

Attachment # 2

MTP Monitoring Report Policies and Actions

Master Transportation Plan (MTP) Policies - Implementation and Monitoring Update - August 2022

Theme	Policy	Description	Timeframe					Project Type			Lead	Support	Status	Comment	
			Quick Win	Short Term	Medium Term	Long Term	Ongoing	Capital	Operating	Planning					
Walking	1A	Enhance the Pedestrian Network													
	1A.1	Refine the existing sidewalk network prioritization process to identify priority sidewalk improvements to fill in gaps in the sidewalk network shown in Map 4.1 based on pedestrian demand, pedestrian safety, connection to SkyTrain/transit, network gaps and anticipated needs.	●					●			●	Eng Ops	TR	▲	Rating system implemented by Engineering Operations
	1A.2	Prioritize sidewalk improvements, including both new sidewalks and enhancements to existing sidewalks, in areas with high concentrations of vulnerable road users (children, youth and seniors) including areas around schools, parks, community centres and seniors' facilities.	●	●					●			TR	D&C	▲	Regular and ongoing capital budget line item
	1A.3	Identify opportunities for enhanced pedestrian connections within and between parks, to commercial/institutional amenities and throughout the City.		●							●	TR	Parks	↑	Identified through Neighbourhood Transportation Plans, Greenways/Trails Master Plan, and Parks Master Plans
	1A.4	Improve environment for pedestrians along narrow streets, lanes and alleyways. These are often the shortest walking path in Downtown. Maintain essential functions in laneways such as loading, parking, fire access and services.		●					●			TR	IP	▲	Implemented partially through site redevelopment
Walking	1B	Create Great Places and Destinations													
	1B.1	Create and implement design guidelines that encourage developers to provide amenities to enhance the pedestrian environment, including appropriate building setbacks and weather protection such as canopies or awnings.	●								●	TR	CAPD	✓	Downtown Public and Private Realm Design Guidelines, Uptown Streetscape Vision, Development Permit Guidelines

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	1B.2	Construct landscaped features such as curb extensions and sidewalk boulevards to improve the safety, comfort and visual appeal of the pedestrian environment.		●					●			TR	Dev, D&C	▲	Primarily implemented through development application review
	1B.3	Work with local business, business associations and community members to consider opportunities for public gathering spaces, such as parklets and plazas, along Great Streets and other neighbourhood centres.		●					●			Parks	TR, ED	▲	Eight (8) parklets and one (1) plaza have been implemented
	1B.4	Encourage the creation of outdoor patio seating at cafes and restaurants on Great Streets to create a more vibrant streetscape, while maintaining sidewalk clear zones for pedestrian movement including wheelchairs and other mobility aids.	●								●	ED	TR	▲	Approximately 20 outdoor patio seating areas approved to date.
Walking	1C	Improve Pedestrian Safety and Accessibility													
	1C.1	Where appropriate, consider reducing pedestrian crossing distances through the use of curb extensions and median islands.			●				●			TR	IP	▲	Implemented through development application review and pedestrian crossing program. Green Infrastructure projects.
	1C.10	Consider pedestrian improvements as part of all street capital projects, and significant developments that install and upgrade sidewalks, boulevards, streetscape and crossing facilities as opportunities arise.		●	●					●		Eng Services	CAPD, Others	▲	Implemented through development application review, capital projects, and green infrastructure projects
	1C.11	Continue to install missing curb letdowns and upgrade older letdowns to current design standards. Develop a process for prioritizing curb let downs improvements. Aim to have curb let downs at all city street intersections by 2020.	●	●					●			TR	IP	✓	All City street corners have at least one curb letdown. Implementing new design standards for minimum two curb letdowns on street corners to be incorporated into Subdivision & Development Control Bylaw.

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	1C.12	Continue to install accessible pedestrian signals city-wide through on-going replacement programs, at locations prioritized in consultation with stakeholder groups representing seniors and individuals with differing physical or visual abilities.	●	●				●			TR	Electrical	▲	
	1C.13	Continue to maintain and rehabilitate sidewalks and pathways so they are free of trip hazards and debris (ie sandwich boards); use smooth materials and designs that are comfortable for users of strollers, wheelchairs, or other mobility aids.		●	●		●		●		Eng Ops	TR	▲	
	1C.14	Improve and enforce measures to maintain accessibility around construction zones and special events.		●							TR, Eng	IP, Integrated Services, Parking Enforcement, D&C, Electrical, Parks and Rec, Eng Ops	▲	Brochure providing instructions for contractors completed. Continuing to improve enforcement.
	1C.2	Provide pedestrian-scale street lighting, in and around key walking destinations and crosswalks to support pedestrian visibility day and night. Transition to white light sources, particularly at crossing locations, which make pedestrians more visible.			●			●			TR	IP, Electrical	▲	Implemented through development application review. To be included in Subdivision and Development Control Bylaw amendments.
	1C.3	Work towards all sidewalks in the city having a minimum clear width of 1.8 metres, with an enhanced sidewalk clear width of at least 3.0 metres on Great Streets and other areas with high pedestrian activity.			●			●			TR	IP, CAPD	▲	Implemented through development application review and sidewalk replacement. To be included in Subdivision and Development Control Bylaw amendments.

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	1C.4	Ensure the traveling portion of sidewalks ("sidewalk clear zones") remain free of obstructions.		●					●		TR	Eng Ops., Bylaw Enforcement, ED	▲	
	1C.5	Continue to carry out and update collision reviews every five years. The reviews should prioritize safety mitigation projects based on factors such as number of collisions, severity, ability to reduce collisions and costs. Work towards a road network where pedestrian fatalities and serious injuries are exceedingly rare.			●					●	TR	N/A	▲	Second intersection safety study since MTP underway for completion in 2022.
	1C.6	Apply Crime Prevention Through Environmental Design (CPTED) principles of streetscape design to improve pedestrian safety.		●	●				●		CAPD, Eng, Parks,	TR	▲	Implemented through development application review Development Permit Guildeines, Capital projects
	1C.7	Develop design standards that recognize the diverse needs of pedestrians, including sidewalk clear zone width, benches, and enhanced pedestrian crossings such as reduced crossing distances and modified pedestrian signal timing.		●						●	TR	IP, CAPD	↑	Updating Subdivision & Development Control Bylaw. Implementing signalized intersection policy and pedestrian crossing improvement program.
	1C.8	Consider using parking payment-in-lieu funds and voluntary amenity contributions to fund new amenities.		●						●	TR, CAPD	Finance	↑	
	1C.9	Work with agencies such as the Integrated Road Safety Unit, New Westminster Policy Department, and Bylaw Officers to enhance traffic enforcement to improve pedestrian safety.		●	●				●		Police, Parking Services	TR	▲	
Walking	1D	Enhance the Waterfront												

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	1D.1	Work with agencies and organizations such as TransLink and Metro Vancouver to advance regional trails and inter-municipal connectivity, with a focus on acquiring and developing a complete, continuous waterfront pathway for pedestrians and cyclists along the Fraser River, including a continuous loop around Queensborough.	●	●	●			●			Eng, Parks	Other agencies	↑	Riverfront concept design completed. Westminster Pier Park completed.
	1D.2	Work to seamlessly integrate the Downtown and the waterfront by improving pedestrian connections at key locations, including Fourth Street, Begbie Street, Sixth Street, McInnes overpass and Eighth Street at Hyack Square.	●	●	●			●			IP, D&C, Parks & Rec	TR	▲	Sixth St. overpass constructed. Planning improvements for McInnes overpass underway. Begbie St. improvements to be delivered through development.
	1D.3	Construct a bicycle and pedestrian connection between the Queensborough and Quayside Neighbourhoods.	●					●			TR		▲	Q2Q ferry service implemented. Longer-term plans for bridge, ongoing.
	1D.4	Enhance waterfront amenities by providing a greater diversity of destinations and pedestrian amenities including benches, water fountains, art, historical references, wayfinding, signage and playground areas.	●					●			Parks	TR	▲	
	1D.5	Enhance the waterfront through community events that celebrate the role of the Fraser River in New Westminster's development and establishment as a City.	●						●		Parks, ED		▲	Economic Development as liaison with community groups
	1D.6	Work with agencies and organizations such as TransLink and Metro Vancouver to advance regional trails and inter-municipal connectivity, with a focus on the waterfront and the creation of a continuous waterfront greenway from Queensborough to Sapperton.		●	●					●	Eng, Parks	TR	▲	Riverfront concept design completed
Cycling	2A	Develop a Complete, Connected Bicycle Network												
	2A.1	Complete the long-term bicycle network.		●	●			●			TR	CAPD, Parks	↑	Agnes St, Downtown-Uptown, Richmond/Surrey, 10th St

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	2A.2	Re-allocate road space from general traffic and/or motor vehicle parking to provide bicycle facilities where appropriate.		●	●	●			●			TR	CAPD, Parks	↑	Climate Emergency Bold Step #7. Monitoring of Bold Step implementation, ongoing.
	2A.3	Consider bicycle route improvements as part of all major capital projects (including new streets and improvements to existing streets). Install and upgrade routes as opportunities arise.		●	●	●			●			TR	D&C, IP	▲	Some improvements implemented through paving program
	2A.4	Continue to work with adjacent municipalities and other partners to ensure seamless cycling connections across municipal boundaries.			●						●	TR		▲	
	2A.5	Design new and review existing routes on a whole-route basis, producing a complete study with necessary link and intersection improvements.	●	●					●			TR		↑	Active Transportation Network Plan underway
	2A.6	Continue to carry out and update collision reviews every five years. The reviews should prioritize safety mitigation projects based on factors such as number of collisions, severity, ability to reduce collisions and costs.			●						●	TR		▲	Second intersection safety study underway and targeted for completion in 2022.
Cycling	2B	Provide Comfortable Bicycle Facilities													
	2B.1	Develop a Primary and Secondary Bicycle Network that is comfortable for people of all ages and abilities by encouraging the provision off-street pathways, physically separated bicycle lanes, and local street bikeways.	●	●					●			TR		↑	Active Transportation Network Plan underway
	2B.2	Prioritize cyclist movements on Primary Routes to give cyclists greater priority at intersections.	●	●					●			TR	Electrical	▲	Signalized Intersection Policy completed.
	2B.3	Develop and implement maintenance and cleaning guidelines for primary bicycle routes, prioritizing routes with high ridership.		●						●		Eng Ops	TR	✓	Guidelines completed, but implementation ongoing.

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	2B.4	Improve and enforce measures to maintain safe cycling access around construction zones and during special events.		●							TR	IP, Integrated Services, Parking Enforcement	▲	Brochure providing instructions for contractors completed. Continuing to improve enforcement.
	2B.5	Design the bicycle network in consideration of the gradients of the route.			●						TR		▲	Active Transportation Network Plan underway. Consideration always ongoing.
Cycling	2C	Make Cycling Convenient												
	2C.1	Provide convenient and regularly spaced bicycle parking within the public right-of-way on all Great Streets and other key locations, including commercial areas, schools, community centres and other important destinations.		●	●				●		TR	CAPD, Parks & Rec, IP	▲	Incorporating within Great Streets design, and to be identified in Active Transportation Network Plan.
	2C.2	Consider bicycle "corrals" (in-street bicycle parking) and work with local businesses to identify locations for bicycle corrals as an alternative to bicycle racks on sidewalks.	●						●		TR	ED, Eng Ops	↑	Downtown Transportation Plan provides curb prioritization which supports bike parking.
	2C.3	Support TransLink in improving bicycle parking areas at 22nd Street, New Westminster, Columbia, Sapperton and Braid SkyTrain stations.	●	●				●		TransLink	TR		▲	
	2C.4	Install sheltered bicycle parking in areas of high bicycle parking demand.			●			●		TR	Civic Buildings & Facilities, Eng Ops		↑	
	2C.5	Develop a retrofit program to encourage building owners to provide bicycle facilities in existing buildings.			●								⊘	Requires incentivization.
	2C.6	Support measures to expand the onboard carrying capacity of bicycles on public transit vehicles.				●					TransLink	TR	▲	

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Transit	3A	Enhance Transit Service Frequency												
	3A.1	Work with TransLink to add Twelfth Street to the Frequent Transit Network (FTN).		●						●	TransLink	TR	✓	Route 112 added.
	3A.2	Work with TransLink to provide more frequent service along Sixth and Eighth Streets throughout the day.		●	●					●	TransLink	TR	✓	Routes 106 and 123 added.
	3A.3	Maintain Westminster Highway, Boundary Road and Ewen Ave west of Howes Street in Queensborough as important, regionally-serving FTN corridors.		●						●	TransLink	TR	↑	Advocating for transit priority through Neighbourhood Transportation Plan, and Transit Service Area Plan efforts.
	3A.4	Work with TransLink to provide enhanced local transit services on key east-west corridors throughout the City, including Sixth Avenue, Eighth Avenue and East Columbia Street, with a focus on increasing peak period service.			●					●	TransLink	TR	✓	Routes 128 and 155 added.
	3A.5	Work with TransLink to improve peak period transit service in Queensborough, Fraserview and Victoria Hill.				●				●	TransLink	TR	▲	Routes 109, 103, 104 added.
	3A.6	Support TransLink in providing a greater level of coverage and service to neighbourhoods throughout New Westminster.				●				●	TransLink	TR	▲	Advocating for transit priority through Neighbourhood Transportation Plan, and Transit Service Area Plan efforts.
	3B.1	Improve transit connections between Uptown and Downtown								●	TransLink	TR	✓	Duc shuttle connector implemented as a pilot program. Insufficient ridership to support. TransLink improvements to Route 106 as a result.

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	3B.1	Continue to explore an affordable shuttle service that would provide residents and visitors with improved transit service between Downtown and Uptown.			●				●		TransLink	TR		Duck shuttle connector implemented as a pilot program. Insufficient ridership to support. TransLink improvements to Route 106 as a result.
Transit	3C	Implement Transit Priority Measures												
	3C.1	Work in partnership with TransLink to review transit reliability and identify where delays are occurring.	●						●		TransLink	TR	▲	City staff participated in development of TransLink's Bus Speed and Reliability Program
	3C.2	Work in partnership with TransLink to develop a list of potential transit priority measures and priorities.		●					●		TransLink	TR	▲	
	3C.3	Work in partnership with TransLink to strategically implement transit priority measures.		●	●			●			TransLink	TR	▲	
Transit	3D	Develop Transit Oriented Communities												
	3D.1	Consider TransLink's Transit Oriented Communities guidelines and other relevant best management practices in the development of plans for SkyTrain station areas and Frequent Transit Network corridors.		●	●				●		TrasnLink	TR	▲	
	3D.2	Work with TransLink to develop and implement a Compass Card program that enables developers to provide ongoing transit pass subsidies in support of reducing parking requirements.			●				●		TR	CAPD	↑	Implemented through development application review and requests for off-street parking space reductions.
	3D.3	Apply TransLink resources to accelerate the development of pedestrian and bicycle facilities that facilitate access to transit routes in employment and residential areas.		●					●		TR	TransLink	▲	TransLink funding applications ongoing and advocacy through REAC.
	3D.4	Through City land-use planning processes, explore the potential for developing transit oriented neighbourhoods at appropriate locations in the community.			●				●		CAPD	TR	▲	

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Transit	3E	Provide Excellent Customer Facilities and Information												
	3E.1	Develop a plan to prioritize and install transit shelters throughout the City, with a target of having 75% of all feasible stops provided with adequate weather protection and seating by 2020.	●	●				●			TR		↑	57% of all bus stops considered feasible for weather protection and seating have been completed.
	3E.2	Work with TransLink to provide stairs and an elevator or accessible ramp from the Sapperton Station to the Braid Industrial Area to improve access to employment and waterfront greenways.		●	●					●	TR	TransLink	↑	
	3E.3	Work with TransLink to ensure bus route and system maps or route schedules are readily available and accessible for transit users at bus stops and at SkyTrain stations.		●						●	TR	TransLink	N/A	Digital Apps have replaced need.
	3E.4	Work with TransLink to support real-time information at transit stops along Frequent Transit Network corridors.		●						●	TR	TransLink	N/A	Digital Apps have replaced need
	3E.5	Support TransLink's SkyTrain Station and Exchange Improvements Program to upgrade existing stations and exchanges in order to accommodate increasing passenger volumes, meet accessibility commitments and improve the customer experience. Prioritize improvements at Columbia Station in order to accommodate future demand from the Evergreen Line and Surrey Light Rail Transit lines.	●					●			TransLink	TR	↑	Columbia Station redesign underway.
Transit	3F	Improve Safety and Accessibility of Transit												

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	3F.1	Retrofit all remaining inaccessible bus stops in the city where feasible (suitable grade for ramp deployment, sufficient right-of-way, etc.) to provide 100% accessible transit stops in the City by 2016 where technically feasible.	●					●			TR		↑	95% of bus stops are accessible (237 of 249 stops). Five are not accessible due to steep grades, four (4) do not have sufficient rights of ways to accommodate, and two (2) will be accessible by end of 2022.
	3F.2	Work with TransLink to improve safety and security at SkyTrain stations.		●						●	TransLink	TR	▲	
	3F.3	Work with TransLink to improve interchange facilities for pedestrians and cyclists, including better bicycle-transit integration at SkyTrain stations, bicycle parking options and complete sidewalks around FTN corridors and SkyTrain stations.		●	●					●	TR	TransLink	▲	
	3F.4	Work with TransLink to improve service integration between transit node and taxi services, especially for passengers with special needs.				●				●	TR	TransLink	⊘	Additional actions identified in Downtown Transportation Plan.
Transit	3G	Promote Region-Wide Transit Improvements												
	3G.1	Support rapid transit improvements and projects throughout the Metro Vancouver region that can enhance the use of the SkyTrain and other transit services and reduce automobile-dependency across the region, including the Evergreen, Surrey Light Rail Transit, and Broadway Rapid Transit Lines.	●							●	TransLink	TR	▲	Transport 2050 and Mayor's Council Vision identifies, additional projects. Evergreen complete. Broadway construction underway.

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	3G.2	Support travel demand management measures in respect of financial disincentives for automobile use, such as fuel tax, carbon tax, and road pricing schemes that can actively encourage more people to use transit throughout the region.	●								TransLink	TR	▲	Supporting through regional partnerships.
Great Streets	4A	Great Streets												
	4A.1	Strive to implement walking, cycling, transit and place-making qualities as development occurs and as part of street revitalization efforts to enhance usage of Great Streets.		●	●	●		●			TR, CAPD, Parks		↑	Concept designs and implementation underway for E.Columbia, 6th St, 6th Ave.
	4A.2	Increase building setback through regulatory bylaws to expand pedestrian activity space.		●						●	CAPD	TR	▲	Completed through development application review
Managed Roads	5A	Updated Street Network Classification												
	5A.1	Update the City's design standards to reflect multi-modal guidelines.		●						●	IP	TR, Eng Ops, D&C	↑	Updating Subdivision and Development Control Bylaw
Managed Roads	5B	Major Road Network Improvements												
	5B.1	Direct regional traffic to the Major Road Network and discourage regional traffic from using New Westminster's internal road network.			●			●			TR	D&C	▲	Traffic calming measures implemented in Connaught Heights, Sapperton. Additional measures identified in Neighbourhood Transportation Plans to be funded over time through Capital Budget.
	5B.2	Make improvements to the Major Road Network to reflect regional traffic volumes and composition while minimizing impacts on the internal road network to encourage through traffic onto the most appropriate routes.				●		●			TR	TransLink	▲	

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	5B.3	Apply the principle of no net increase to general purpose traffic within the City to the city road network, other than for safety and for accommodating walking, cycling and transit.	●	●	●	●				●	TR		▲	
Managed Roads	5C	Manage Internal Road Network												
	5C.1	Work towards a road network where serious injuries and fatalities are exceedingly rare. Continue to carry out and update collisions reviews every five years. These reviews should prioritize safety mitigation projects based on factors such as number of collisions, severity, ability to reduce collisions and costs.			●					●	ENG, Police		▲	
	5C.2	Minimize driveways on busy arterial and collector corridors; especially through the land development process or capital infrastructure improvements.		●	●						TR	Eng Ops, IP	✓	Street and Traffic Bylaw updated.
	5C.3	Update the Queensborough Community Transportation Plan.	●	●						●	TR	ENG, CAPD	↑	Work underway with completion targeted for 2023.
Goods Movement	6A	Implement changes to the New Westminster truck route network in the near term												
	6A.1	Work with TransLink and provide other necessary information within the legislative framework in support of the removal of Royal Avenue from the truck route network including the reduction of the hours of truck operations and re-assess the goods movement network within the Pattullo Bridge Replacement Project.			●					●	TR	TransLink	▲	To be revisited after Pattullo Bridge Replacement complete.

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	6A.2	Work with TransLink and provide other necessary information within the legislative framework in support of the removal of East Eighth Avenue from the truck route network. Work with TransLink to re-instate a 24 hours direct on-ramp from Columbia Street onto the Pattullo Bridge and re-assess the goods movement network within the Pattullo Bridge Replacement Project.		●							TR	TransLink	▲	Pending completion of Pattullo Bridge Replacement
	6A.3	Work with TransLink and provide other necessary information within the legislative framework in support of the removal of East Columbia Street (between Brunette Avenue and Braid Street) from the truck route network and re-assess the goods movement network within the Pattullo Bridge Replacement Project.		●							TR	TransLink	↑	
	6A.4	Work with TransLink to process the submitted technical documents and provide other necessary information to TransLink in support of the removal of Ewen Avenue east of Derwent Way from the truck route network.	●								TR	TransLink	↑	
Goods Movement	6B	Long-Term Goods Movement Strategy												

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	6B.1	Work with the Ministry of Transportation and Infrastructure, TransLink and stakeholders through processes such as the Regional Transportation Strategy and Pattullo Bridge Project to minimize truck traffic along Stewardson Way, Front Street, Royal Avenue, East Columbia Street and Brunette Avenue by re-routing east-west regional truck traffic between westerly areas (i.e. Burnaby, Richmond, Queensborough, Annacis Island) and the easterly areas (i.e. Northeast Sector) to the South Fraser Perimeter Road and the Port Mann Bridge.			●	●				●	TR		▲	
	6B.2	Encourage the Ministry of Transportation and Infrastructure, TransLink and stakeholders to improve connectivity between the South Fraser Perimeter Road and the Port Mann Bridge, or to consider a potential new crossing between Surrey and Coquitlam as identified in the 2013 Pattullo Bridge Strategic Review Process.			●					●	TR		✓	
	6B.3	If east-west goods movement through New Westminster is considered essential by the region, provincial or federal agencies, pursue an east-west goods movement tunnel connecting Highway 1 with Highway 91A or a potential new crossing between Surrey and Coquitlam as identified in the 2013 Pattullo Bridge Strategic Review Process by working with the Ministry of Transportation and Infrastructure, TransLink and other stakeholders, and removing Front Street and Royal Avenue from the regional truck network, except for local deliveries.				●				●	TR		✓	Business case completed and circulated.
Goods Movement	6C	Discourage the use of Pattullo Bridge as the free alternative truck route to the tolled Port Mann Bridge												

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	6C.1	Work with the Ministry of Transportation and Infrastructure to reduce the tolling structure for heavy trucks on the Port Mann Bridge to discourage the use of Pattullo Bridge as a "free alternative".		●							TR		✓	Tolling eliminated by provincial government in 2016.
	6C.2	Work with TransLink to ban or restrict heavy trucks on Pattullo Bridge.		●	●						TR		N/A	
	6C.3	Work with TransLink and regional partners to establish regional tolling as a travel demand management measure for the Metro Vancouver area as an immediate priority.			●						TransLink	TR	▲	Ongoing work through regional partners.
Goods Movement	6D	Promote integration and co-existence of local businesses served by trucks with other land uses in the City												
	6D.1	Work with local businesses, the transport industry and the development community to minimize the impact of truck activities on adjacent land uses.			●				●		ED	TR	▲	
	6D.2	Work with enforcement agencies to minimize non-compliant traffic operations on city streets, in particular trucks operating outside of designated truck routes.			●				●		Police, CVSE	TR	▲	
Goods Movement	6E	Support regional initiatives and programs that integrate goods movement management and activities in Metro Vancouver	●											

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	6E.1	Encourage TransLink and Port Metro Vancouver, working with other partners such as Metro Vancouver, the Gateway Council, railways and Transport Canada, to develop and implement programs to better integrate and improve efficiency of goods movements with the goal of minimizing truck trips through urban neighbourhoods and, where feasible, promoting the use of the rail network and water-based transport. This may include seeking better coordination of deliveries, loading times, warehouse operations, shipping container storage and exploring off-peak cargo delivery hours.			●	●				●	TransLink	TR	▲	Port investigating short-sea shipping. Ongoing through partner agencies.
Livable Neighbourhoods	7A	Prioritize Traffic Calming Treatments												
	7A.1	Continue to identify and prioritize New Westminster neighbourhoods that require traffic calming treatments to improve neighbourhood livability.	●				●	●			TR	D&C	▲	Connaught Heights, Sapperton, Queens Park, traffic calming measures identified in Neighbourhood Transportation Plans, and partially implemented.
	7A.2	Align traffic calming locations where possible with the Pedestrian Plan, Bicycle Plan, Greenway and Trails Master Plan, and 'Best Routes to School' plan, to enhance the safety, comfort and appeal of key walking and cycling corridors.		●	●	●		●			TR		▲	Agnes Greenway, School Traffic Safety Improvement Program implemented.
Livable Neighbourhoods	7B	Develop Green Streets												
	7B.1	Consider developing a Green Streets program to enhance green spaces in public rights-of-way.			●				●		IP	TR	⊘	

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	7B.2	Integrate rainwater management, including rain gardens and bioswales, into street-side gardens, to reduce run-off and improve drainage.		●	●	●		●			IP	TR	▲	Completed and incorporated into design for several projects including Ewen Ave, Agens Greenway. Completed where possible for sewer separation and watermain upgrades.
	7B.3	Incorporate pedestrian and cycling amenities into green street initiatives, where possible, to increase the attractiveness of walking and cycling in New Westminster's neighbourhoods.		●	●	●		●			IP	TR	⊘	
Livable Neighbourhoods	7C	Manage Through Traffic												
	7C.1	Keep through traffic on major routes.		●	●	●				●	TR		▲	
	7C.2	Work with other municipalities and jurisdictions, including TransLink, to ensure changes to their roads and infrastructure do not result in additional traffic in New Westminster.		●	●	●				●	TR		▲	
	7C.3	Work towards the principle of no net added capacity for vehicles passing through the city.	●	●	●	●				●	TR		▲	
Livable Neighbourhoods	7D	Maintain Local Access												
	7D.1	Maintain and improve local access for residents, employees, and businesses in New Westminster without encouraging additional through traffic.		●						●	TR	Eng Ops, D&C	▲	
	7D.2	Manage traffic at key entry points to the city to minimize the impact of through-traffic while maintaining access to local destinations.			●					●			N/A	
	7D.3	Work with local residents and businesses on establishing the right balance between local access and through traffic.			●					●	TR	ED	▲	

Theme	Policy	Description	Timeframe					Project Type			Lead	Support	Status	Comment
			Quick Win	Short Term	Medium Term	Long Term	Ongoing	Capital	Operating	Planning				
Livable Neighbourhoods	7E	Minimize Driveways on Busy Arterial and Collector Corridors												
	7E.1	Develop a city-wide plan identifying laneway requirements.		●						●	TR	IP	N/A	Managed through development application review.
	7E.2	Develop and implement necessary regulatory tools for completing laneway connections.			●	●				●	IP, TR	Eng Ops, D&C	↑	Subdivision & Development Control Bylaw update work underway.
Support Programs	8A	Promote Best Routes Programming												
	8A.1	Continue to work with the New Westminster School District and local organizations to develop and update Best Routes to School travel programming for all schools in New Westminster.		●						●	TR		▲	Best Routes to School travel plans completed.
	8A.2	Work with local partners to establish Best Routes for Seniors accessing key community destinations in the city.		●						●	TR		⊘	
	8A.3	Develop a Best Routes to Transit initiative, focussing on frequent transit corridors.		●						●	TR		⊘	
Support Programs	8B	Manage Parking												
	8B.1	Support the demand management recommendations of the Downtown Parking Strategy.	●							●	TR		N/A	Demand management policies updated in Downtown Transportation Plan.
	8B.2	Concentrate parking strategies within New Westminster's Downtown, SkyTrain areas and Frequent Transit Network corridors.		●						●	TR		▲	Parking strategies completed for Sapperton, Downtown neighbourhoods.
	8B.3	Ensure there is adequate street space for accessibility challenged drivers and passengers to load, stop and park.		●						●	TR	IP	▲	Accessible parking study completed. Changes to be made to specific curbside areas on an as-needed basis, and through development application review.
Support Programs	8C	Support Regional Policies to Reduce Automobile Dependency												

Theme	Policy	Description	Timeframe					Project Type			Lead	Support	Status	Comment
			Quick Win	Short Term	Medium Term	Long Term	Ongoing	Capital	Operating	Planning				
	8C.1	Support tolling of the planned replacement of the Pattullo Bridge.	●							●			N/A	
	8C.2	Support equitable regional road pricing strategies across Metro Vancouver.		●	●					●	TR		✓	Mobility Pricing perspective paper completed.
	8C.3	Support the development of a regional goods movement network designed to minimize the impact to neighbourhoods.		●	●					●	TransLink	TR	✓	Transport 2050
Support Programs	8D	Support Education and Awareness Initiatives												
	8D.1	Continue to work with other agencies and organizations for the delivery of TransLink's trip reduction programs.		●	●					●	TransLink	TR	▲	Ongoing work with TransLink's Travel Smart group.
	8D.2	Continue to work with other agencies and organizations to promote road safety and skills to enhance the confidence and skills of vulnerable road users.		●	●					●	TR	TransLink, Non-Profit Orgs	▲	
	8D.3	Support events and initiatives such as Bike/Walk to Work, IWalk, World Walking Day, cyclovias, and greenway mapping that educate and encourage people to use sustainable modes of transportation	●							●	TR		▲	
Support Programs	8E	Market and Promote Sustainable Transportation												
	8E.1	Produce and regularly update an on-line interactive mapping resource for cycling, walking, and transit routes	●							●	TR	IT Services	▲	
	8E.2	Create a dedicated sustainable transportation website that educates residents and visitors on the City's transit, cycling, and walking networks and benefits of sustainable transportation.	●							●	TR		✓	
	8E.3	Work with car share providers to increase car share programs		●						●	TR		▲	
	8E.4	Support the development of a wayfinding plan in New Westminster for the walking, cycling, transit and road networks, in order to facilitate better information about accessing key destinations and routes.	●							●	TR, ED	Eng Ops	▲	Pilot Downtown wayfinding strategy completed with potential City-wide rollout.

Theme	Policy	Description	Timeframe					Project Type			Lead	Support	Status	Comment
			Quick Win	Short Term	Medium Term	Long Term	Ongoing	Capital	Operating	Planning				
Support Programs	8F	Integrate Transportation Demand Management into City Planning												
	8F.1	Continue to incorporate requirements into the planning and development processes that seek to reduce travel demand and dependency on the private vehicle.		●	●					●	TR	CAPD	▲	
Support Programs	8G	Build Partnerships with Stakeholders												
	8G.1	Build on current partnerships and explore new partnerships, with other organizations, employers and agencies, to more effectively deliver supportive programming that promote an efficient transportation system.		●	●	●				●	TR		▲	Safe routes to school, Walk 30, HUB cycling skills training for kids.

Legend

- ▲ Ongoing
 - ↑ Underway
 - ✓ Completed
 - ⊙ Not started
 - N/A No longer applicable
- D&C Design and Construction, Engineering Services
 - ED Economic Development
 - IP Infrastructure Planning, Engineering Services
 - TR Transportation, Engineering Services