



Convenient and attractive public transit is critical to creating a vibrant and sustainable community. Public transit can offer competitive travel time compared to other modes of travel, move more people, and reduce impacts on the environment and congestion on the roads.

– Master Transportation Plan



New Westminster is one of the heaviest users of transit in the region. Convenient access to five SkyTrain stations, connections provided by frequent transit bus services—linking the city to other parts of the region—has resulted in high transit mode share (31.4%) in the dense, walkable neighbourhoods such as Downtown, Sapperton, and Uptown areas. However, not all New Westminster neighbourhoods are well connected with frequent transit services. The city is lacking in convenient connections between key city-serving facilities and destinations, and between each neighbourhood.

In 2015, New Westminster adopted a **Master Transportation Plan (MTP)** to provide *long-term direction that will guide transportation policies, priorities and investment within each element of the transportation network over 25 years*. The Plan includes policies and identifies actions to create attractive and convenient transit. To enhance transit services and facilities—to make it a more attractive transportation option—the city is focusing on three main avenues for network, service, and facility improvements:

Citywide access & addressing barriers to existing services

(Destination and neighbourhood connectivity, transit corridors, transit priority, transit stop/station improvements, etc.)

Planning for anticipated population growth

(Connectivity of growing neighbourhoods, connection to city-serving facilities and services, overall network and servicing improvements, etc.)

Major regional infrastructure & alternative transit options

(Regional connectivity, multi-modal initiatives, etc.)

Advocacy and partnerships needed to implement priorities

While the delivery of transit services is planned and funded by TransLink and operated by various subsidiary companies, the City plays a role in identifying and advocating for matters influencing current and future transit service. New Westminster outlines directions and priorities that are used to guide discussions with TransLink during the Area Transit

Plan process and other priority projects to support a more balanced and sustainable transportation system. In addition to advocating and partnering on overall transit network and service improvements, New Westminster also improves connectivity, safety and comfort for people accessing transit within the community through:

Citywide Access & Addressing Barriers / Planning for Growth

City-wide capital and operating budgets for maintenance and replacement

Future development (within the city, neighbourhoods)

City-led projects using grants, contracts and other funding opportunities

Existing methods used by New Westminster for improving connectivity, safety and comfort for people accessing transit including shelters, benches and sidewalk connections.

Planning for Growth/ Regional Infrastructure

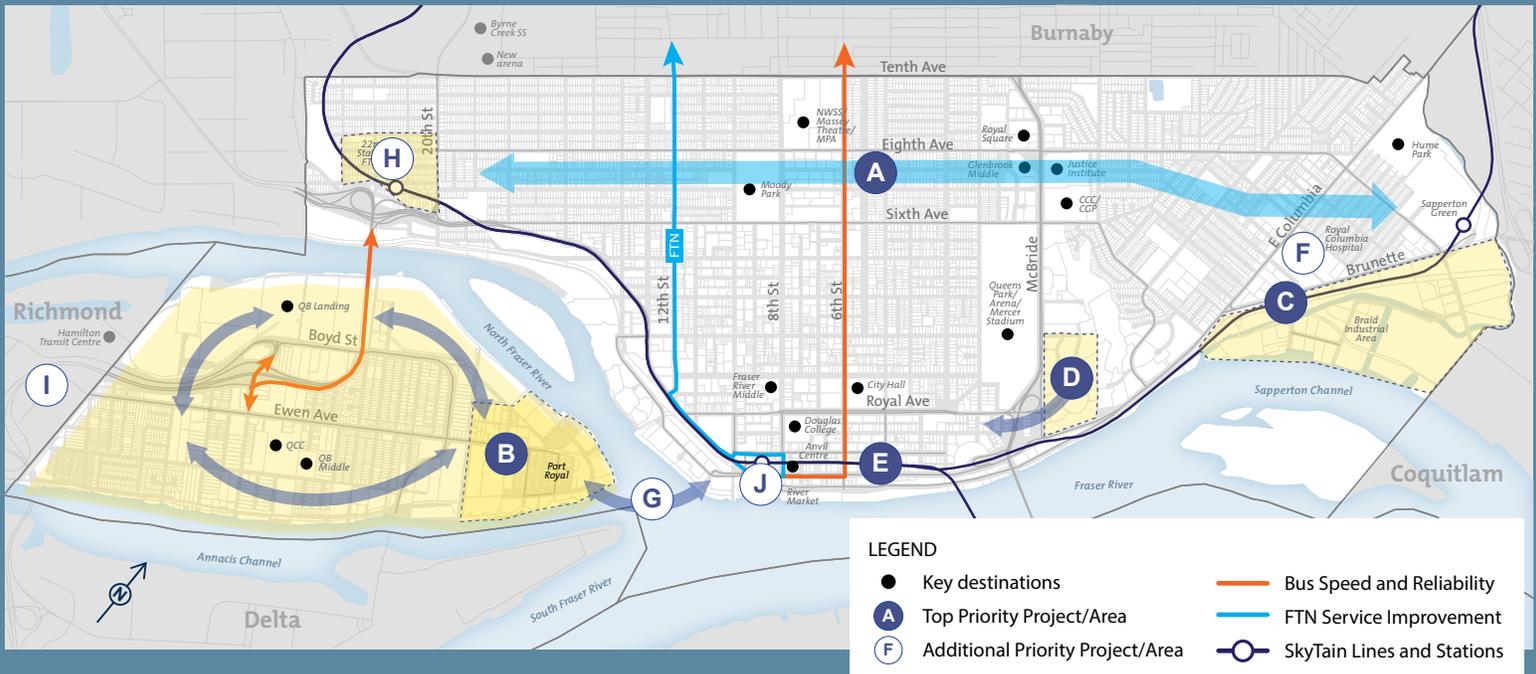
Senior level government investments and identified projects (includes partnerships)

Advocating and Partnering

What are New Westminster's Priorities for Improving Transit?

The MTP outlines long-term policies and directions for creating attractive and convenient transit within New Westminster. Based on the high level direction in the MTP, a number of projects and priority areas have been identified that address current and future needs of the community. The projects listed

here are a snap shot of **top priorities** for New Westminster that require coordination with multiple players in order to fully realize the benefits these improvements would have for improving access to transit, planning for future growth, and invest in regional-serving infrastructure and connections.



TOP FIVE Transit Priority Projects and Areas

- A**
East-West Frequent Transit Services/Route
- Area with many key destinations
 - Potential for increased use of sustainable modes of travel by residents
 - Provide more convenient travel times by transit to key destinations
- Improved connectivity to:**
- Commercial/Employment Areas (Uptown businesses, services)
 - Schools (NWSS, middle schools)
 - City Serving Facilities (rec. facilities and community centres, fields, pools)
 - Regional Serving Facilities (Massey Theater, Justice Institute)

- Opportunities:**
- Improve reliability and convenient service connecting key destinations
 - Support increased use of transit to access city facilities
 - Support convenient travel between neighbourhoods and schools

- B**
Queensborough/Port Royal
- Limited service and access for Port Royal
 - Inconvenient connections and service to city facilities and schools
 - Lack of connections to commercial and employment areas
 - Lack of connectivity for travel within the neighbourhood
 - Existing bus speed and reliability issues due to congestion on Queensborough Bridge
- Improved connectivity to:**
- Residential areas (High/medium density, future growth)
 - Commercial/Employment Areas (Queensborough Landing)
 - Neighbouring communities (Richmond/ Hamilton)

- Opportunities:**
- Explore innovative, alternative transportation options
 - Increase travel reliability from Queensborough to the mainland
 - Increase connectivity to neighbourhoods, services and amenities
 - Explore bus speed and reliability, transit priority measures
 - Advocate for #104 service and route improvements that meet the needs for Port Royal through Phase 2 funding

- C**
Sapperton Station (Elevator)
- Braid Industrial Area under served by transit, connection to adjacent station
 - Brunette is a barrier for convenient movement/access for all modes
 - Lack of accessible connection from Sapperton and station to Spruce St and Braid Industrial Area
- Improved connectivity to:**
- Employment Area (Braid Industrial)
 - Commercial (Sapperton businesses, services)
 - Future access to the waterfront (Brunette Fraser Greenway, Sapperton Landing)

- Opportunities:**
- Provide accessible connection to employment areas
 - Reduce walking distances
 - Support improved sustainable transportation access to industrial areas, employment-intensive uses

<p>D Victoria Hill</p>	<ul style="list-style-type: none"> - High density neighbourhood - Within walking distances form Downtown, SkyTrain and Queen’s Park/Uptown - Existing parking issues and constraints - Impacts from upcoming Pattullo Bridge replacement work - Existing barriers caused by McBride Boulevard/access to Pattullo Bridge - Uncomfortable walking conditions/connections along Royal Avenue - Serviced by community shuttle, lower transit use than anticipated - Higher reliance on personal vehicles <p>Improved connectivity to:</p> <ul style="list-style-type: none"> - Commercial Areas (businesses, services) - Access to SkyTrain - City Serving Facilities (rec. facilities, community centre, pools) - Regional Serving Facilities (Fraser Health) 	<p>Opportunities:</p> <ul style="list-style-type: none"> - Improve reliability and convenient service in/out of neighbourhood - Improve connectivity to surrounding neighbourhood, services, amenities - Improve ability to mitigate parking issues
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<p>E Columbia Station</p>	<ul style="list-style-type: none"> - Built during initial construction of the Expo line - Junction for the Expo and Millennium lines - Transition hub linking different parts of the region, future western expansion - Station design and accessibility standards has changed over time, the station no longer functions as it should - Service and line configuration leads to wait times on the platforms - As density around the station, so will transit ridership with increased pressure on the movement to/from the station and between the platforms - Existing concerns around noise generated by trains and station operations <p>Improved accessibility for:</p> <ul style="list-style-type: none"> - People of varying levels mobility and abilities <p>Improved connectivity:</p> <ul style="list-style-type: none"> - Within station - Between platforms - On street level at all access points 	<p>Opportunities:</p> <ul style="list-style-type: none"> - Renew vision for the station as an inter-modal hub - Increase accessibility, connectivity and capacity within and to the station - Improve linkages and interface with the street/neighbourhood - Improve ability to mitigate operation noise from the station that impacts surrounding community
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FIVE ADDITIONAL Transit Priority Projects and Areas

<p>F Royal Columbia Hospital</p>	<ul style="list-style-type: none"> - Regional and city destination for health related services - High employment area - Limited parking capacity - Transit service limited/inconvenient for regional trips 	<p>Opportunities:</p> <ul style="list-style-type: none"> - Explore custom transit solutions - Explore pilot projects - Explore innovative transportation demand management solutions
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<p>G Quayside to Queensborough</p>	<ul style="list-style-type: none"> - Under served area, lacking convenient access to downtown - Access impacted by bridge congestion and conditions - Higher reliance on personal vehicles 	<p>Opportunities:</p> <ul style="list-style-type: none"> - Explore alternative type of service - Explore pilot projects - Improve overall access and connectivity for Queensborough and mainland
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<p>H 22nd Street Station FTDA</p>	<ul style="list-style-type: none"> - Short-term: bus loop improvements, washroom services - Barrier created by 20th St and congestion related to Queensborough Bridge - Inconvenient circulation for a key hub connecting services south of the Fraser (Burnaby, Richmond, Delta, Surrey) 	<p>Opportunities:</p> <ul style="list-style-type: none"> - Improve facilities for neighbourhood - Improve mode-share - Support multi-modal initiatives - Increase connectivity and service reliability - Create a new vision for the western area of the city
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<p>I Regional East-West Connections (Between Richmond/ Delta and New Westminster)</p>	<ul style="list-style-type: none"> - Strategy/synergies for exploring connection within the region south of the Fraser and to the west - Increased residential density and industrial uses to the west and south of Queensborough borders - Impacts to vehicle levels, movement and congestion on routes within city boundaries 	<p>Opportunities:</p> <ul style="list-style-type: none"> - Increased reliability for crossing Queensborough Bridge - Coordinated approach for service the vicinity
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<p>J River Market</p>	<ul style="list-style-type: none"> - Short-term: impacts of existing and future construction - Limited reliable accessible connections to transit through Hyack Square - Railway creates barrier and limits reliable accessible connection - Future increase in ridership and access to transit/stations with increased density 	<p>Opportunities:</p> <ul style="list-style-type: none"> - Improve access reliability and accessibility for multiple modes - Improve accessibility, interface and connectivity between Columbia and riverfront
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Identified Frequent Transit Network & Bus Speed and Reliability Projects

A number of transit routes in the city are identified for service improvements under Phase 2 of the Mayors' Council 10-year Vision including #104 and #410 servicing Queensborough, and #112 and #106 routes linking West End/Uptown and

Downtown. Improvements to the routes will require strategic planning to ensure opportunities address current and future needs of the city and support a shift to sustainable mode choices.

#112 Frequent Transit Network (FTN)

- North-south route running between Edmonds and New Westminster SkyTrain stations, links Brow of the Hill and West End to Downtown
- Travels along 12th St which is a Great Street and commercial corridor
- Corridor identified for future ground-oriented growth within the city
- Identified for upgrades to an FTN through Phase 2 Funding

Opportunities:

- Phase 2 Funding: Service improvements to make transit use more convenient
- Improve access to transit along the corridor and Great Street
- Improve transit facilities within the neighbourhood

#106 Bus Speed and Reliability

- One of the busiest bus routes within the region, existing FTN
- Essential north-south connection between Edmonds and New Westminster SkyTrain stations, linking Uptown (commercial area, NWSS) to Downtown
- Travels along 6th St and Columbia which are "Great Streets" under the MTP and commercial centres within the city
- Experiences bus speed and reliability issues due to congestion and vehicle volumes on portions of Columbia St in Downtown and 6th St in Uptown

Opportunities:

- Phase 2 Funding: Explore transit priority measures along 6th St and Columbia St
- Explore pilot projects for transit priority measures
- Explore innovative transportation demand management solutions

Existing Regional and Local Policies for Transit

Transit is coordinated on a regional level and identified through TransLink's Regional Transportation Strategy and Mayors' Council 10-Year Vision to manage network, servicing and facility improvements throughout the region and within each municipality.

While the improvements address basic servicing on previously identified needs, there is more work needed to achieve the benefits of more transit use in New Westminster is outline in the Master Transportation Plan.

Regional Polices



Regional Transportation Strategy (2013)

Policy goals, targets, and strategies for the regional transportation system over 30 years.



Mayors' Council – Regional Transportation Investments (2014)

Investments, policies and potential funding sources to advance the RTS over 10 years.

Transportation Strategies & Actions

Three key transportation levers the region can use to achieve goals of getting people and goods where they need to go as reliably, safely, efficiently, and cleanly as possible.

- 1 INVEST** strategically to maintain and expand the transportation system
- 2 MANAGE** the transportation system to be more efficient and user-focused
- 3 PARTNER** to make it happen

An attractive and robust transit network will provide Metro Vancouver residents with a range of convenient and accessible mobility options, and is an essential element of any competitive, 21st-century regional economy.

Actions for achieving the long-term vision:

- Maintain what is needed in good repair
- Invest in road network
- Expand the transit system
- Develop safe and convenient connections to transit
- Manage the transportation system more effectively
- Partner to make it happen

Local Policy

Master Transportation Plan (2015)

Long-term direction that will guide transportation policies, priorities and investment within each element of the transportation network over 25 years.



Attractive and Convenient Transit

Seven policies on making transit a more attractive alternative and convenient form of transportation

- Enhance Transit Service Frequency (3A)
- Improve Transit Connection Between Uptown and Downtown (3B)
- Implement Transit Priority Treatments (3C)
- Develop Transit Oriented Communities (3D)
- Provide Excellent Customer Facilities and Information (3E)
- Improve Safety and Accessibility of Transit (3F)
- Promote Region-Wide Transit Improvements (3G)