

**CITY OF BURNABY**

**TRANSPORTATION COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

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

**RECOMMENDATIONS:**

1. THAT Council authorize the draft Community Transportation Plan described herein to be used as a basis for public consultation.
2. THAT Council extend the mandate of the Residents' Committee to include participation in the Open House and in the subsequent finalization of the Plan.

**REPORT**

The Transportation Committee, at its meeting held on 2004 September 08, received and adopted the *attached* report presenting a draft Community Transportation Plan for the Walker/Sperling area, and seeking Council approval for public consultation.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor D. Evans  
Vice Chair

Councillor L. Rankin  
Member

COPY: City Manager  
Director Planning and Building  
Director Engineering  
Director Finance  
OIC, RCMP  
Fire Chief

**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

2004 September 2

**FROM:** DIRECTOR PLANNING AND BUILDING

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

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

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

---

**RECOMMENDATIONS:**

1. **THAT** Council authorize the draft Community Transportation Plan described herein to be used as a basis for public consultation.
2. **THAT** Council extend the mandate of the Residents' Committee to include participation in the Open House and in the subsequent finalization of the Plan.

**REPORT**

**1.0 INTRODUCTION**

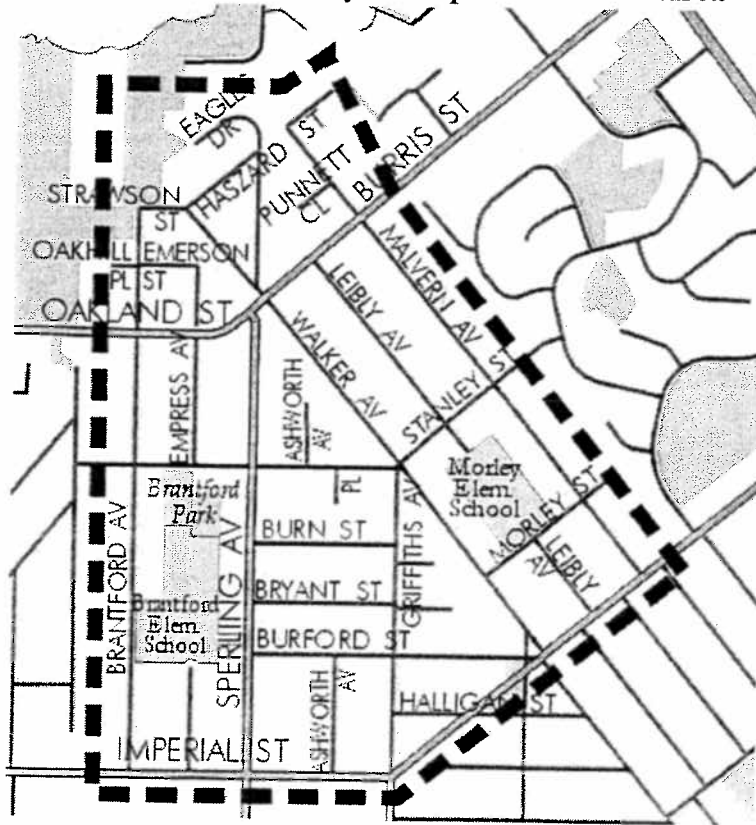
On 2004 March 1, Council initiated a Community Transportation Plan (CTP) process for the Walker / Sperling area, as shown in *Figure 1*. This was primarily in response to the desire of residents of Walker Avenue to reduce the speed and volume of traffic on their street, coupled with concerns expressed by residents of adjacent streets that the problems not be simply shifted from Walker to other neighbourhood roads. Previous attempts to address the Walker issue in isolation (e.g., with mid-block median islands on one block of Walker Avenue) had not produced the desired results. More aggressive solutions were desired, of the type that might have impacts on the surrounding neighbourhood. It was for this reason that Council initiated the CTP process. Milestones in that process (all in 2004 except as noted) are:

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 CTP
- September Approval of draft CTP by Council as a basis for public consultation
- October Public consultation on the draft plan
- November Analysis of response to public consultation and amendments to CTP as appropriate
- December Approval of final CTP by Council and notification sent to residents
- 2005 Implementation of those elements that can be done quickly

**Figure 1: Community Transportation Plan Area**

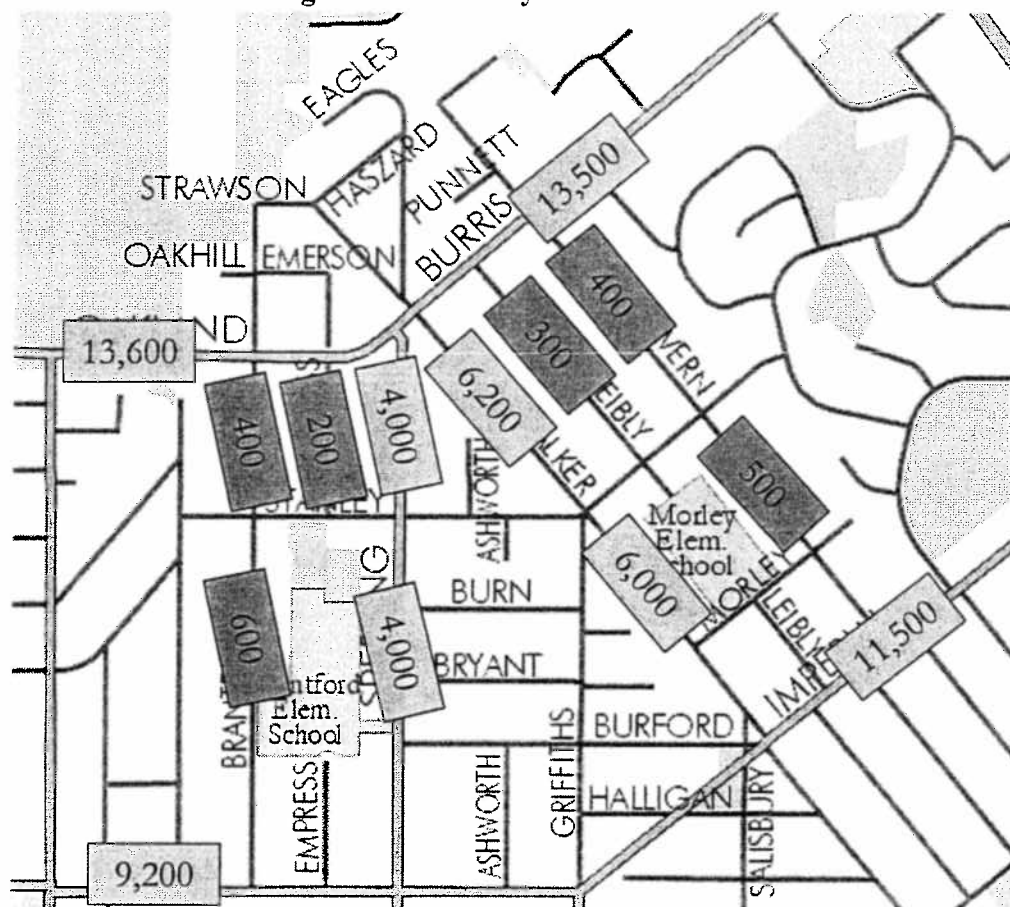


This report summarizes the tasks completed to date, and presents the draft CTP.

## 2.0 DATA COLLECTION

Considerable traffic data had been previously collected, much of which has already been reported to the Transportation Committee. A summary of weekday traffic volumes in the neighbourhood is presented in *Figure 2*.

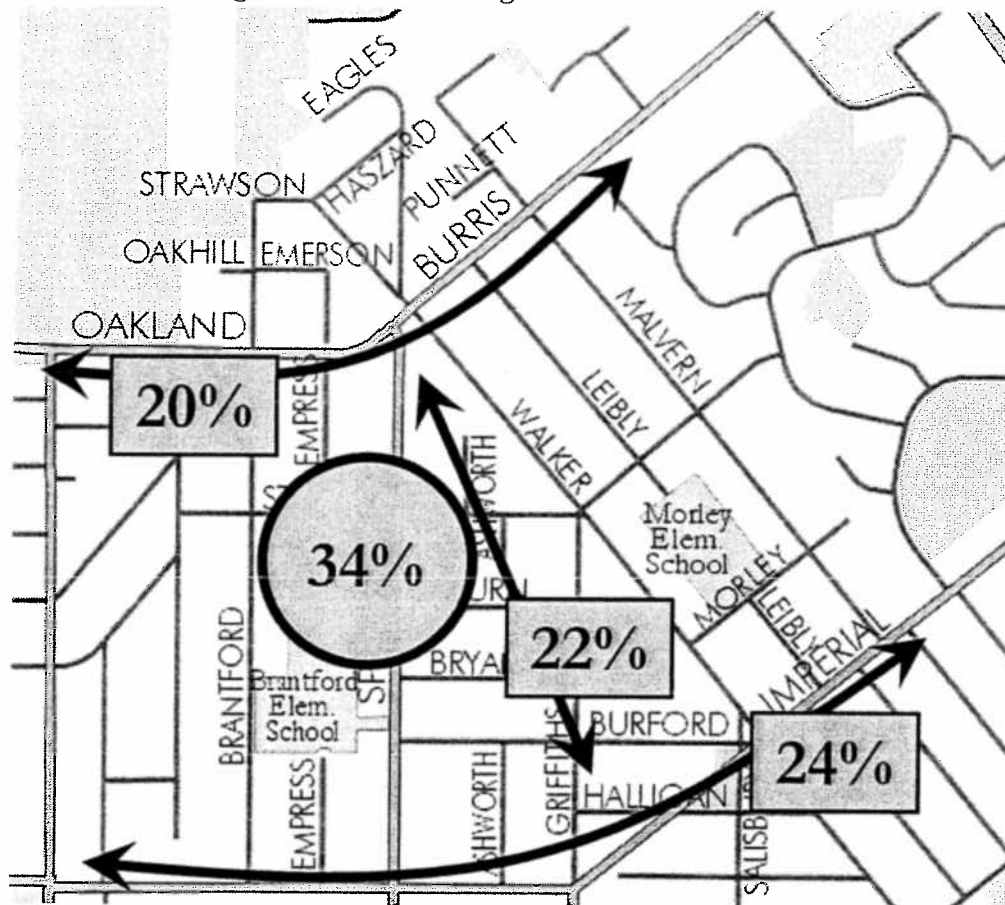
**Figure 2: Weekday Traffic Volumes**



In addition, an origin-destination survey was conducted to determine the general *pattern* of movement through the area. Observation posts were set up around the neighbourhood perimeter, as already shown in *Figure 1*. Partial license plate numbers were used to match up entry and exit points for individual trips. This was done for the morning and afternoon peak hours on Tuesday, 2004 April 20.

Overall results, summed for both peak hours, are summarized in *Figure 3*. This shows a total of 44% making east-west trips across the neighbourhood, 34% of trips beginning or ending in the neighbourhood (primarily homes and the two elementary schools) and 22% making north-south trips through the neighbourhood.

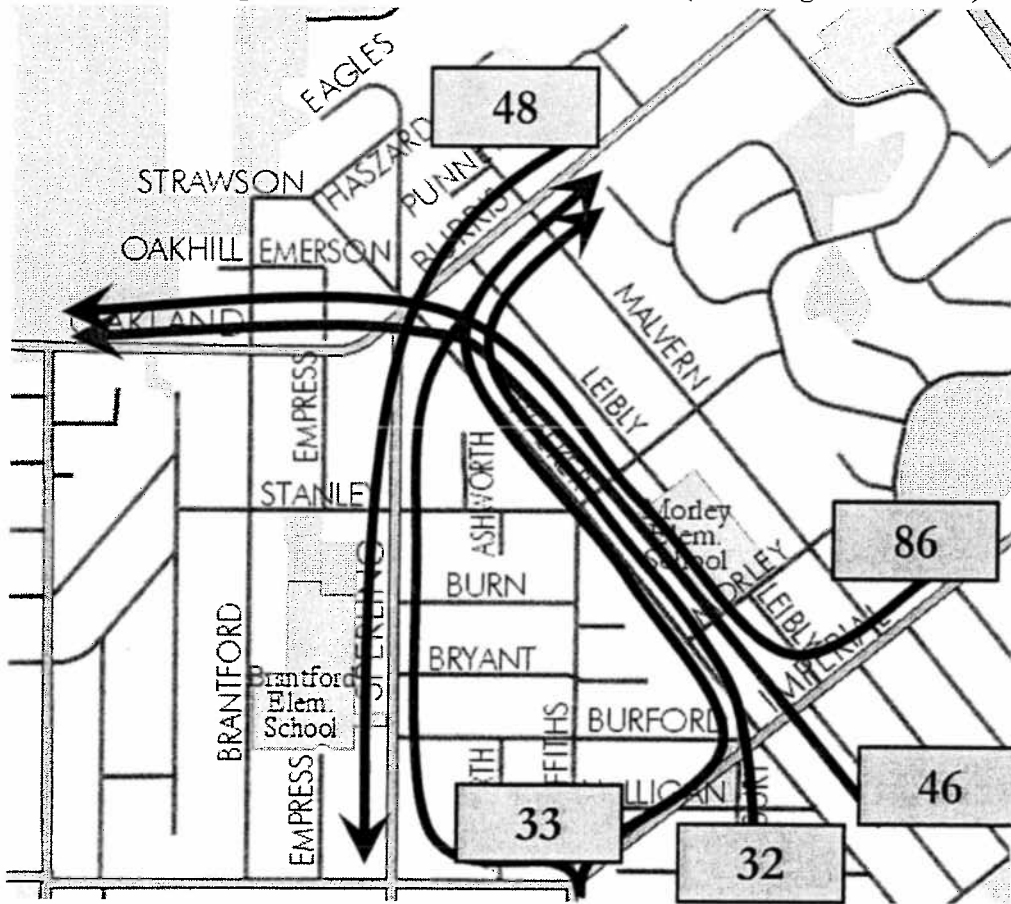
**Figure 3: Overall Origin-Destination Patterns**



Of particular interest from the point of view of neighbourhood, traffic calming are the 22% of trips that pass north-south through the neighbourhood. Some of these are presumably from the surrounding residential area (e.g., south of Imperial) and can reasonably be expected to pass through the study area. Others are from further afield, and would ideally be accommodated on the surrounding major road network: Canada Way to the east, Royal Oak Avenue to the west, and Kingsway and Edmonds Street to the south.

To get a sense of these trips, the top five north-south movements for the morning peak hour (in this case, 7:45 to 8:45) are shown in **Figure 4**. This shows a strong emphasis on Walker Avenue, from Imperial to Burris / Oakland. For example, the highest movement is 86 vehicles that are using Walker to cut from westbound Imperial to westbound Oakland. Most of these trips have probably come from Canada Way, and would ideally use Canada Way and Burris (rather than Imperial and Walker) for this part of their trip. (Note: in this report, Burris and Imperial are referred to as running east-west; Canada Way and Walker are referred to as running north-south.) The figure also shows through traffic on Sperling connecting with Burris to go around Deer Lake.

**Figure 4: Top Five North-South Movements (Morning Peak Hour)**



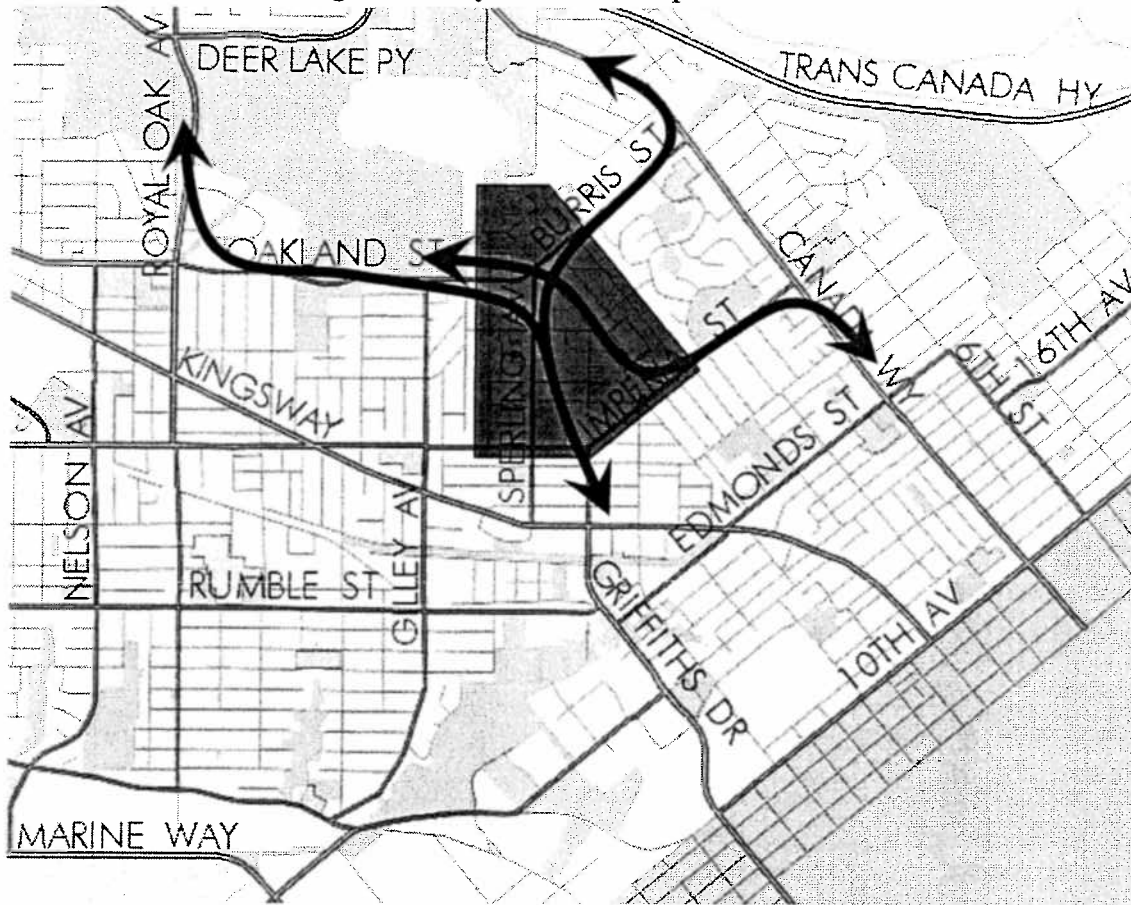
The corresponding pattern for the afternoon peak hour (4:30 to 5:30) is shown in *Figure 5*. The largest volume is again a connection between Oakland and Imperial, this time in the eastbound direction. As in the morning, the Spurling / Burris route is being used for trips to / from Canada Way.

**Figure 5: Top Five North-South Movements (Afternoon Peak Hour)**



Looking at the bigger picture, the major origin-destination patterns for north-south trips through the neighbourhood are summarized in *Figure 6*. One key movement is the aforementioned link between Imperial and Oakland, that would ideally be handled by Canada Way. The other consists of north-south trips (from Edmonds Town Centre, Queensborough Bridge, etc.) that want to get around Deer Lake. Again, these would ideally be handled by the arterial roads: Kingsway, Canada Way, and Royal Oak.

**Figure 6: Key External Trip Movements**



### 3.0 THE PROCESS

A brochure describing the issues and process was mailed to 1,000 neighbourhood homes in May. This was followed by a public Open House on Tuesday, 2004 June 8. The Open House featured display panels, a formal presentation by City staff, and eight break-out groups that allowed everyone time to discuss their issues, propose solutions, and have these recorded by City staff. A total of 77 people attended the Open House.

The mail-out included a questionnaire, the deadline for which was two weeks after the Open House. The questionnaire generated 62 individual responses, as well as one “Collective Answer” signed by 28 residents of Sperling Avenue (eight of whom also submitted individual responses).

Two documents were prepared, which summarized the results of the Open House break-out groups and the questionnaire, respectively. These are available from the Planning and Building Department upon request.



Questionnaire respondents were asked to indicate whether or not they would like to be part of a Residents' Committee, to examine the issues and potential solutions in greater detail. Nine volunteers were selected for the Residents' Committee: three from Sperling Avenue, three from Walker Avenue and three from the local residential streets in the neighbourhood.

The Residents' Committee met on four occasions in July and August. They were provided with the summaries of the Open House and questionnaire responses, and other information to assist them in debating the issues and options. What emerged from those meetings was a strong consensus between the Committee and staff on what the issues are and what should be done about them.

Residents could also follow the process on the City's web site, where a separate page was created for this Community Transportation Plan. Useful information available from this page includes:

- mail-out brochure
- Open House display panels
- Open House staff presentation
- Open House summary of input received
- questionnaire summary of input received
- overview of the Residents' Committee, with names and addresses of the nine members

#### **4.0 THE ISSUES**

Many issues were identified through the afore-mentioned process. Some were identified by numerous respondents, while others were only of concern to one or two people. With so many issues, it was necessary to focus on the most significant ones. After reviewing the input received from the neighbourhood, staff and the Residents' Committee agreed on the following as being the key issues:

- 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 / Burris (preferably by retaining the existing Walker Avenue signal)
- 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.

## **5.0 THE DRAFT PLAN**

The draft Plan was developed in three components:

- Traffic calming measures for the collector roads
- Measures to prevent traffic diversion onto the parallel local roads
- Measures to attract more traffic onto the surrounding major road network

These are presented in the following sections.

The draft Plan was developed jointly by City staff and the Residents' Committee. The Plan as described below is staff's recommendation. Where the Residents' Committee took a different view, this is noted in Section 6.0 of this report.

### 5.1 Measures for the Collector Roads

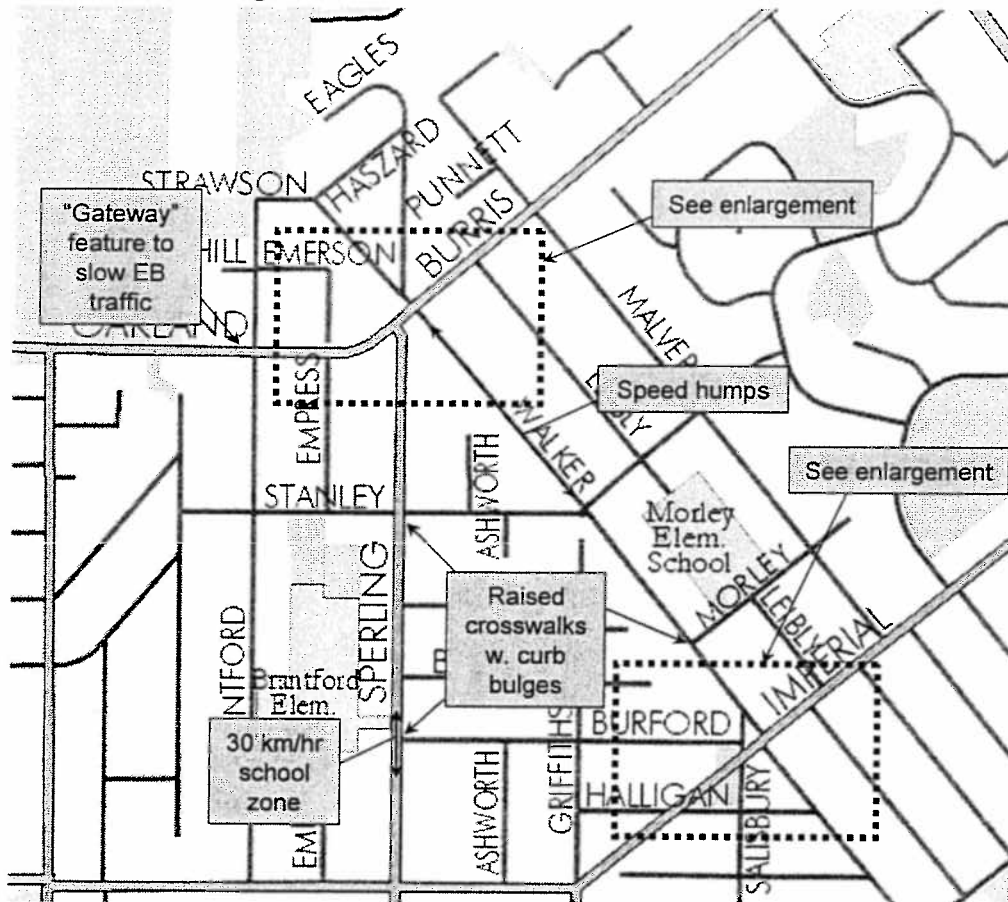
Two considerations were primary in determining which traffic calming measures were applied to the various collector road segments. The first was the road classifications. More aggressive measures, such as speed humps were considered on the Local Collector road (Walker) but not on the Major Collectors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

The second consideration was the #129 bus route, which proceeds through the neighbourhood via Walker, Stanley, Sperling, Oakland, and Burris. The bus has operated on this route for over 40 years. More aggressive measures are not appropriate for a bus route.

As shown in *Figure 7*, the draft Plan proposes the following measures on collector roads in the neighbourhood:

- A **30 km/hr school zone** on Sperling Avenue, adjacent to Brantford Elementary School.
- **Raised crosswalks with curb bulges** across Sperling Avenue on the north side of Burford Street and on the south side of Stanley Street. Also across Walker Avenue on the north side of Morley Street.
- **Speed humps** on Walker Avenue, between Stanley and Burris Streets. There would likely be three humps, about 130 metres apart. This is on the part of Walker Avenue that does not have bus service.
- A "**gateway**" feature on Oakland Street, west of Brantford Street, to remind eastbound drivers that they are re-entering a more urban area (frequent intersections and driveways) after the more rural character of Oakland Street from Royal Oak to Brantford. The gateway feature would likely be some form of road narrowing, while still respecting the use of Oakland Street as a Cycle Road.

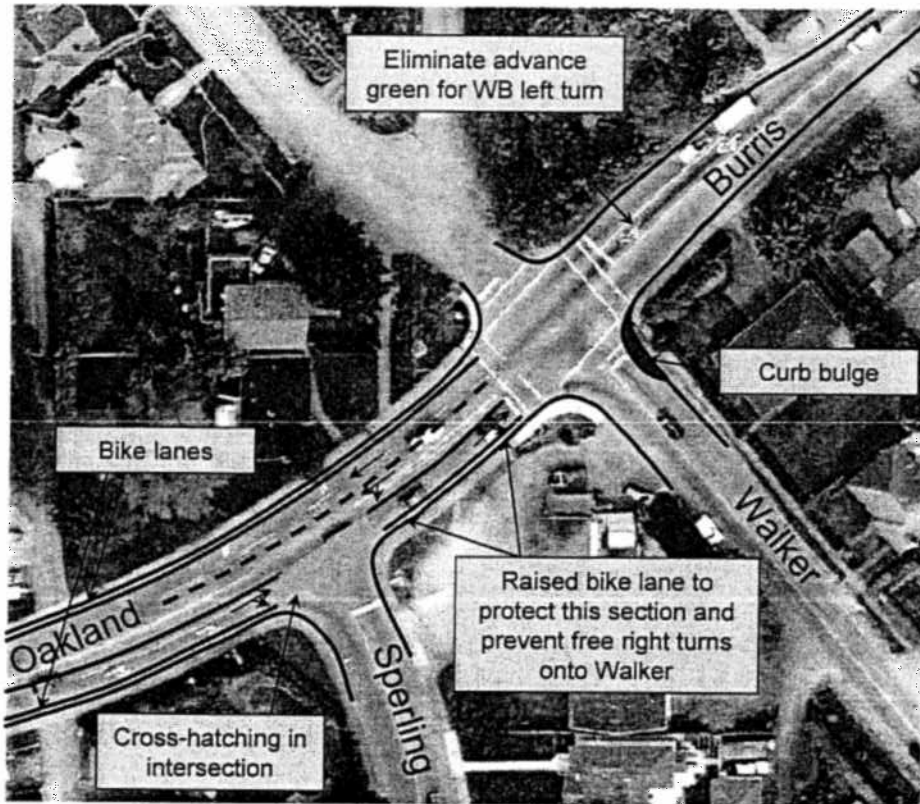
**Figure 7: Measures for the Collector Roads**



- **Changes to the Oakland / Burris / Sperling / Walker intersections**, as illustrated in *Figure 8*. These are expected to include extension of the Oakland bike lanes to Walker Avenue, painted cross-hatching to discourage blocking of the Sperling intersection, elimination of the advance left-turn phase from westbound Burris to southbound Walker, and construction of a curb bulge on northbound Walker Avenue to reduce this approach to a single lane.

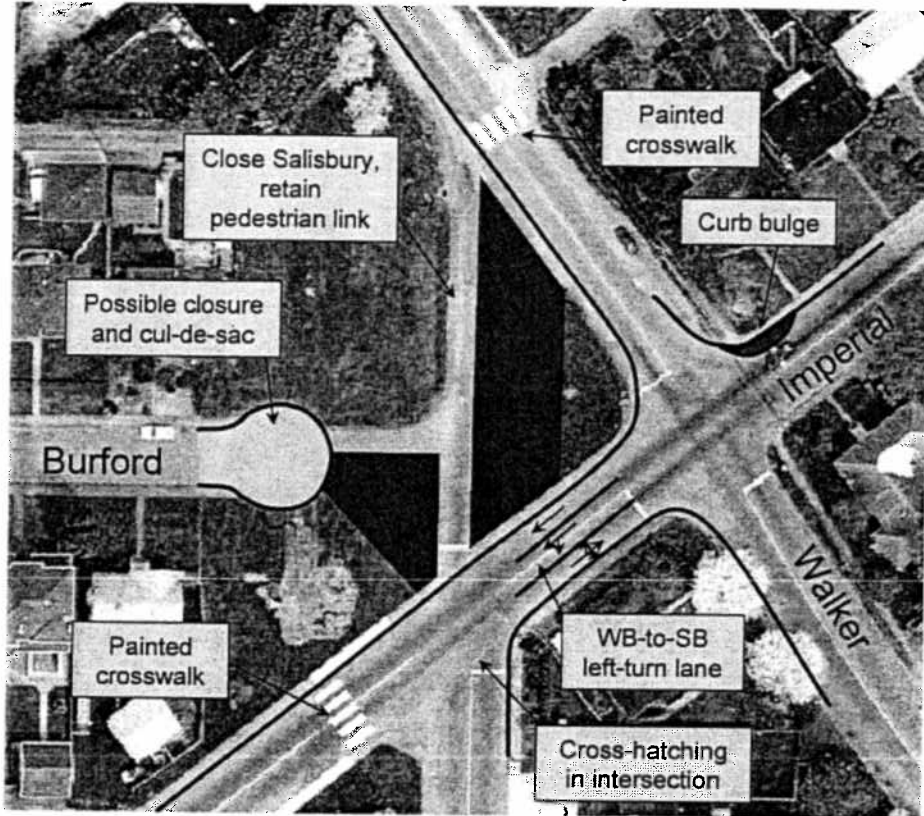
An important effect of the bike lane extension is to limit eastbound Oakland to a single lane at Walker Avenue, thus constraining access to Walker. (It is presently one wide lane, which actually operates as two lanes.) To achieve this, the eastbound bike lane would be elevated approximately 15 centimetres above the adjacent roadway from Sperling Avenue to Walker Avenue, to prevent the bike lane from being used by cars.

**Figure 8: Oakland / Burris / Sperling / Walker Intersections**



- **Changes to the Imperial / Walker / Salisbury intersections**, as shown in *Figure 9*. The primary objective here is to prevent the use of Salisbury Avenue between Imperial and Walker as a route for vehicles, while still accommodating pedestrians and cyclists. This would be achieved by reducing Salisbury to the width of an Urban Trail for some or all of this section. Painted crosswalks on Walker and Salisbury would support the continued use of this popular pedestrian route. In time, this will form part of a proposed Urban Trail, intended to follow the BC Hydro right-of-way through this area.

**Figure 9: Imperial / Walker / Stanley Intersections**



Burford Street could either retain access to Imperial Street via Salisbury or be terminated in a cul-de-sac. The final choice will depend on feedback received from the public. However, staff preference is for the cul-de-sac, as this provides the greatest safety benefits, allows for a better park environment, and allows for a better Urban Trail linkage between Walker and Imperial.

These changes serve two purposes: improving safety by regularizing an awkward intersection, and reducing the capacity of the road network feeding into Walker Avenue. The changes would be supplemented by several other measures: a left-turn lane from westbound Imperial to southbound Salisbury, so that left turns don't block the westbound through movement, cross-hatching in the Imperial / Salisbury intersection to discourage blocking of this intersection by eastbound queues, and a curb bulge on westbound Imperial to constrain access to northbound Walker.

## 5.2 Measures for the Local Roads

As already shown under “Issues”, the primary issue for the local roads is to ensure that the measures proposed in this Plan avoid shifting new traffic onto them. The following measures are proposed to achieve this, as illustrated in *Figure 10*:

- **Speed humps** in one block (north of Stanley) on Brantford, Empress, Leibly, and Malvern. Also in one block (north of Imperial) on Leibly and Malvern.

**Figure 10: Measures for the Local Roads**



- A **raised crosswalk** across Brantford Avenue, at Brantford Elementary School.
- **Single-lane alternating traffic** on one or two short sections of Stanley Street, 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.

Implementation of speed humps on Local roads would be subject to confirmation by a majority of residents, on a block-by-block basis. This reflects the possibility that some blocks may prefer not to have speed humps, if the overall Plan does not result in significant traffic diversions to their street.

### 5.3 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 described above, will have the desired impacts on vehicle speeds and volumes, without diverting traffic onto the local roads. However, recognizing that short-cutting measures may exceed expectations, *Figure 11* shows additional measures that can be implemented, if necessary, after the measures described in the preceding sections have been completed. These are:

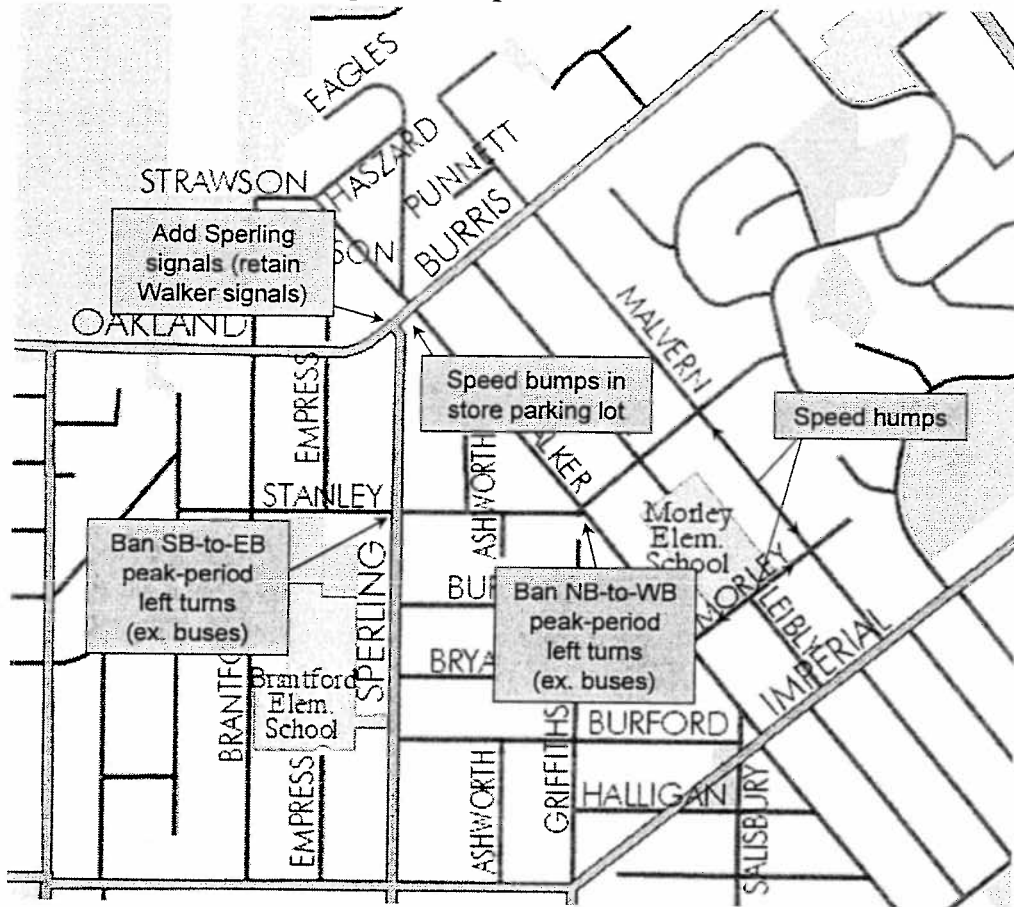
- **Speed humps** on Malvern from Morley to Stanley, and on Morley from Malvern to Walker.
- **Speed bumps** or other measures in the parking lot of Deer Lake Market, if desired by the property owner, if there is a significant increase in the number of vehicles using this parking lot as a short-cut between Sperling and Walker.
- **Turn prohibitions** during peak periods, from northbound Walker and southbound Sperling onto Stanley Street, if the other measures on Stanley Street are not sufficient to prevent this being used as a new short-cutting route.
- **Signalization** of the Sperling / Oakland intersection (retaining the Walker / Oakland signals) if this is deemed necessary for reasons of safety, volume, or more desirable traffic patterns.

### 5.4 Design Standards

Two of the elements proposed in the preceding section require further discussion: speed humps and raised crosswalks.



**Figure 11: Optional Elements**



The standard Burnaby speed hump measures 7.6 centimetres (3 inches) high by 3.7 metres (12 feet) long. This was intended primarily for use on Local Roads. We also have a “low profile” speed hump measuring 3.8 centimetres (1.5 inches) high by 2.1 metres (7 feet) long. This was intended for those few locations where speed humps might be applied to Local Collector roads. However, it has fallen into disuse as the impact on traffic speeds was quite modest.

Accordingly, the standard 7.6-centimetre hump was recently installed on a Local Collector Road, namely Garden Grove Drive. However, this is a very low-volume Local Collector, with weekday volumes in the range of 1,500 vehicles. There is a concern that the standard speed hump may be too aggressive for most Local Collector roads in the city, where volumes are higher. Accordingly, it is proposed that the speed humps on Walker Avenue be 4.3 metres (14 feet) long, so as to have a slightly softer effect than our standard speed humps. The speed humps proposed for Local roads in this Plan would still get the standard 3.7-metre speed hump.

Regarding raised crosswalks, the City has none at present. The first ones will be the ones proposed in this Plan. These are intended to have a somewhat softer effect than speed humps, and accordingly a height of 5.1 centimetres (2 inches) is proposed.

Each of these new designs will be monitored after implementation to assess their effectiveness and suitability for other locations.

### 5.5 Measures to be Considered for the Major Roads

The Community Transportation Plan process aims to reduce through-traffic in residential areas not only by traffic calming measures on local streets but also by encouraging through trips to remain on the major roads. The preceding sections have all focussed on conditions within the neighbourhood, trying to *discourage* the use of neighbourhood roads for through trips. The final section of the Plan attempts to *encourage* the use of the surrounding major road network for those same trips.

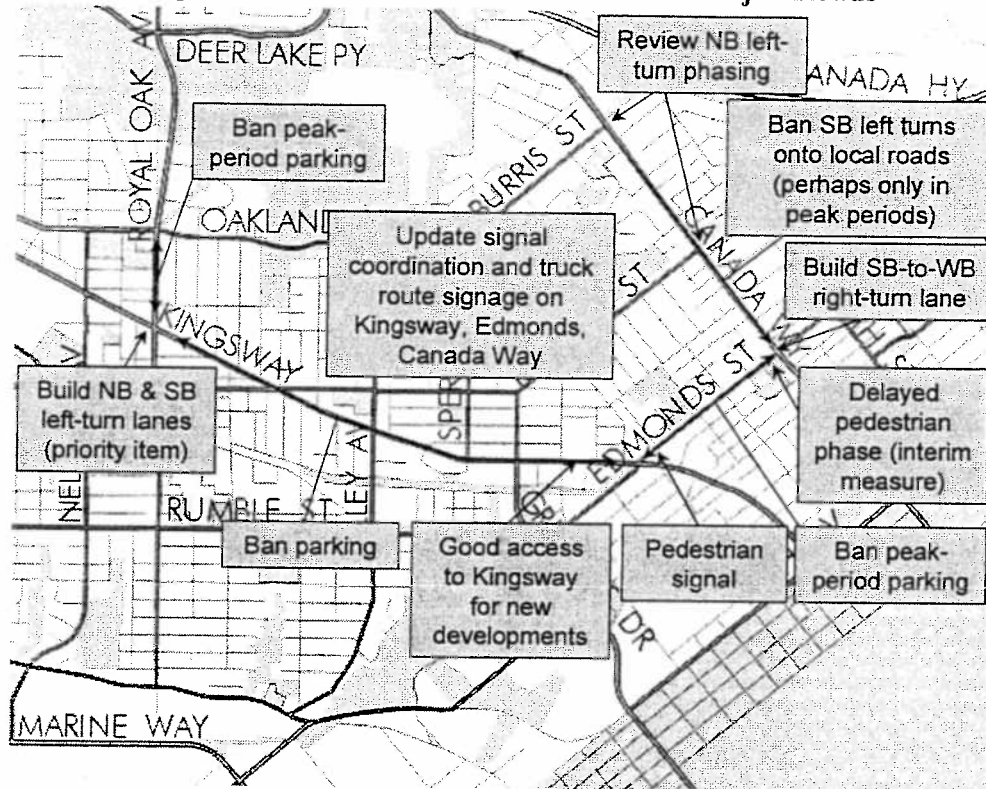
Arterial roads bounding the neighbourhood are Royal Oak Avenue, Kingsway, and Canada Way. It is a peculiarity of the major road network south of Deer Lake that there is no arterial road connection between Kingsway and Canada Way, other than 10<sup>th</sup> Avenue on the New Westminster border. This is too far out of the way for trips within Burnaby. Of the available linkages, the road with the highest classification is Edmonds Street, which is a Major Collector - Primary. This is a higher classification than any of the roads within the neighbourhood.

Unlike measures within the neighbourhood, which generally have localized impacts and low costs, measures on the major network tend to have wider-spread impacts and higher costs. Some also require the acquisition of additional right-of-way. For this reason, many of these measures are things that the City would implement over a longer time frame, as part of a capital plan.

The measures for the major roads are summarized in *Figure 12*, and consist of:

- Upgrade the **signal coordination** on Kingsway, Edmonds, and Canada Way. Upon completion, install “Green Wave” signage (as was done on Hastings Street) to promote the use of these corridors.

**Figure 12: Measures to Consider on the Major Roads**



- Provide additional truck route signage at signalized intersections on Kingsway, Edmonds, and Canada Way to clarify that large trucks are supposed to stay out of the neighbourhood unless they are serving a local destination.
- As traffic volumes warrant, **ban peak-period parking** on northbound Royal Oak between Kingsway and Oakland, so that there are two northbound travel lanes. (The same has already been done southbound.) As an initial measure, this could be done in the vicinity of the Irving Street intersection (one block north of Kingsway) so that vehicles waiting to turn left turns onto Irving would not block northbound through traffic on Royal Oak.
- **Construct northbound and southbound left turn lanes** from Royal Oak onto Kingsway. Due to right-of-way constraints, this intersection has no left-turn bays at present. As a result, all left turns are prohibited from 7 a.m. to 7 p.m. This has likely led some drivers, southbound on Royal Oak, to turn left at Oakland (and subsequently run through the neighbourhood) in the knowledge that they cannot do so at Kingsway. Aside from the impacts on the neighbourhood, this has broader implications for the City, and is a project

that should be pursued. It is very unusual to have turns prohibited at the intersection of two arterial roads. City staff are currently researching the minimum right-of-way acquisition that would allow for construction of left-turn lanes on Royal Oak.

- Evaluate the need for a full-time **parking ban** on Kingsway.
- **Provide good access to Kingsway** for new developments in the Edmonds Town Centre. This generally means access via a signalized cross-street; not direct driveway access on Kingsway. This has already been done for Highgate and other current developments, and will continue to be the practice for future developments.
- Evaluate the need for a **signalized pedestrian crossing** of Edmonds at Linden (one block east of Kingsway), subject to pedestrian warrants and proximity to the Kingsway signal.
- Consider **banning peak-period parking** on Edmonds, from Kingsway to Canada Way. As noted, Edmonds is the highest-classification road available for many trips between these two roads. The banning of on-street parking, particularly at intersections with significant left-turn volumes, would ease pressures on the lower-classed Major Collector - Secondary roads: Imperial, Oakland, and Burris. However, parking restrictions must be considered in the context of the ongoing work to revitalize this commercial district, and would need to be tied to the provision of more off-street parking.
- **Construct a right-turn lane** from southbound Canada Way to westbound Edmonds Street. This intersection is presently the bottleneck for much of southern Canada Way, and a capacity increase here would ease pressure on parallel roads through then neighbourhood, such as Walker. However, the necessary right-of-way cannot be acquired without significant impacts to adjacent businesses. This land would therefore be acquired through the re-development process, resulting in a delayed implementation. In the interim, the City will explore whether a delayed (or shorter) pedestrian phase across Edmonds Street would facilitate these left turns.
- Evaluate the **banning of left turns onto local roads** from southbound Canada Way, perhaps just during peak periods. Vehicles waiting to make these left turns presently generate delays on this arterial road, and thus put pressure on parallel roads in the neighbourhood. However, the banning of these left turns will have impacts on residential areas on the far side of Canada Way, that will need to be evaluated.

- **Review the left-turn phasing** for the Canada Way signals at Imperial and at Burris. The objective is to see if some northbound left turns can be drawn from Imperial to Burris along Canada Way, thus reducing the use of Walker to link these two roads.

## 6.0 VIEWS OF THE RESIDENTS' COMMITTEE

As already noted, the above draft Plan was developed jointly by staff and the nine-member Residents' Committee. All of the elements presented above have the support of the Committee. In addition, they favoured several other measures that are not included in staff's draft Plan, namely:

- **School zone** on Walker Avenue, at Morley Street. The City follows the guidelines of the Transportation Association of Canada, which indicate that school zones should be on streets that the school abuts. Morley Elementary School does not abut Walker Avenue.
- **Signage** to warn drivers on eastbound Oakland of the upcoming Sperling intersection. With the proposed "gateway" feature on Oakland, the additional signage is not considered necessary.
- While the bike-lane option for Oakland (between Sperling and Walker, as described in Section 5.1) was the Committee's first choice, they also supported an alternative that would use the available road width to construct a **left-turn bay** from eastbound Oakland to northbound Walker. Like the proposed bike lanes, this would have the effect of forcing through and right-turning traffic into a single eastbound lane. However, the corresponding volume is very low for such a treatment (4 vehicles in the peak hour). In addition, the preferred bike-lane option allows for the extension of the existing Oakland bike lanes to Walker Avenue, which would not otherwise be achievable in the foreseeable future.
- **Intersection modifications** for Kingsway at Gilley and Kingsway at Edmonds were proposed. These can be pursued if a need is identified through the signal coordination update for Kingsway.
- **Reducing the connection** between Highgate and the neighbourhood, either by closure of local roads or by turning movement restrictions on Highgate driveways, was suggested by the Committee. This has been evaluated by City staff. In view of the road network in that area, with multiple alternative routings, this is not considered feasible.

- **Speed enforcement by City staff** (rather than or in addition to the RCMP) was suggested. This was seen as a way to allocate more resources to speed enforcement. This is a complex inter-jurisdictional issue. Traffic speeds are enforced under the provincial Motor Vehicle Act, and the bulk of revenues from such enforcement go to the Provincial Government. The use of City staff for speed enforcement would be easier to support if the corresponding revenues could be used to offset the increased City costs. In addition, City staff are not empowered to enforce the provincial Motor Vehicle Act. The Province has not been inclined to amend either of these conditions.
- While recognizing the need for staff to conduct evaluations, the Committee supports the **implementation** (not just consideration) of the measures discussed in the “major roads” category.

The Committee’s recommendations consist of the draft staff Plan plus the points listed above. While not all elements of the Plan were favoured by all members of the Committee, each element received near-unanimous or unanimous support. In addition, when taken as a package, their Plan has the unanimous support of the Residents' Committee.

It is staff’s view that the above exclusions from the Residents’ Committee Plan are of a minor nature, and do not compromise either the effectiveness or the balanced nature of the draft Plan.

## 7.0 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 capital construction items (e.g., new turning lanes). A budget item will be brought forward for consideration in the development of the 2005 Financial Plan. If approved, it would allow for implementation of most Plan elements (excluding those items noted above) in 2005.

## 8.0 NEXT STEPS

It is recommended that Council authorize the use of the proposed draft Plan as a basis for public consultation. This would consist of a mail-out and Open House in October. Responses would be evaluated in November and, assuming a generally favourable response, a finalized Plan would be brought to Council for approval in December.

The original mandate of the Residents’ Committee was to assist in the development of a draft Plan. This work has now been completed. The Committee has expressed interest in continuing its involvement in the Plan process, in two ways. The first is to attend the Open

House as identified Committee members, to share their views on the draft Plan and hear directly from the other residents. The second is to review a summary of the questionnaire responses (not the individual submissions) that are received from the upcoming public process, and participate in the discussion of the corresponding modifications to the Plan. It is recommended that Council endorse these changes to the Committee's mandate.

If approved by Council in December and budgeted for in 2005, it should be possible to construct the Local and Local Collector road elements of the Plan. After implementation, the Plan will be monitored for effectiveness. This will allow us to determine whether or not any of the "optional" elements, identified above, are necessary. Amendments beyond the scope of this Plan may even be required, though this has not been the case with previous Community Transportation Plans.

## 9.0 CONCLUSION

This report has presented a draft Community Transportation Plan for the Walker / Sperling neighbourhood. The draft is the joint product of the Residents' Committee and City staff. It is recommended that Council authorize the use of the draft Plan as a basis for public consultation. It is further recommended that Council extend the Committee's mandate to support continued involvement in the Plan process, as described above.



J S Belhouse, Director  
PLANNING AND BUILDING

SR/jc

cc: City Manager  
Director Engineering  
Director Finance

