

# **REPORT**

## ***Engineering Services***

**To:** Mayor Cote and Members of Council      **Date:** August 29, 2022

**From:** Lisa Leblanc      **File:** 09.1860.90.05  
Director of Engineering

**Item #:** 2022-559

**Subject: Master Transportation Plan Amendment and Monitoring Report**

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### **RECOMMENDATION**

**THAT** Council adopt the Master Transportation Plan amendments provided in Attachment 1 of this report;

**THAT** the Master Transportation Plan monitoring report be received;

**THAT** Council direct Staff to report back on future MTP amendments that would bring a Vision Zero model to transportation safety in New Westminster.

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### **PURPOSE**

This report provides a progress update regarding implementation of the City's Master Transportation Plan (MTP) and presents amendments addressing new mobility and curbside management.

### **BACKGROUND**

In 2015, City Council adopted the MTP which envisioned a multi-modal transportation system that ensured healthy, active, livable and vibrant neighbourhoods. To measure success towards achieving the plans goals, policies and actions, the MTP included a monitoring plan. Monitoring enables the City to validate investment decisions and revise the plan, as needed, to adapt to changing conditions.

Since MTP adoption seven years ago, transportation technology and how it is managed has evolved. New mobility modes are providing new options for how people and goods can move. These new choices present both opportunities and challenges, including how

curbside space should be used. As a result, amendments to the MTP have been prepared to respond to these emerging subjects.

**DISCUSSION**

**MTP Amendments**

The proposed MTP amendments would add two sections to the MTP: 1., new mobility, and 2., curbside management, both further outlined below.

New Mobility

New mobility encompasses three areas 1., micromobility, 2., autonomous mobility, and 3., the electrification of mobility. Recent innovations in these three areas are changing expectations with how transportation needs are accommodated, and as such amendments to the MTP providing policies and actions to respond these developing areas are proposed.

- **Micromobility**, a range of small, lightweight vehicles that includes bicycles, e-bikes, electric scooters and other portable mobility devices, has quickly emerged in major cities around the world primarily due to the deployment of shared e-bike and e-scooter fleets. Given micromobility’s growing popularity and potential to address access and mobility challenges, in particular, “first and last-mile” trip connections, MTP amendments are proposed that identify specific actions the City should take to advance micromobility in New Westminster. Proposed actions to advance and manage micromobility are include:
  1. Work with Translink and other municipal partners to ensure a cohesive approach to micromobility region-wide;
  2. Through regional partnerships, encourage the Provincial Government to regulate and provide guidance on all micromobility devices under the Motor Vehicle Act;
  3. Conduct a feasibility study for a future electric bicycle sharing program;
  4. Adopt a permitting framework, inclusive of operational parameters, service requirements, data sharing, and pricing controls for future shared e-scooter programs, pending regulation from the Provincial Government;
  5. Adopt a policy that gives direction on how equity and universal accessibility must be considered in any shared micromobility permitting program;
  6. Complete the Active Transportation Network Plan;
  7. Identify and prioritize new locations for publicly accessible bicycle parking;
  8. Investigate funding sources and opportunities for new micromobility parking on-street and in the furniture zones;
  9. Through partnership with Translink investigate opportunities for fare integration with local shared micromobility services.
  
- **Autonomous vehicles** will likely encompass many forms of technology and service, including the use of ground robots or drones to support “last-mile” delivery, as well as

autonomous cars that do not require human oversight for operation. Though the later may still be many years away, the potential for automated last mile delivery has already become a reality in some communities. Proposed actions to advance and manage autonomous mobility include:

1. Amend the Zoning Bylaw to include a provision for electric vehicle charging requirements for new non-residential buildings;
  2. Invest in secure e-bike parking at City Facilities;
  3. Implement an e-bike educational program for seniors;
  4. Investigate and determine appropriate parameters for curbside electric vehicle charging in commercial areas.
- **Electrification of mobility** is underway, and primarily encompasses electric vehicles (EVs) and micromobility. The City has already taken measures to support EV adoption by requiring Level 2 charging stations for all residential parking spaces provided in new developments. Additional actions to advance and manage electrification of mobility include:
    1. Amend the Zoning Bylaw to include a provision for electric vehicle charging requirements for new non-residential buildings;
    2. Invest in secure e-bike parking at City Facilities;
    3. Implement an e-bike educational program for seniors;
    4. Investigate and determine appropriate parameters for curbside electric vehicle charging in commercial areas.

Curbside Management

The demand for curbside space is both growing and evolving, and, increasingly, requires proactive and intentional management to support City goals. Proposed curbside management actions include:

1. Consolidate curbside uses for efficiency and to optimize the space allocated to specific functions;
2. Implement flex zones that accommodate multiple uses in the right-of-way. This can include combined commercial and passenger loading zones, different functions at different times using time-of-day restrictions, as well as multiple functions occupying the same block;
3. Explore options for the digitization of curbside space as a means of establishing dynamic parking pricing and parking durations to optimize parking use.

MTP Monitoring Report

The MTP monitoring update includes two reports: 1., a progress update on implementation of MTP policies and actions, and, 2., a summary of key performance indicators (KPIs) as an overall reflection of implementation progress.

## Policies and Action Report:

Attachment 2 provides a status report of the MTP's 123 policies and actions. Of these:

- **75 (61%) are ongoing**, meaning they require ongoing implementation and action by the City which is occurring;
- **21 (17%) are underway**, meaning work has commenced and anticipated to be completed in the near future;
- **14 (11%) are completed**;
- **6 (5%) are not started**;
- **7 (6%) are no longer applicable**, meaning contexts have changed (i.e., technology has replaced the need, or other levels of government have responded).

## Key Performance Indicators (KPIs):

The application of KPIs is contingent on data availability and resources to collect and analyze data. The KPIs (Attachments 3 and 4) have been developed using data primarily from TransLink, Statistics Canada, ICBC, and traffic data collected by the City.

Twelve KPIs, have been identified to monitor the City's progress toward its transportation goals. The KPI's are tied directly to the MTP's six (6) goals and targets which broadly cover many areas of transportation including health and safety, social diversity, sense of place, land use and transportation integration, and sustainability. Each KPI includes a desired trend and whether the trend is being achieved.

Of the 12 KPIs, six (6) are achieving the desired trend, five (5) are not, and one (1) are to be determined (TBD) given limited data availability (i.e., data can only be collected every five years.)

## NEXT STEPS

Several actions are already underway or will commence in 2023, including a feasibility study for an e-bike sharing program. External funding opportunities, such as grants, will also be sought for several of the proposed policies and actions.

The MTP monitoring report card and KPI's will also be updated annually, and will be presented to Council, to inform on the continued progress towards our transportation goals.

Looking forward, the MTP will likely require a comprehensive update in 2026 to further address continued changes in transportation. One change includes Vision Zero, which applies a systems approach to eliminate traffic fatalities and severe injuries while improving safe, healthy, equitable mobility for all. As the management of transportation systems continues to evolve, the application of Vision Zero, which has recently been incorporated into the Transportation Plans of several municipalities in the Metro Vancouver, should likely be considered within the City's context. Though the current MTP addresses road safety and managed roads, it does not explicitly incorporate a Vision Zero

model. Given the four year time frame for the comprehensive update of the MTP, Staff are recommending an additional interim MTP amendment that would bring this model to transportation safety in New Westminster.

**SUSTAINABILITY IMPLICATIONS**

Implementation of the proposed policies and actions will reduce greenhouse gas emissions. The micromobility policies and actions have the potential to provide enhanced levels of mobility within the City, making first- and last-mile connections to public transit more convenient, and reducing the dependency on private automobiles for local trips. The curbside management policies and actions will help reprioritize space in a way that puts people first by improving the public realm through the creation of space for active travel, transit priority, and place making. Collectively, these policies will help support and encourage sustainable travel modes.

The MTP policies and actions report card and the MTP KPIs do not have direct sustainability implications, rather they serve to benchmark the City’s progress towards its transportation goals, many of which have sustainability implications. This monitoring is essential to understanding our progress towards a sustainable transportation system.

**FINANCIAL IMPLICATIONS**

There are no direct financial implications associated with this report; however, some of the proposed actions may require capital budget which will be determined when specific work scopes are developed.

**OPTIONS**

The following options are presented for Council’s consideration:

- 1. THAT Council adopt the Master Transportation Plan amendments provided in Attachment 1 of this report;
- 2. THAT the Master Transportation Plan monitoring report be received;
- 3. THAT Council direct Staff to report back on future MTP amendments that would bring a Vision Zero model to transportation safety in New Westminster;
- 4. Council provide other direction for staff.

Staff recommends Option 1.

**CONCLUSION**

MTP amendments have been prepared for Council’s consideration and recommended adoption that address New Mobility and Curbside Management. Further, an MTP

monitoring report has been prepared which identifies significant progress in achieving the City's transportation goals and targets.

### **ATTACHMENTS**

Attachment 1 - MTP Amendments

Attachment 2 - MTP Monitoring Report – Policies and Actions

Attachment 3 - MTP Monitoring Dashboard

Attachment 4 - MTP KPI Summary Sheet

### **APPROVALS**

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