Edmonds, and Canada Way. A study of the Kingsway corridor is currently in progress, and should be completed and implemented in 2005. Dates for similar work on Edmonds and Canada Way have not yet been determined.
- Provide additional **truck route signage** at signalized intersections on Kingsway, Edmonds, and Canada Way. Implement in 2005.

- **Ban peak-period parking** on northbound Royal Oak between Kingsway and Oakland, so that there are two northbound travel lanes. Implement in 2005 to the north side of Irving Street, and further north in subsequent years as warranted by traffic volumes, subject to Council approval.
- **Construct northbound and southbound left turn lanes** from Royal Oak onto Kingsway. In 2005, undertake a functional design, identify the right-of-way requirements, and prepare a cost estimate.
- Evaluate the need for a full-time **parking ban** on Kingsway. Evaluate in 2005, as part of the Kingsway Corridor Study and report back to Council if action is recommended.
- **Provide good access to Kingsway** for new developments in the Edmonds Town Centre. Implement in 2005 (on-going).
- Evaluate the need for a **signalized pedestrian crossing** of Edmonds at Linden. Evaluate in 2005, and report back to Council if action is recommended.
- Consider **prohibiting peak-period parking** on Edmonds, from Kingsway to Canada Way. Evaluate in 2005, and report back to Council if action is recommended.
- **Construct a right-turn lane** from southbound Canada Way to westbound Edmonds Street. Implement when land is acquired through the re-development process (no fixed date).
- Evaluate the **banning of left turns onto local roads** from southbound Canada Way, perhaps just during peak periods. Evaluate in 2005, and report back to Council if action is recommended.
- **Review the left-turn phasing** for the Canada Way signals at Imperial and at Burris. Implement in 2005 if warranted.

#### 4.0 FINANCING

The cost of implementing the draft Plan is estimated at \$300,000. This includes all required and optional elements within the neighbourhood, except the optional signalization of Oakland at Sperling. It also includes the lower-cost items from the major road network (e.g., signage) but not the larger capital construction items (e.g., new turning lanes).

The current draft of the 2005 Provisional Financial Plan includes \$300,000 for this work. If this budget item is retained when the 2005 Provisional Financial Plan is approved by Council, it is anticipated that most of the Community Transportation Plan can be implemented in 2005, with the exceptions noted above for the more expensive capital items.

## 5.0 NEXT STEPS

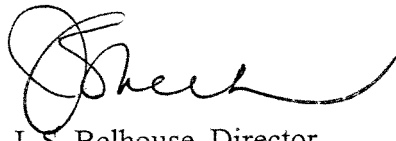
If approved by Council, staff will proceed to implement the Plan. The anticipated sequence of tasks is:

- a. **Speed humps.** Seek input, on a block-by-block basis, on whether or not speed humps are to be installed on the Local Roads. This step affects six blocks, and does not apply if the speed humps are Optional Elements. The criteria for approval of speed humps in a block would be approval by more than 50% of property owners abutting each affected block.
- b. **Stanley Street.** Concurrently, seek input from owners abutting the 6700 and 6800 blocks of Stanley Street regarding their preferred form of traffic calming.
- c. **Implement the Community Transportation Plan** (excluding Optional Elements) throughout the neighbourhood. This would be done over a period of several months. To the extent possible, work on Local Roads would be scheduled ahead of Collector Roads. Implementation would also include some of the measures for the Major Roads, while others would be implemented over a longer time frame.
- d. **Monitor and adjust.** Allow three months for traffic patterns to adjust to the new measures. Then monitor to determine if the desired results have been achieved. If necessary, implement one or more of the Optional Elements. For speed humps, including any that were originally turned down by the residents, these would be implemented if a need was identified (e.g., based on traffic count data) and a request was received from more than 50% of the affected property owners, on a block-by-block basis.

## 6.0 CONCLUSION

This report has proposed a Community Transportation Plan for the Walker / Sperling neighbourhood. It is the joint product of the Residents' Committee and City staff, and reflects community input from the public consultation process.

It is recommended that Council authorize implementation of the Plan. It is further recommended that a summary of this report be sent to those who have corresponded with the City on this issue, and that the Mayor write letters of thanks to the members of the Residents' Committee, who assisted in the development of this Plan.



J. S. Belhouse, Director  
PLANNING AND BUILDING

SR/jc  
Attachments

- cc: City Manager
- Director Engineering
- Director Finance
- Director Parks, Recreation & Cultural Services

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## Appendix A: Detailed Results for Individual Plan Elements

Figures A1 through A6 show the detailed questionnaire responses to the 43 individual elements of the draft Plan. Results within each chart have been ranked from most-supported to least-supported.

Figure A1: Support by Element, Collector Roads

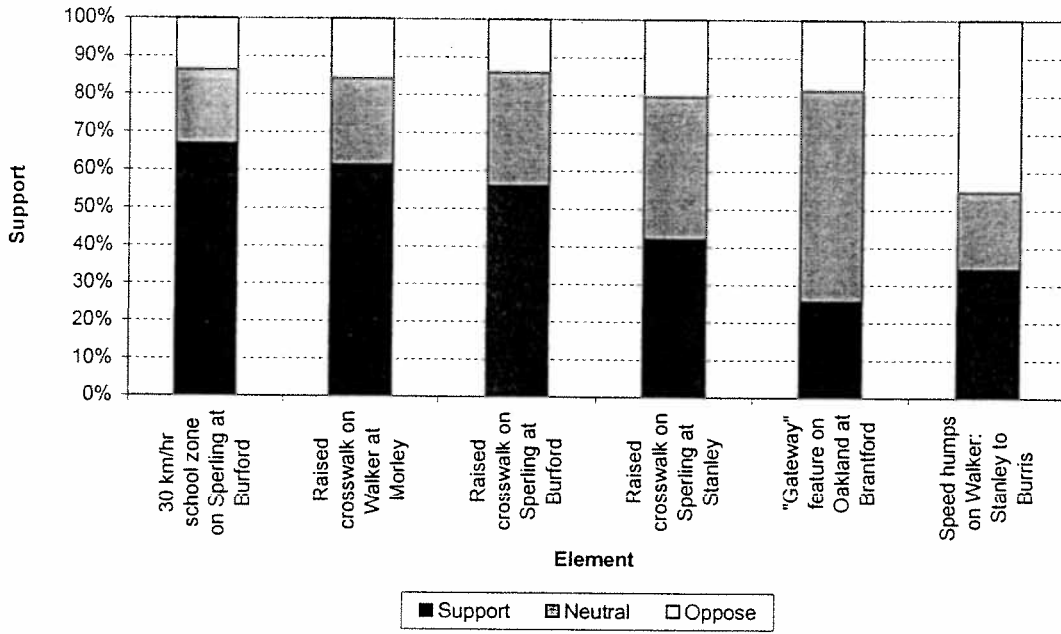


Figure A2: Support by Element, Oakland / Burris / Sperling / Walker

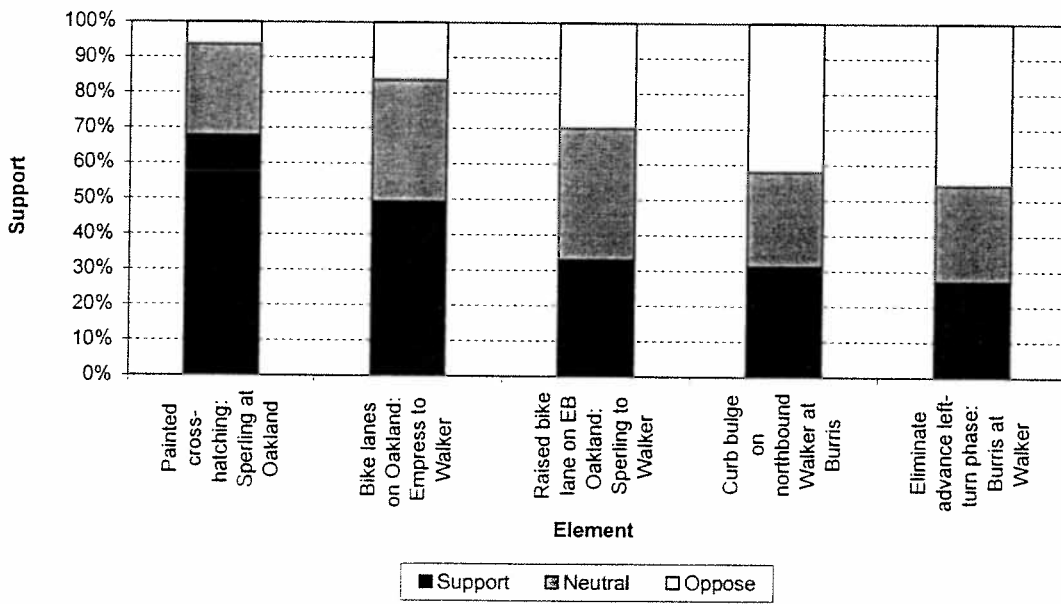


Figure A3: Support by Element, Imperial / Walker / Salisbury

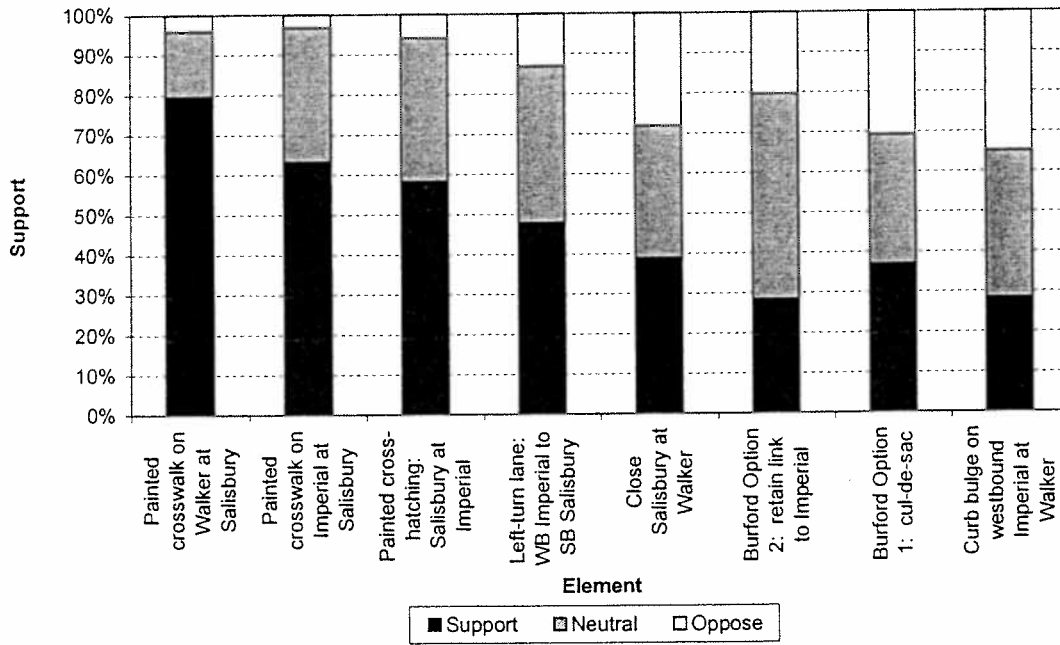


Figure A4: Support by Element, Local Roads

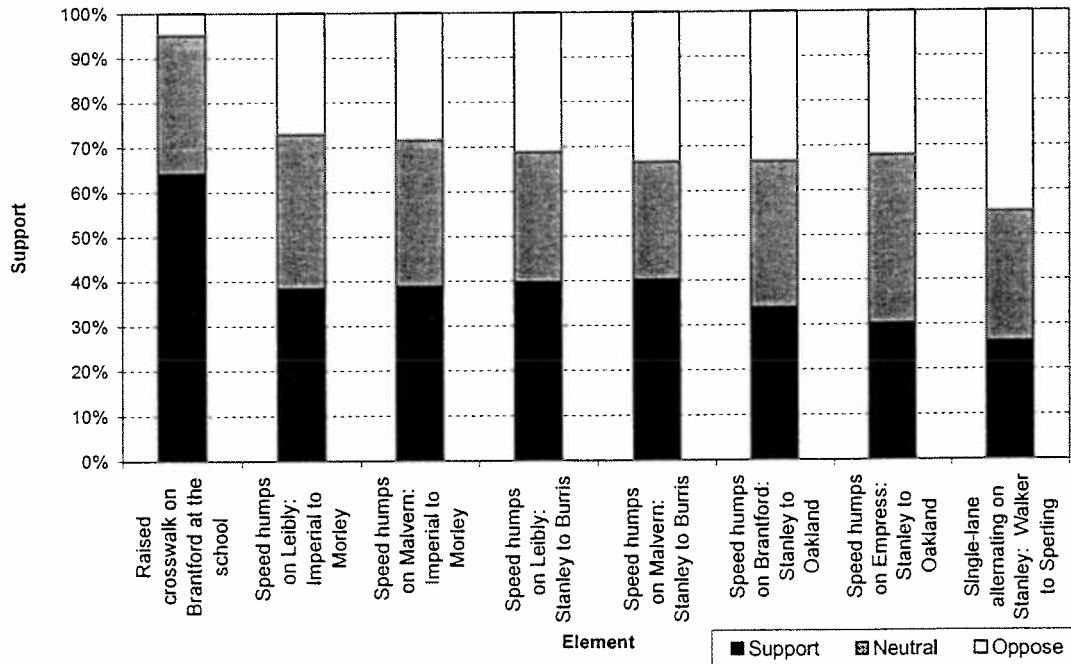


Figure A5: Support by Element, Optional Elements

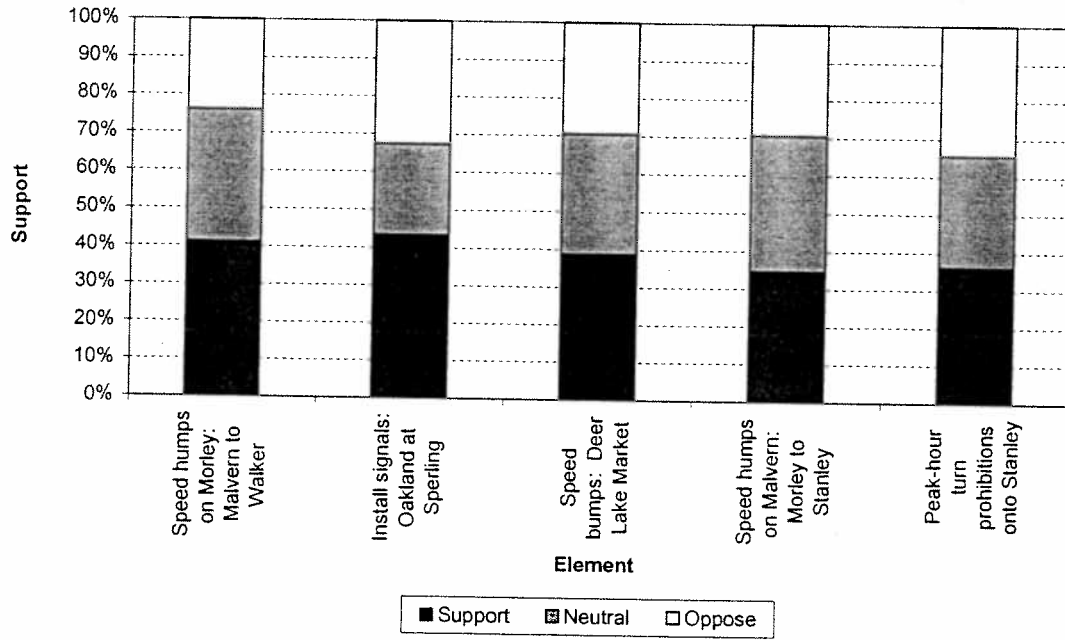
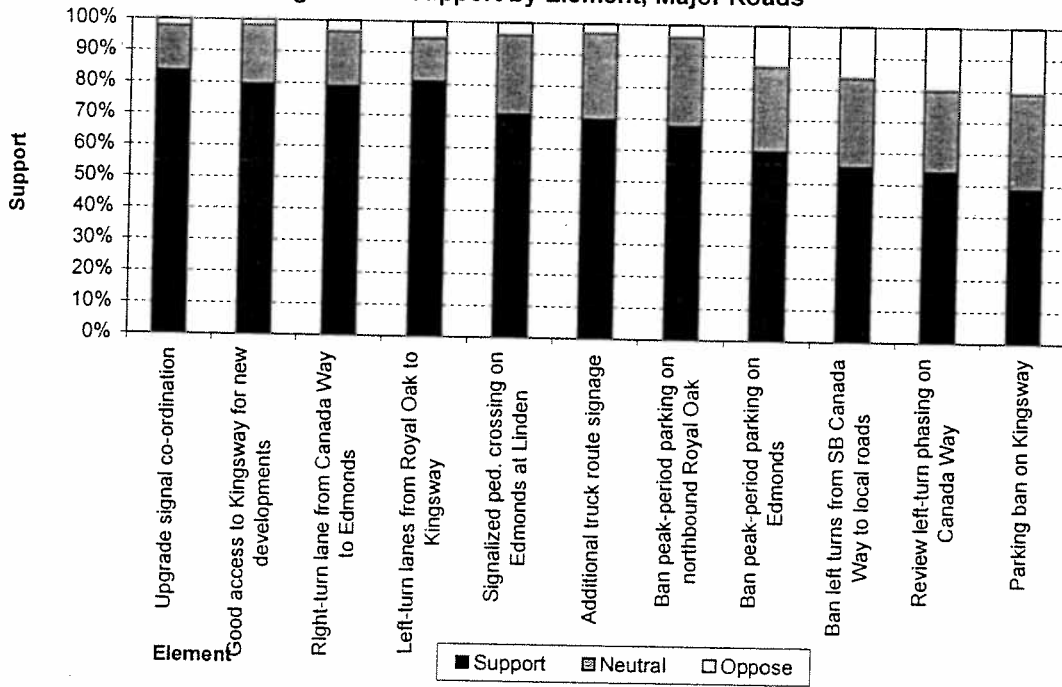


Figure A6: Support by Element, Major Roads



PLEASE COMPLETE AND RETURN THE ENCLOSED QUESTIONNAIRE

## DRAFT COMMUNITY TRANSPORTATION PLAN

### Sperling Avenue / Walker Avenue Neighbourhood

October 2004  
City of Burnaby

The purpose of this brochure is to request your comments on the Draft Plan by:

- completing the enclosed questionnaire, (or by answering it online at the City's web site)
- inviting you to attend an Open House where staff and Residents' Committee members will be available to answer your questions

### WHAT'S NEW?

A Residents' Committee of nine volunteers was formed, and met through the summer to assist in the preparation of the draft plan. They reviewed the issues identified by residents in our June questionnaire, reached unanimous consensus on a draft Community Transportation Plan, and strong support for the individual elements of the draft Plan.

The purpose of this brochure is to request your comments on the draft Plan, which is described herein. You can complete the enclosed questionnaire, or answer it online at the City's web site. **All questionnaires must be received by 2004 November 17.**

You are also invited to attend an Open House where staff and Residents' Committee members will be available to answer your questions. This will be held on 2004 November 3, at Brantford Elementary School, 6512 Brantford Avenue any time between 5 p.m. and 8 p.m.

Note that the entire process, including this brochure and the on-line questionnaire, is documented on the City's web site. Go to [www.city.burnaby.bc.ca](http://www.city.burnaby.bc.ca) and click on "Site Updates" followed by "Walker/Sperling Community Transportation Plan".

The study area is shown in Figure 1, which also shows the primary travel patterns that, according to a survey of vehicle movements, are used by people cutting through the neighbourhood.

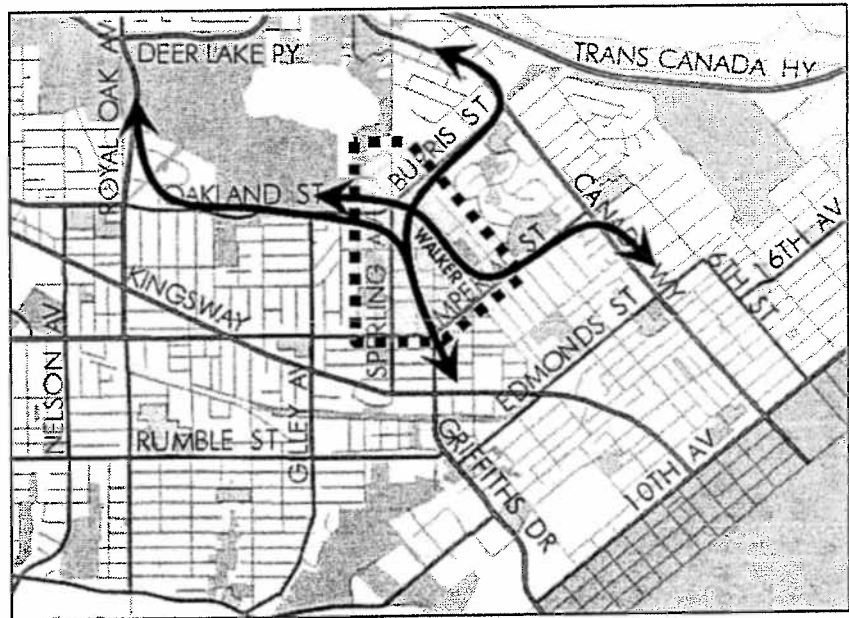


Figure 1: Study Area and Main Travel Patterns

### THE ISSUES

Many neighbourhood traffic issues were identified in the first Open House and questionnaire responses. The most common ones were:

- Volume of traffic on Walker
- Speed of vehicles on Sperling and Walker (and, to a lesser extent, on the local roads)
- Driver and/or pedestrian challenges at the Walker and Sperling intersections with Oakland
- Safety of children crossing Walker and Sperling near the two schools
- Awkwardness of the Imperial / Walker /

Continued on page 2

### OPEN HOUSE

Please attend the Open House  
5:00 - 8:00 p.m.  
2004 November 3  
Brantford Elementary School Gym  
6512 Brantford Avenue

The following language services are offered:

若需要有關這份小冊子的資料，請電 294-7115 與鄭小姐聯絡，或電 294-7147 與石錫華先生聯絡。

ਇਸ ਵਿਕਾਸ ਦੇ ਥਾਂ ਨੇ ਤੁਹਾਨੂੰ ਜਾਣਕਾਰੀ ਜਾਰੀ ਰੱਖਣ ਤੇ ਕੁਲਵੰਤ ਜੰਗਲ ਨੂੰ 294-7991 ਤੇ ਫੋਨ ਕਰੋ।

Si vous désirez obtenir des renseignements au sujet de cette brochure, appelez Fiona Avakumovic au 294-7966.



Salisbury intersection

- Future traffic increases resulting from new development
- Maintaining safe access for vehicles and pedestrians in / out of the area north of Oakland / Burris (preferably by retaining the existing Walker signal)
- Avoiding diversion of traffic onto local roads parallel to Sperling or Walker

These are the issues that the Residents' Committee focused on. Development of the Plan was also affected by a number of guiding principles to respect other City interests, such as to maintain:

- emergency access,
- transit service,
- adequate overall traffic circulation,
- reasonable cost,
- road classifications identified in the Burnaby Transportation Plan, and
- levels of mobility appropriate to those classifications.

## PROPOSALS FOR THE COLLECTOR ROADS

Two considerations were primary in determining which traffic calming measures were applied to the various collector road segments. The first was the road classifications. More aggressive measures such as speed humps were considered on the Local Collector road (Walker) but not on the Major Collectors (Sperling, Oakland, Burris, and Imperial).

The second consideration was the #129 bus route, which has run through the neighbourhood for over 40 years. More aggressive measures are not appropriate for a bus route.

As shown in Figures 2 through 4, the draft Plan proposes a range of measures on collector roads in the neighbourhood. A common theme for many of these measures is to reduce road capacity feeding into Walker.

Note that there are two options for Burford. It could either retain access to Imperial via Salisbury or, as shown in Figure 4, be terminated in a cul-de-sac. The final choice will depend on feedback received from the public. However, the cul-de-sac provides the greatest safety benefits, allows for a better park environment, and allows for a better pedestrian linkage between Walker and Imperial.

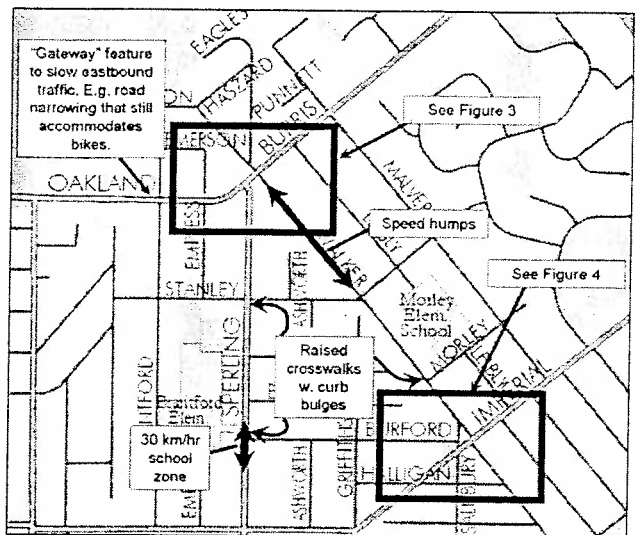


Figure 2: Collector Road Proposals

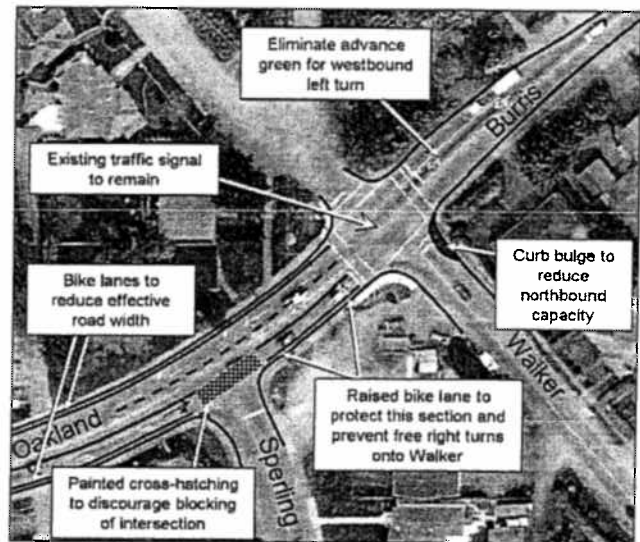


Figure 3: Oakland / Burris / Sperling / Walker Intersection Proposals



Figure 4: Imperial / Walker / Salisbury Intersection Proposals

## PROPOSALS FOR THE LOCAL ROADS

The primary issue for the local roads is to ensure that the measures proposed in this Plan avoid shifting new traffic onto them. Several measures are proposed to achieve this, as illustrated in Figure 5. Implementation of speed humps on Local roads would be subject to confirmation by a majority of residents, on a block-by-block basis (through a subsequent survey). Some blocks may prefer not to have speed humps, if the overall Plan does not result in significant traffic diversions to their street. Single-lane alternating traffic would be on one or two short sections of Stanley, between Walker and Sperling. This is intended to discourage short-cutting drivers from “following the bus route” as a way to get through the neighbourhood quickly.

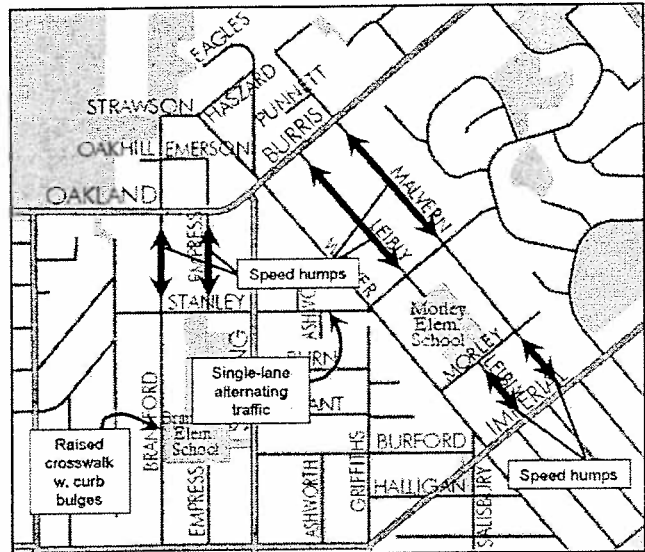


Figure 5: Local Road Proposals

## OPTIONAL ELEMENTS

In any Plan of this magnitude, it is impossible to predict all the responses that drivers will have to the street changes. It is believed that the Plan, as already described, will have the desired impacts on vehicle speeds and volumes, without diverting traffic onto the local roads. However, recognizing the uncertainties, Figure 6 shows additional measures that can be implemented, if necessary, after the measures described in the preceding sections have been completed.

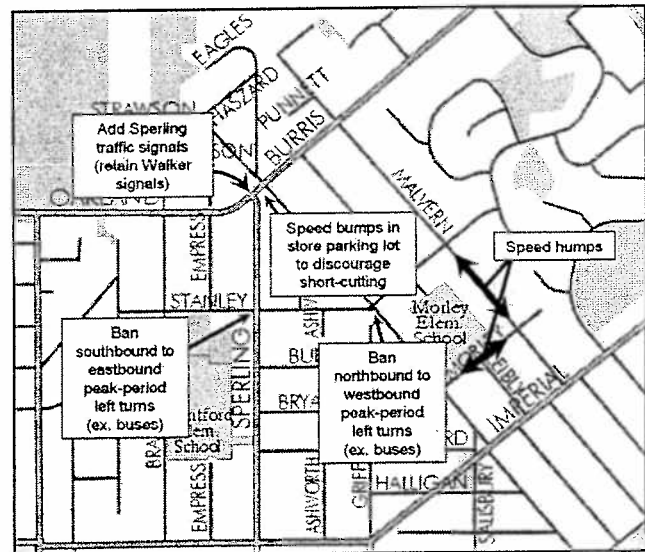


Figure 6: Optional Elements

## IDEAS TO CONSIDER ON THE MAJOR ROADS

The final section of the Plan contains ideas to encourage the use of the surrounding major road network for longer trips.

Arterial roads bounding the neighbourhood are Royal Oak, Kingsway, and Canada Way. There is no arterial road linking Kingsway to Canada Way in this area. This function is performed by Edmonds, which is a Major Collector - Primary.

Measures on the major network tend to have higher costs, broader impacts, and may require the acquisition of additional right-of-way. For these reasons, many of these measures are things that the City would consider, rather than commit to at this time. In addition, implementation would be spread over a longer time frame. The ideas for the major roads are summarized in Figure 7.

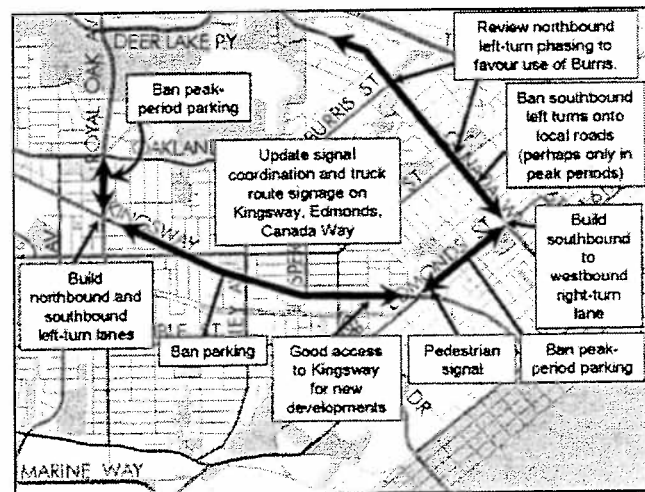


Figure 7: Ideas to Consider on the Major Roads

## WHY DIDN'T YOU ... ?

There were many other suggestions considered, including some that had the support of the Residents' Committee. Some of these suggestions, and the reasons for excluding them, are listed here. Why didn't we ...

- **Create more school zones?** School zones are only done on streets that the schools abut.
- **Block traffic coming northbound from the Edmonds area, or from further south?** In view of the road network in that area, with multiple alternative routings, this is not feasible; you can't block all the possible routings.
- **Remove the traffic signals from Walker at Burris?** These signals provide safe vehicular and pedestrian access to/from the north. We did not identify any options that staff and the Residents' Committee could support for providing safe access if the signals were removed.
- **Change the road classifications?** Most people in the city would like their road to be given a lower classification, and many would like other people's roads to have higher classifications. Road classifications cannot be considered in a neighbourhood context, but must be evaluated on a city-wide basis. There are few Arterial roads in this neighbourhood, causing heavier reliance on the Collector roads. This makes it particularly important to maintain the existing road classifications.
- **Implement more aggressive measures on the Collector roads?** Calming is less aggressive on Collector roads, recognizing that they have a role in carrying traffic. In addition, stronger measures on the Collector roads would tend to divert more traffic onto the Local roads. Impacts on bus service must also be considered.

## WHO PAYS?

It is proposed that implementation of this Plan will be paid for by the City, and as achievable through our capital budget process.

## WHAT'S NEXT?

All questionnaire responses are due by 2004 November 17. Results will be reviewed by staff and the Residents' Committee (with identifying information removed). This will lead to a final Plan being presented for Council's approval in December. If approved, implementation will begin in 2005. Updates on the status of the Plan will be provided periodically on our web site.

## TELL ME MORE!

For more information, visit [www.city.burnaby.bc.ca](http://www.city.burnaby.bc.ca) and click on "Site Updates", or contact Stu Ramsey, Transportation Planner, 604-294-7413, [stuart.ramsey@city.burnaby.bc.ca](mailto:stuart.ramsey@city.burnaby.bc.ca).

### OPEN HOUSE

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2004 November 3  
Brantford Elementary School Gym  
6512 Brantford Avenue



# Walker / Sperling Community Transportation Plan

Please provide us with any comments you may have on the draft Plan. In particular:



What is your opinion of ...	Support	Neutral	Oppose
<b>1. Collector Roads</b>			
1a 30 km/hr school zone on Sperling			
1b Raised crosswalk on Sperling at Burford			
1c Raised crosswalk on Sperling at Stanley			
1d Raised crosswalk on Walker at Morley			
1e Speed humps on Walker: Stanley to Burris			
1f "Gateway" feature on Brantford			
<b>2. Oakland/Burris/Sperling/Walker Intersections</b>			
2a Bike lanes on Oakland			
2b Raised bike lane eastbound: Sperling to Walker			
2c Painted cross-hatching: Sperling at Oakland			
2d Eliminate advance left-turn phase			
2e Curb bulge on northbound Walker			
<b>3. Imperial/Walker/Salisbury Intersections</b>			
3a Close Salisbury at Walker			
3b Option 1: Burford cul-de-sac			
3c Option 2: Burford retains link to Imperial			
3d Painted crosswalk on Walker			
3e Painted crosswalk on Salisbury			
3f Left-turn lane: westbound Imperial to southbound Salisbury			
3g Painted cross-hatching: Salisbury at Imperial			
3h Curb bulge on westbound Imperial			
<b>4. Local Roads</b>			
4a Speed humps on Brantford: Stanley to Oakland			
4b Speed humps on Empress: Stanley to Oakland			
4c Speed humps on Leibly: Stanley to Burris			
4d Speed humps on Malvern: Stanley to Burris			

What is your opinion of ...	Support	Neutral	Oppose
<b>4. Local Roads (continued)</b>			
4e Speed humps on Leibly: Imperial to Morley			
4f Speed humps on Malvern: Imperial to Morley			
4g Raised crosswalk on Brantford at the school			
4h Single-lane alternating traffic on Stanley: Walker to Sperling			
<b>5. Optional Elements (if needed)</b>			
5a Speed humps on Malvern: Morley to Stanley			
5b Speed humps on Morley: Malvern to Walker			
5c Speed bumps: Deer Lake Market			
5d Peak-hour turn prohibitions onto Stanley			
5e Install signals: Oakland at Sperling			
<b>6. Ideas to Consider for the Major Roads</b>			
6a Upgrade signal co-ordination			
6b Additional truck route signage			
6c Ban peak-period parking on northbound Royal Oak			
6d Left-turn lanes from Royal Oak to Kingsway			
6e Parking ban on Kingsway			
6f Good access to Kingsway for new developments			
6g Signalized pedestrian crossing on Edmonds at Linden			
6h Ban peak-period parking on Edmonds			
6i Right-turn lane from Canada Way to Edmonds			
6j Ban left turns from southbound Canada Way to local roads			
6k Review left-turn phasing on Canada Way: Imperial, Burris			

7. Do you have other comments on the draft Plan? (Continue on back of page if necessary.)

8. Please tell us your name and address. This is mandatory, but will be kept confidential.

To return this questionnaire, you can:

- Drop it in the box at the Open House;
- Mail it to the City of Burnaby, Planning Department, 4949 Canada Way, Burnaby, BC, V5G 1M2;
- Fax it to the Planning Department at 604-570-3680;
- Reply online at [www.city.burnaby.bc.ca](http://www.city.burnaby.bc.ca) by clicking on Site Updates.

**Response deadline is 2004 November 17.**