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Located at the heart of the Metro Vancouver region, New Westminster has always had a vital role as a major urban centre and as a major crossroads for transportation modes that support British Columbia’s economy. New Westminster has long been the home of many institutions that are integral to the region, including Douglas College, the Justice Institute, the Law Courts and Fraser Health Authority’s largest hospital. For many years, the Pattullo Bridge and the Fraser River Rail Bridge were the only fixed connections between the Burrard Peninsula and communities south of the Fraser River, including the Interurban passenger line that served Surrey and the Fraser Valley. Today, New Westminster continues to provide key regional transportation connections, with two rapid transit lines and five stations, the highest number of stations per capita in the Lower Mainland.

These dual roles are as important now as they were when the City was founded, with the Downtown now designated as a Regional City Centre in Metro Vancouver’s Regional Growth Strategy and the City continuing to serve as a major transportation hub, located at a confluence of highways, transit lines, marine routes, Greenways and truck routes. When not properly balanced, these roles conflict with the impacts of transportation, affecting the livability and economic viability of this compact, mixed-use and high density community and creating traffic congestion. These significant traffic delays affect a broad range of goals that are considered to be important both locally, regionally, provincially and nationally, including road safety, air quality, public health, natural resource depletion and job creation.

The truck route network recommended by New Westminster in this submission balances the important regional land use and transportation roles that the City performs for the region. It responds to the dramatic changes that have occurred in recent decades to industrial and commercial goods movement sectors, both locally and regionally, and provides a “road map” for preparing the City and region for a successful future. For example, while Safeway once had a regional distribution centre in South Burnaby and Labbatt once had a major brewery in Sapperton, these warehouse and industrial uses have moved to more appropriate areas closer to intermodal centres and major highways that connect the Lower Mainland with other regions, provinces and the U.S.

The key components of the recommended goods movement network are:

- Removal of Royal Avenue, East Eighth Avenue, East Columbia Street from Brunette Avenue to Braid Street, and Ewen Avenue east of Derwent Way from the City’s truck route network.
- Tailoring the City’s updated truck route network to facilitate the safe, efficient and low-impact movement of goods, including:
  - Brunette Avenue;
  - Braid Street between East Columbia Street and Brunette Avenue;
  - Westbound Columbia Street between the Pattullo Bridge McBride Boulevard;
  - East Columbia Street between McBride Boulevard and Brunette Avenue and between Braid Street and North Road;
  - McBride Boulevard (MRN);
  - Stewardson Way (MRN); and
  - Eastbound Tenth Avenue between McBride Boulevard and Twentieth Street (MRN).
• Working with TransLink in the Pattullo Bridge Replacement process to create an improved, 24-hour connection between westbound Columbia Street and southbound Pattullo Bridge. In the interim period, East Eighth Avenue would continue to provide access to the Pattullo Bridge when the westbound Columbia Street on-ramp is closed between 3-6 p.m.

• Working with TransLink, the Province and the federal government to create an efficient goods movement connection between Highway 1 and Highway 91/91A that does not negatively impact the livability of the City.

The recommended network is illustrated in Map 1.

As the map shows, the network is complete, consistent with the truck routes of neighbouring municipalities and connects the regional goods movement network with the provincial highway system at Highway 1 and Highway 91A while ensuring access to local industrial areas. At the same time, the network reduces impacts on the New Westminster Regional City Centre and mixed-use areas that are heavily populated and contain a large number of sensitive land uses, including schools, daycares, seniors centres and major health facilities.

The City recognizes the need for regional goods movement in support of the economy, but a better balance needs to be found between the needs of local residents, local businesses and regional truck traffic. The intent of the City is not to eliminate regional truck traffic travelling through the city's boundaries, but to streamline routes so the impact on the rest of the city can be properly mitigated.
New Westminster’s Official Community Plan (OCP) covers broad objectives and policies which detail the form and character of existing and proposed land uses and servicing requirements in the City. It outlines the community’s vision and goals for future growth and supports the objectives of the Regional Growth Strategy. One of the primary goals of the OCP is to facilitate the safe and efficient movement of people and goods in a cost-effective manner.

The OCP identifies high volumes of truck traffic through the City as an area of concern due to their impact on livability in neighbourhoods and the costs associated with the maintenance of the road network. One of the objectives under the Transportation section of the OCP is to provide appropriate levels of service for inter-regional truck and vehicular traffic travelling through the City on selected roadways. Specifically, two policies are outlined to achieve this goal:

Promote a truck route network in New Westminster which provides reasonably direct access to major commercial and industrial areas, as well as connections to Regional truck routes, while minimizing exposure to land uses which do not require truck access; and

Consolidate the number of designated truck routes in the City while promoting construction of a regional truck route linking Highway #1 with Highway #91. Trucks travel on the provincial highways as well as on City Arterial roads that have been designated for truck travel. Many of these truck routes pass through residential and institutional areas, bisecting neighbourhoods and generating unacceptable levels of noise, vibration and air pollutants. The City intends to reduce the number of designated truck routes within its borders while encouraging the establishment of a regional truck route linking Highway #1 with Highway #91.

New Westminster City Council’s directive to remove Royal Avenue, East Eighth Avenue, East Columbia Street and Ewen Avenue east of Derwent Way from the truck route network supports the OCP direction since the 1998 revision to reduce truck routes within the city while retaining reasonable access for goods movement. The OCP’s post-2006 truck route network is shown on the next page. The OCP has been reviewed by neighbouring municipalities and the Regional Context Statement was subsequently accepted by Metro Vancouver as consistent with the RGS, which both the City and TransLink have a legislated obligation to support.
MAP T5
Proposed Long Range Truck Route System (2006+)

See Figure 23 & 24, Street Classification & Key Street Improvements of the Downtown Community Plan

B/L No. 7396, 2010
The New Westminster Downtown Community Plan is a schedule to the OCP which provides a long-term policy framework to guide the sustainable development of the Downtown neighbourhood over the next 20 years. The Plan envisages a Downtown that is an economic, cultural, historic, and residential hub for the City and a model of a sustainable transit-oriented neighbourhood.

Two of the Plan’s key goals relate specifically to transportation:

“The Downtown fabric supports safe, convenient, enjoyable and sustainable transportation choices, ensuring that transportation facilities are properly integrated into the community.”

“Downtown is a walkable, well-connected neighbourhood that is safe and pleasant for the pedestrian with a public realm that sets the stage for a vibrant and engaging community life.”

Managing truck traffic and goods movement within the City is an integral part of achieving this vision.

Actions are also identified to ensure that goods movement serving local needs and emergency access is convenient and is maintained as the Downtown grows. Removing restricting truck traffic on these routes does not preclude trucks servicing local needs or from using them. East Eighth Avenue, Front Street, and East Columbia, along with Royal Avenue, Stewardson Way, and McBride Boulevard, can continue to provide truck access to local Downtown businesses.

The Queensborough Community Plan was adopted in early 2014. A priority of the Plan is to balance the needs of industry with those of residents. With the development of the Port Royal neighbourhood, the character of the Ewen Avenue (east of Derwent Way) has changed from a primarily industrial area to a primarily residential and commercial area, with a small component of industrial operation remaining. Those remaining industrial operations can obtain truck access by primarily by Derwent Way, without violating the City’s Street Traffic Bylaw.

There is no reason for trucks from these properties to proceed further east on Derwent Way. Ewen Avenue is being rebuilt with a pedestrian/bicycle greenway, which will be the primary route for children and youth to access the Queen Elizabeth Elementary School, Queensborough Middle School and Queensborough Community Centre, which are all located on the west side of Derwent Way off Ewen Avenue.
The City is currently nearing completion its Master Transportation Plan (MTP), which will guide decision-making for transportation in New Westminster over the next 25 years and beyond, using a multi-modal approach, including walking, cycling, public transit, goods movement, and vehicles.

The MTP process has reviewed existing conditions of goods movement in New Westminster and a number of key directions have been endorsed, including:

- Reduce neighbourhood impacts of goods movement, including traffic congestion, noise, pollution, and impacts on local streets;
- Reduce the barrier effects of the road and rail corridors;
- Move through truck traffic to the periphery of the City; and
- Avoid steep grades on truck routes.

The results of a survey completed for the MTP process in 2012 by the City to record truck travel patterns and volumes found that most trucks enter or exit the City by the Queensborough Bridge, Marine Way, Pattullo Bridge and Brunette Avenue, which can be accommodated by recommended peripheral routes and McBride Boulevard.

This section describes those regional plans and their goals and strategies that are relevant to trucking and truck routes within New Westminster.

Metro Vancouver’s Regional Growth Strategy (RGS) was adopted in July 2011, and provides a land use framework for managing long-range growth in the region to 2040. It aims to promote livability and sustainability in the region by concentrating growth into Urban Centres and other transit-accessible locations, protecting industrial land, and strategically investing in transit infrastructure. The RGS also supports sustainable transportation choices in Metro Vancouver and recognizes that the region’s road, transit, rail and waterway networks play a vital role in shaping development, connecting the region’s communities, and providing vital goods movement networks.

TransLink is required to provide a regional transportation system that supports Metro Vancouver’s RGS. TransLink’s Regional Transportation Strategy sets out transportation strategies for the road and transit networks as well as other matters, including goods movement. It acknowledges Metro Vancouver’s role in the regional and national economy as Canada’s primary gateway to the Asia-Pacific. While it recognizes that the efficient movement of trucks is critical for access to key gateway facilities, including Port Metro Vancouver, Vancouver International Airport, and US border crossings, this must be done in a way that maintains community livability.
When New Westminster was originally planned as British Columbia’s first capital, it was to serve as a centre of government, commerce and institutional uses. This legacy continues today, with a population of 66,000 and 31,000 local jobs coexisting with major institutions such as the Provincial Law Courts, the Justice Institute, Douglas College and Royal Columbian Hospital, all within 15.5 square kilometers. By 2041, population and employment are forecast to reach 99,000 residents and 47,000 jobs.

New Westminster has always been a compact, mixed-use, high density community located in close proximity to the transportation infrastructure that nourished the local and provincial economy, including roads, bridges, rivers and railways. New Westminster’s industrial waterfront and the Downtown have mostly been transformed by the transfer of heavy industries to other countries and the growth of transit-oriented development and a services-based economy.

However, while goods movement once had substantially lower volumes and primarily served local industries that supported local jobs, much of the City’s industrial base has relocated and the great majority of goods movement no longer has an origin or destination in the City. There has, however, been a dramatic growth in the trans-shipment of bulk goods and containers through the City and region, which serves the economies of other parts of Canada and its overseas trading partners, often with little value added to the shipped product within either the City or the region.

Although much of this non-intraregional goods movement should take place by rail or the provincial highway network, the province has downloaded provincial highways within the City, resulting in City streets taking on the role of highways for goods movement.

The City’s historical local street network was never designed or intended to handle the enormous growth in the volume of goods movement vehicles, particularly not when trucks are mixed in with the dramatic growth in commuter traffic from residential suburbs to employment centres in the regional core. Without taking property and demolishing homes and businesses, which would be unacceptable under any circumstance, there is physically no more space to widen roads for additional traffic, whether or not the City was willing to accept the loss of livability resulting from traffic and congestion.

Federal and provincial governments invested little in highway infrastructure until the recent addition of provincial facilities such as Highway One/Port Mann upgrades and the South Fraser Perimeter Road. Although these have provided some additional capacity for goods movement, due to tolls and poor connectivity that encourage long detours, arterial streets in Metro Vancouver urban areas continue to accommodate a large and increasing numbers of truck goods movement.

The following maps (Maps 2 - 4) show the predominantly residential land uses along the truck routes proposed for removal along with the locations of sensitive receptors for the truck emissions that affect health, including daycares, schools, hospitals and seniors facilities. It is clear that these routes are far from industrial areas and traverse a number of high density areas.
In addition to impacts such as noise, vibration, safety and congestion, truck routes can have potential health impacts, particularly on vulnerable populations, from diesel emissions such as fine particulates and nitrous oxides (NOx). As Map 5 shows, these are more concentrated close to major arterial roads in New Westminster, particularly truck routes.

*Land use and emissions mapping courtesy of Metro Vancouver*
Goods movement traditionally had lower traffic volumes and primarily served local industries that supported local jobs. The dramatic growth in the shipment of bulk goods and containers through the City and region to other parts of Canada and port facilities for shipment abroad has fundamentally changed truck composition, travel patterns and volumes.

Figures 1 and 2 show the historical and current Pattullo Bridge volume counts, which are indicative of traffic increases experienced throughout the City.
Traffic volume on the Pattullo Bridge actually peaked in the 1990’s and experienced a decline in recent years until the introduction of tolls on the new Port Mann Bridge in December 2012. After tolls were introduced on the Port Mann Bridge in December 2012, New Westminster observed a sustained increased of truck traffic on Royal Avenue and other major corridors. As shown in Table 1 and Figure 3, daily heavy truck traffic volume on Royal Avenue has gone up 40 to 80% in similar periods between 2012 and 2013:

### Table 1: Royal Avenue Daily Heavy Truck Volume, 2012 to 2013 Increases

<table>
<thead>
<tr>
<th>Mth/Yr</th>
<th>ADT</th>
<th>Mth/Yr</th>
<th>ADT</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul 2012</td>
<td>511</td>
<td>Jul 2013</td>
<td>951</td>
<td>86%</td>
</tr>
<tr>
<td>Aug 2012</td>
<td>629</td>
<td>Aug 2013</td>
<td>946</td>
<td>50%</td>
</tr>
<tr>
<td>Sep 2012</td>
<td>588</td>
<td>Sep 2013</td>
<td>832</td>
<td>41%</td>
</tr>
<tr>
<td>Oct 2012</td>
<td>603</td>
<td>Oct 2013</td>
<td>962</td>
<td>60%</td>
</tr>
<tr>
<td>Nov 2012</td>
<td>519</td>
<td>Nov 2013</td>
<td>897</td>
<td>73%</td>
</tr>
</tbody>
</table>

![Figure 3: Royal Avenue Daily Heavy Truck Volume (West of 2nd Street)](image)
The proposed truck route network, illustrated in Map 6, would remove Royal Avenue, East Eighth Avenue, East Columbia Street, north of Brunette Avenue, and Ewen Avenue east of Derwent Way.

The proposed network is designed to:

- Direct regional goods movement to periphery of city boundaries on routes more suited for goods movement.
- Align the network with the City’s Official Community Plan long term vision.
- Allow trucks with business originating or ending in New Westminster to continue using the street work as it exists today.
- Remove unnecessary designations on streets no longer used by trucks (East Columbia Street, Ewen Avenue).
- The subsections below provide the specific rationale for the removing each of these streets from the truck route network.

Map 6: Proposed Goods Movement Network, New Westminster
East Eighth Avenue, Map 7, is primarily single family and multi-family residences on either side of the road. The street itself has significant slopes near the Richmond Street area and again around Cumberland Street. This results in increased use of truck brakes and greater noise disturbances for nearby residences. The City recognizes that there is an issue with accessing Pattullo Bridge from Columbia Street in the afternoon period between 3-6 pm and will work with TransLink to find a resolution to this issue.

Sensitive land uses within close proximity of this route include single family and multi-family residential, daycares and a senior’s assisted living facility.
ROYAL AVENUE

Royal Avenue, Map 8, has a large number of low and high density residential and community uses, including a special needs learning centre, two community parks, daycares, a major college campus and three schools, including the Qayqayt Elementary School, which will open in the fall of 2014. Accessing Royal Avenue at either end involves steep grades, which result in significant noise from engines and brakes. The great majority of trucks using Royal Avenue have the option of using Front Street, which is level and connects directly to East Columbia Street and Stewardson Way, while trucks going to and from the Pattullo Bridge for the west and north can access the bridge from McBride Boulevard.

Sensitive land uses within close proximity of this route include single family, medium and high density residential, two elementary schools, one middle school and a neighbourhood park. This route also borders the City’s growth concentration precinct, the Downtown neighbourhood.

Map 8: Royal Avenue, New Westminster
EAST COLUMBIA STREET BETWEEN BRUNETTE AVENUE & BRAID STREET

East Columbia Street, Map 9, was originally included as a truck route because of the location of Labatt Brewery. Since the brewery does not exist anymore, the inclusion of East Columbia Street as a truck route is redundant and the number of trucks using the street is a small fraction of the previous traffic volume. The street is narrow and has a major hospital, neighbourhood park and commercial frontage with large numbers of pedestrians. With the development of the Brewery District, the section of the street near Brunette Avenue has also transitioned to local, neighbourhood level commercial area and is pedestrian scale in nature.

Sensitive land uses within close proximity of this route include a revitalized neighborhood commercial street, medium density residential, the Royal Columbian Hospital and a neighbourhood park.

Map 9: East Columbia Street, New Westminster
With the development of the Port Royal neighbourhood, the character of the Ewen Avenue (east of Derwent Way) has changed from a primarily industrial area to a primarily residential and commercial area, with a small component of industrial operation remaining. Those remaining industrial operations can obtain truck access by primarily by Derwent Way, without violating the City’s Street Traffic Bylaw. There is no reason for trucks from these properties to proceed further east on Derwent Way. Ewen Avenue is being rebuilt with a pedestrian/bicycle greenway, which will be the primary route for children and youth to access the Queen Elizabeth Elementary School, Queensborough Middle School and Queensborough Community Centre, which are all located on the west side of Derwent Way off Ewen Avenue.

Sensitive land uses within close proximity to this route include single family and medium density residential and a neighbourhood park. The street also functions as the community’s greenway to local activity centres further along the street.

Map 10: Ewen Avenue, New Westminster
For proposed changes to truck routes, TransLink requires analysis on a number of criteria related to network operational implications to be conducted, including:

1. Traffic re-assignment impacts;
2. Effects on adjacent routes and municipalities;
3. Impacts on emergency access;
4. Current and future land use considerations; and
5. Consultation with local and regional stakeholders.

Criteria 4 is responded to in the Community and Regional Context section and Criteria 5 is responded to in the Community and Stakeholder Consultation and Feedback section. Responses to the remaining criteria are provided in the following three subsections.

Figure 4 presents EMME scenario plots for the base case (no truck route bans) and with truck bans on Royal Avenue, East 8th Avenue and East Columbia Street. Figure 5 provides a comparison plot outlining the changes due to truck traffic re-assignments on various streets of the network (green represents traffic reduction and red represents traffic increase) resulting from the proposed truck bans.

The majority of trucks divert to Front Street, specifically those travelling on Royal Avenue in the base case.

A 2014 technical analysis undertaken by CH2M Hill examined the potential truck traffic re-assignment resulting from the proposed removal of Royal Avenue, East 8th Avenue and East Columbia Street from the truck route network. To ensure consistency with previous New Westminster, TransLink and provincial truck studies, the analysis was conducted with EMME/2 regional transportation modeling software using the 2011Gateway Sub-Area Model State 5 (GSAM 5) land use model and the 2013 road network, including the Port Mann/Highway 1 project and the South Fraser Perimeter Road.

Figure 4: Truck Volumes 2011 AM Peak Hour

Current Condition (No Truck Route Bans)

Truck Bans on Royal Ave., E. Columbia and E. 8th Ave.
Additionally, a substantial number of trucks diverts to McBride Boulevard/10th Avenue and, to a lesser extent, to Highway 1. As 10th Avenue east of McBride Boulevard is not a truck route and has significant grades west of Holmes Street, the diverted truck traffic shown on Figure 5 is generally light duty, local-service trucks.

Figure 5: Difference Plot - Truck Volumes 2011 AM Peak Hour
Pattullo Bridge Truck Movements

A more detailed analysis was conducted in order to understand the behavior of trucks using the Pattullo Bridge in both the north-bound and south-bound directions as a result of the truck route ban, specifically the ban on Royal Avenue. Figures 6 and 7 summarize the EMME-calculated distribution trucks traffic using Pattullo by corridor in the AM peak period.

As part of the EMME validation process, the analysis compared north-bound and south-bound results with the measured truck volumes from the TransLink Origin-Destination survey conducted in May-June of 2013. In general, the results of the EMME model and the O-D survey were close in the network south of the bridge (i.e., at King George Boulevard and Scott Road) and for the NB direction. The higher imbalance is in proportions between model and survey results occur at Royal Avenue and McBride Boulevard.

For trucks heading north-bound the model shows higher volume proportions on Royal Avenue (+17%) and lower proportions on McBride Boulevard (-20%). The reverse trend is observed in the south-bound direction as the modeled results show lower volume for Royal Avenue (-30%) and higher for McBride Boulevard (+37%). The limitations of EMME model are acknowledged and were considered in the interpretation of the results.

Figure 6: Modelled AM Peak Hour Truck Volume Proportions on Pattullo Bridge Northbound

Figure 7: Modelled AM Peak Hour Truck Volume Proportions on Pattullo Bridge Southbound
Figure 8 presents the re-assignment results of trucks using the Pattullo Bridge in the north-bound direction. As shown, the number of trucks using Pattullo Bridge does not change due to truck route bans. Instead of using Royal Avenue to get to their destinations, trucks divert mainly to McBride Boulevard/10th Avenue.

A smaller number of light trucks divert to Columbia Street. Figure 9 presents the re-assignment results of trucks using the Pattullo Bridge in the southbound direction. Similar to north-bound results, the number of trucks using Pattullo Bridge in the southbound direction does not change either due to truck route bans. Instead of using Royal Avenue to access Pattullo Bridge, trucks divert to 10th Avenue and then take McBride Boulevard southbound.

The best available modeling suggests negligible changes on truck volumes in neighbouring municipalities, well within the margin of error.

Figure 8: EMME Comparison Plot - Diversions of Trucks Using Pattullo Bridge NB in New Westminster

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![Map showing truck diversions](image_url)
With the proposed truck ban on Royal Avenue, East Columbia Street and East 8th Avenue, the AM peak hour analysis indicate that the truck traffic will be redistributed to other routes such as McBride Boulevard (+40 NB/+20 SB), Brunette Avenue (+70 EB/+60 WB) and Front St (+60 EB/+30 WB). The traffic volumes on these corridors were reviewed to determine the impacts of additional truck traffic and whether they can be accommodated.

Total daily traffic distribution on Front Street and McBride Boulevard are provided in Figures 10 and 11 below. Table 2 provides an indication of the forecasted additional truck traffic compared to the total traffic volumes on these routes from existing count records, including cars and trucks.
Table 2: Forecasted Additional Truck Traffic

<table>
<thead>
<tr>
<th>Locations (data year)</th>
<th>Additional AM Peak Truck Traffic</th>
<th>Two Way AM Peak All Traffic (vph)</th>
<th>Two Way 24 Hour All Traffic (vpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front St @ 6th St (Oct 2013)</td>
<td>90</td>
<td>600</td>
<td>10,500</td>
</tr>
<tr>
<td>McBride Boulevard @ Memorial (Oct 2012)</td>
<td>60</td>
<td>2,800</td>
<td>39,800</td>
</tr>
<tr>
<td>Brunette Ave @ Sherbrook (Jan 2014)</td>
<td>130</td>
<td>2,800</td>
<td>37,100</td>
</tr>
<tr>
<td>10th Ave @ 15th St (Nov 2013)</td>
<td>net reduction</td>
<td>1,260</td>
<td>16,500</td>
</tr>
<tr>
<td>10th Ave @ 8th-12th St (Oct 2011)</td>
<td>net reduction</td>
<td>1,400</td>
<td>22,400</td>
</tr>
<tr>
<td>10th Ave @ 1st St (Dec 2009)</td>
<td>net reduction</td>
<td>2,340</td>
<td>36,500</td>
</tr>
</tbody>
</table>

The above analysis indicates that the increase in peak AM traffic ranges from 15% on Front St to 2% on McBride Boulevard. These increases are within the margin of error of the traffic data given the seasonal and day of week variation in traffic movement on these corridors. With the exception of McBride Boulevard, the trucks are re-assigned to existing truck corridors along the perimeters of the City and consistent with the City’s policy to maintain regional truck traffic along the perimeter roads.
EFFECTS ON ADJACENT ROUTES & MUNICIPALITIES

The access to southbound Pattullo Bridge from westbound Columbia Street is through a long on-ramp. Due to geometric constraints, the loop on-ramp is currently closed from 3 pm to 6 pm daily. As a result, trucks heading for the Pattullo Bridge from the east are required to use East 8th Ave and McBride Boulevard. The City will need to work with TransLink to explore technical improvements for the on-ramp such as metering or consider retaining East 8th Ave as a truck route for the period of 3 pm to 6 pm only.

The overall analysis indicates that there will be nominal impacts on truck route outside of the City of New Westminster. The results indicate approximately ten to twenty additional truck trips in the peak hour on Highway 1 and on the Lougheed Highway between North Road and Brunette Avenue, and approximately ten additional trips on Marine Way in Burnaby for the AM peak hour. The additional truck trips are considered minimal and well within the service capacity of these major goods movement corridors.

IMPACTS ON EMERGENCY ACCESS

New Westminster is fortunate in having a robust grid street network. In most cases, this allows emergency vehicles to access destinations through a variety of routes. As in many parts of the region, with the high volume of through traffic, there are a number of congestion points.

While trucks do add to this congestion at times, the predominant source of congestion on most routes is from passenger vehicles, not goods movement vehicles. New Westminster Police, Fire and Rescue Services and BC Ambulance services are well aware of these congestion points and have contingency plans in place.
CONSULTATION PROCESS & SUMMARY OF FEEDBACK

The City set out a consultation program to notify and gather feedback from identified stakeholders and the public on the proposed changes. This consisted of local newspaper ads, letters to businesses and property owners of industrially zoned properties, notifications to residents associations and the New Westminster Chamber of Commerce, postings to the City’s homepage as well as social media, including Facebook and Twitter.

STAKEHOLDER ENGAGEMENT

A meeting between City of New Westminster staff and stakeholders was held in early February at New Westminster City Hall, with input requested from:

- TransLink;
- British Columbia Trucking Association;
- Ministry of Transportation and Infrastructure;
- Port Metro Vancouver;
- Metro Vancouver; and
- Managers of Transportation in neighbouring municipalities, including:
  - City of Burnaby;
  - City of Coquitlam;
  - City of Surrey;
  - City of Richmond; and
  - Corporation of Delta.

Most stakeholder concerns were focused on the proposed removal of East Eighth Avenue and Royal Avenue. A number of concerns were expressed about the sufficiency of the data sources used to support the City’s case for truck route removal, which is due in part to the limited information available from TransLink and the province on truck movements and the limited applicability of the regional truck model, which is only available for the morning peak period.

Port Metro Vancouver has offered to provide the City from their database, which monitors truck movements using the port with Global Positioning System (GPS) transponders. Another common concern was how, if the City was to remove Royal Avenue from the truck route network, would other routes be modified to accommodate the increased volume, particularly Front Street.

The cities of Coquitlam and Surrey and the goods movement industry, as represented by the Gateway Council and the BC Trucking Association, have expressed opposition to the proposal. Coquitlam’s opposition stems from concerns over the capacity of the Brunette Interchange and impacts on the Maillardville neighbourhood, while Surrey’s opposition relates to concerns about truck access to the Pattullo Bridge, future connections to the bridge and more circuitous routes for truckers.

While these are understandable concerns, modelling indicates that there would be no noticeable shift of trucks to these municipalities and the potential for longer travel times for some truck movements is considered to be a necessary measure to achieve the proper balance between community livability and the economy. The goods movement industry stated general opposition to a reduction in truck routes due to concerns over available network capacity for goods movement and a reduction in route choice leading to longer routes and delays.
COMMUNITY ENGAGEMENT

Outreach has been conducted with New Westminster's Residents Associations, business associations and the general public, supported by the City's home page and a dedicated website. A community open house was also held in early February. Although the majority of attendees were local residents, there were also a number of business owners and residents from other communities and truck operators present. Approximately 100 people attended the open house and a total of 79 feedback forms have been received.

Residents were strongly supportive of removing truck routes near their homes, citing noise, pollution, vibration and safety as concerns, and somewhat more neutral on the removal of routes further from where they lived. The presence of schools along Royal Avenue was cited repeatedly as a significant concern of respondents.

Ewen Avenue had more neutral support, with a number of respondents stating that they were not familiar enough with the area to make the assessment. Many stakeholders expressed concerns about the potential shift of truck traffic to other routes, particularly Front Street, McBride Boulevard and Tenth Avenue. The truck operators were generally against changes to the routes, whether or not they lived in New Westminster.

In addition to the comment forms, the City has also received a range of correspondence from the public, including 40 residents of East Columbia Street, expressing their concerns over increasing truck traffic.

### Proposed Changes to Truck Routes
**Comment Form**
February, 2014

<table>
<thead>
<tr>
<th>Question</th>
<th>Choices</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. I am a:</td>
<td>New Westminster resident</td>
</tr>
<tr>
<td></td>
<td>New Westminster business owner</td>
</tr>
<tr>
<td></td>
<td>New Westminster commercial/industrial property owner</td>
</tr>
<tr>
<td></td>
<td>Neighbouring municipality business route: Company: ____________________________</td>
</tr>
<tr>
<td></td>
<td>Member of the trucking industry: Other: ____________________________</td>
</tr>
<tr>
<td>2. I support the removal of Royal Avenue as a designated truck route:</td>
<td>Strongly support</td>
</tr>
<tr>
<td></td>
<td>Reason: ____________________________</td>
</tr>
</tbody>
</table>

What are your main concerns with this street: ____________________________

Proposed Changes to Truck Routes

1. I am a: (check all that apply)
   - New Westminster resident
   - New Westminster business owner
   - New Westminster commercial/industrial property owner
   - Neighbouring municipality: City: ____________________________
   - Member of the trucking industry: Other: ____________________________

2. I support the removal of Royal Avenue as a designated truck route: (check all that apply)
   - Strongly support
   - Support
   - Neutral
   - Disagree
   - Strongly Disagree

What are your main concerns with this street: ____________________________

What do you think has worked well in the past? ____________________________

What can we do to improve things? ____________________________
How will trucks get to Pattullo Bridge from Brunette Interchange when Columbia Street ramp is closed in the late afternoon period?

As an interim measure, it is proposed that East Eighth Avenue would remain as a truck route between 3pm and 6pm on weekdays when the Columbia Street ramp is closed. The City would work with TransLink to explore ways to restore access from Columbia Street in the afternoon peak period through mechanisms such as metering of the Royal Avenue and Columbia Street ramps to the Pattullo Bridge.

How does the propose network related to identified Pattullo Bridge replacement options?

As part of the Pattullo Bridge Replacement process, appropriate goods movement access would be included in the design for approaches to the bridge from Columbia Street.

Won’t this impact the regional economy and lead to greater travel times for goods?

The great majority of regional destinations are easily accessible via provincial highways and major truck routes that are more appropriate for heavy goods movement. Almost every municipality, including New Westminster, has a bylaw in place that allows trucks to make local deliveries and pickups using the most direct route from a truck route. No industrial or major commercial destination will be negatively impacted by the truck routes recommended for removal from the City’s network.

Will there be any changes to Front Street to accommodate additional goods movement?

In partnership with the federal and provincial governments, the City conducted a major upgrade of Front Street in 1999 to improve safe and efficient goods movement, including the widening and realignment of traffic lanes as well as traffic signal upgrades. The effect of these upgrades is evident in the high percentage of trucks using the route. The City will monitor traffic volumes and delays and examine appropriate measures designed to mitigate any serious congestion issues.

Coquitlam’s Strategic Transportation Plan indicates that United Boulevard west of King Edward Street will be a truck route. Why isn’t Braid Street east of Brunette Avenue designated as a truck route?

This section of Braid Street is designated as a local street that serves local businesses and has never included in New Westminster’s truck route network. Coquitlam’s recently approved transportation plan proposes adding United Boulevard as “a future designated truck route west of King Edward Street upon completion of the United Boulevard Extension (UBE).”

The UBE was part of the North Fraser Perimeter Road (NFPR) goods movement corridor proposed previously by TransLink and the province. After extensive consultation by TransLink, it was found that there was no community support for the NFPR and TransLink has stated that the proposal is no longer under consideration.
SUMMARY & CONCLUSIONS

Goods movement, although important for the economy from the local to the national level, has created significant impacts on the livability of the City of New Westminster. After an analysis of the truck route network, a case has been presented for removing four streets from the City’s truck route network:

- East Eighth Avenue;
- Royal Avenue;
- East Columbia Street from Brunette Avenue to Braid Street; and
- Ewen Avenue east of Derwent Way.

The recommended truck route network is completely integrated with the networks of adjoining municipalities and the provincial highway network. The removal of these truck routes significantly reduces the high impacts on the livability of the New Westminster Regional City Centre while maintaining viable alternatives for moving goods to, from and through the City. Moreover, the recommended truck route network reflects the post-2006 goods movement network defined in New Westminster’s Official Community Plan that has been deemed consistent by Metro Vancouver with the Regional Growth Strategy, which both the City and TransLink have a statutory requirement to support.

Recognizing the importance of goods movement in the region, the City will work with TransLink, neighbouring municipalities, the province and the trucking industry to implement the revised network.
APPENDICES

Appendix 1 - Truck Route Amendment Review (September 2013)
Appendix 2 - Modelling of Proposed Truck Route Network (February 2014)