New Westminster

Engagement Summary Report

Active Transportation Network Plan: **Eighth, Ninth, and Tenth Streets**

August 2025

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Introduction

In October 2022, Council approved the Active Transportation Network Plan, initiating a five-year plan to develop a network of active transportation routes to connect major destinations, including neighbourhoods, commercial areas, civic facilities, schools, parks, and routes between different regions.

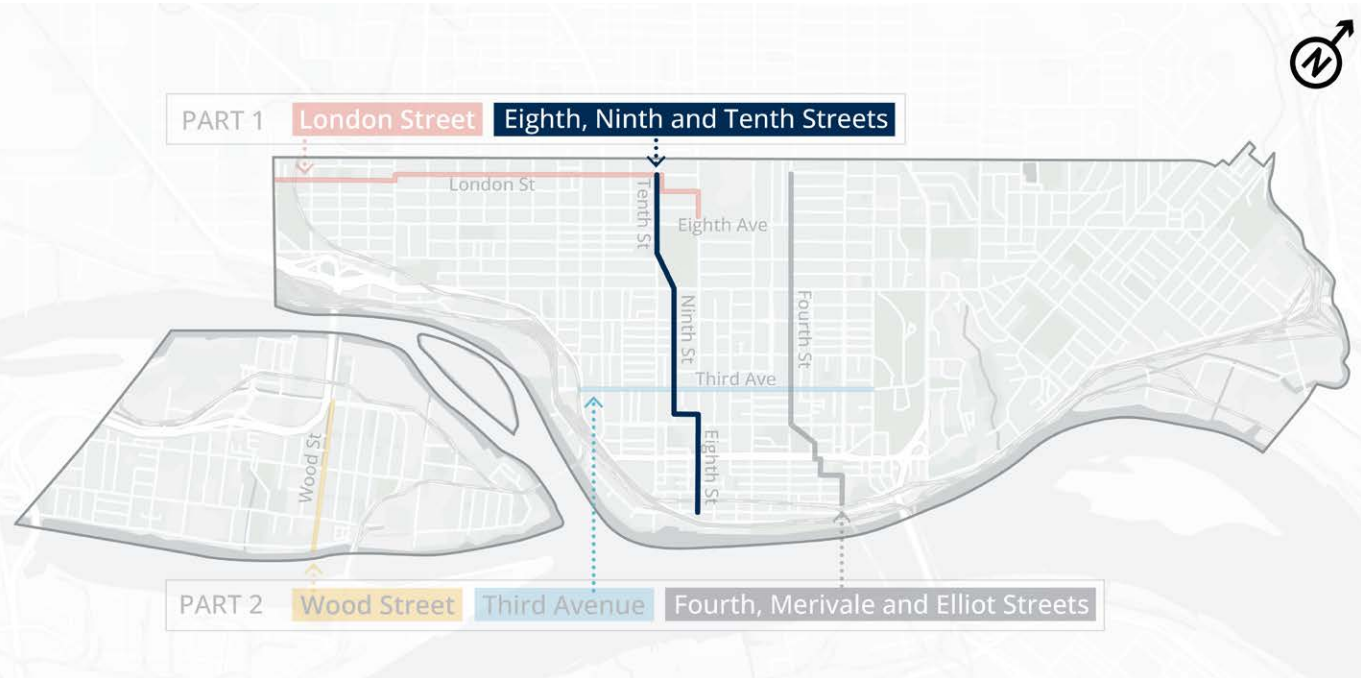
This network will be user-friendly for people of all ages and abilities and make walking and biking in New Westminster safer, more accessible, and more convenient. It's an exciting step to building a more accessible, equitable, and sustainable city!

In 2024, the City worked on detailed planning and public engagement for the Year 1 Routes. You can learn more about these routes on the Active Transportation Network Plan: Year 1 Routes Be Heard page.

Year 2 Routes

For year two, the City identified five priority routes from the Active Transportation Network Plan, with planning, design, and public engagement scheduled to take place on these routes in 2025.

The Eighth, Ninth, and Tenth Streets Route is one of the Year 2 Routes being progressed in 2025, along with the London Street Route.



For more details on the project timeline, background, and other related Active Transportation Network Plan Routes, please visit the Active Transportation Network Plan: Year 2 Routes Be Heard page.

Multiple engagement methods and events were used to inform and gather input from residents, schools, and businesses along the routes, students, and active transportation community groups.

Eighth, Ninth, and Tenth Streets

The Eighth, Ninth, and Tenth Streets Route will be a 2.5 km connection through the Moody Park, Brow of the Hill, and Downtown neighbourhoods. It will connect London Street in the north to Columbia Street in Downtown New Westminster in the south, using a combination of Eighth Street, Ninth Street, and Tenth Street.

Most of this route is not an existing bikeway. The route is primarily located on local streets with two-way vehicle travel and street parking. However, Eighth Street is classified as a collector street (a street that connects traffic from local streets to busier, major roads) with higher vehicle volumes.

Improvements along this route aim to create an active transportation connection that is comfortable for most users, with less traffic, lower vehicle speeds, and traffic separation on busier sections of the route. This will allow people to move comfortably and safely on foot, bicycle, and other non-motorized transportation options.

The purpose of this summary report is to share information about the Eighth, Ninth, and Tenth Streets Route engagement with participants, the New Westminster community, and City Council, including:

- What engagement activities took place
- A summary of what we heard
- About Be Heard participants and representation analysis
- Next steps

For more details on the proposed active transportation improvements along this route, please visit the Eighth, Ninth, and Tenth Streets Be Heard Page.

Engagement Process

Community engagement to gather feedback on the proposed active transportation improvements on the Eighth, Ninth, and Tenth Streets Route began on May 30, 2025, with the launch of an online survey on Be Heard New West. In addition to the online survey, a letter was hand delivered to each address along Eighth, Ninth, and Tenth Streets, providing project information and ways to engage. Three in-person pop-ups were hosted where community members shared their feedback on the proposed designs, and five meetings were held with interest groups.

Throughout the engagement process, more than 300 individuals shared their input. All online and in-person engagement activities are summarized below.

Opportunities to Engage

Be Heard New West project webpage

The project webpage, launched on May 30, 2025, included a map and description of the route, graphics, and descriptions of the proposed active transportation improvements, and information on how to provide feedback. Between launch and June 30, 2025, there were 833 visits to the webpage.

Online Survey

The survey was available on the project webpage from May 30 to June 29, 2025. It was designed to collect community feedback on the proposed active transportation improvements along the Eight, Ninth, and Tenth Streets route. There was a total of 141 responses.

In-person pop ups

The City hosted three in person pop-up events in May and June 2025, to connect with the community about the Active Transportation Network Plan Year 2 Routes.

At the pop-ups, the City shared information about the both the Eighth, Ninth, and Tenth Streets Route and the London Street Route, and illustrations of the proposed active transportation improvements. These pop-ups provided an opportunity for participants to share their feedback through interactive boards, as well as through conversations with staff.

The pop-up events took place at:

- **New to New West Intercultural Festival and Information Fair** – May 31, 2025 – 32 participants
- **Youth Hub*** – June 12, 2025 – 15 participants
- **Moody Park** – June 14, 2025 – 86 participants

*The City acknowledges the misunderstanding regarding age restrictions at the Youth Hub venue. Based on Active Transportation Network Plan Year 1 engagement, youth were underrepresented, so staff determined to find a venue that would provide opportunity to engage directly with youth. The Youth Hub was recommended by a community partner and staff were not aware of the age restriction of the venue until the pop-up event.

City staff spoke with residents who showed up, outside the venue, collected their feedback and notified them of the upcoming Moody Park pop-up event.

Interest group meetings

City staff also hosted meetings with five different interest groups. At the meetings, the City shared information about both the Eighth, Ninth, and Tenth Streets Route and the London Street Route, and illustrations of the proposed active transportation improvements for discussion.

Below are the details of the interest group meetings:

- **School District No. 40 (online)**
  - May 22, 2025
  - Two representatives from School District No. 40
- **Douglas College (online)**
  - June 6, 2025
  - Two representatives from Douglas College
- **Lord Kelvin Community School Parent Advisory Committee (PAC) (in person)**
  - June 12, 2025
  - One representative from the school and 8 members of the PAC
- **Anvil Centre (in person)**
  - June 18, 2025
  - Two representatives from Anvil Centre
- **HUB Cycling (in person)**
  - June 26, 2025
  - 5 participants, including HUB Cycling members and an ICBC Road Safety Coordinator

Promotion

Opportunities to engage were communicated through the following methods:

- **Social media posts,** including:
  - One Facebook post,
  - One Instagram post, one Instagram story
  - One post on X
- **Newsletters**, including:
  - City Page Newsletter: June 5, June 12, June 19
  - Be Heard New West Newsletter to over 4,700 subscribers: May 30 and June 13
- **Direct email** outreach to interest groups to organize meetings
- **Door-to-door** business outreach, project information letters delivered to 350 businesses along the Eighth, Ninth, and Tenth Streets Route

Important Note: this summary of engagement input does not reflect a representative sample of the New Westminster community. The input captured here reflects the views of those who self-selected to participate, and may not be representative of the views of other community members and interest groups. Please see section three – About Be Heard Participants, starting on Page 24 – for some demographic information and representation analysis about people who participated in the online engagement activities.

What We Shared

The same information was shared on the Be Heard New West project webpage, at the pop-up events, and through the online survey, ensuring everyone had access to the same details about the proposed improvements.

Proposed Improvements for the Eighth, Ninth, and Tenth Streets Route

Improvements along this route aim to create an active transportation connection that is comfortable for most users, with less traffic, lower vehicle speeds, and traffic separation on busier sections of the route. This will allow people to move comfortably and safely on foot, bicycle, and other non-motorized transportation options.

Active transportation improvements being proposed along this route include:

Proposed star diverter at the corner of London Street and Tenth Street

A star diverter at the corner of London Street and Tenth Street: Star diverters are a new type of traffic control device in the city, prioritizing people walking and cycling, and emergency vehicle access at the intersection of two bikeways. These diverters are used on local street intersections to restrict vehicle movements to right turns only. Pedestrians, cyclists, and emergency vehicles can pass through in any direction, but other vehicles must turn right. This helps reduce cut-through traffic, lower vehicle volumes, and enhance safety for people biking.

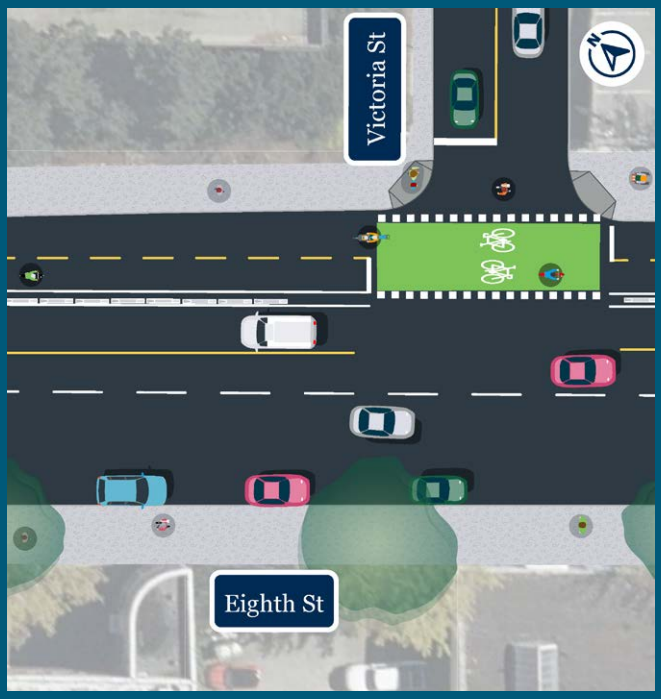
Proposed diagonal bicycle crossing at Eighth Avenue and Tenth Street

A diagonal bicycle crossing at Eighth Avenue and Tenth Street: This crossing would connect the existing local street bikeway along Tenth Street to the new multi-use pathway along Moody Park. To ensure people biking and walking have enough time to cross safely, changes to traffic signals are being considered. This could include stopping all vehicle traffic or giving pedestrians a head start before cars move.

A new multi-use pathway on the east side of Tenth Street between Seventh Avenue and Eighth Avenue: this multi-use pathway, along the edge of Moody Park, would create more space for cyclists and pedestrians to share, with minimal impact on parking. The pick-up and drop-off zone next to Lord Kelvin Community School would be maintained.

Proposed diagonal bicycle crossing at Royal Avenue and Eighth Street

A diagonal bicycle crossing at Royal Avenue and Eighth Street: This crossing would connect the corner of Simcoe Park to the two-way bike lane continuing down Eighth Street. To ensure people biking and walking can cross safely, changes to traffic signals are being considered. This would allow pedestrians, cyclists, and cars to cross the intersection at different times.



Proposed two-way bike lane along the east side of Eighth Street

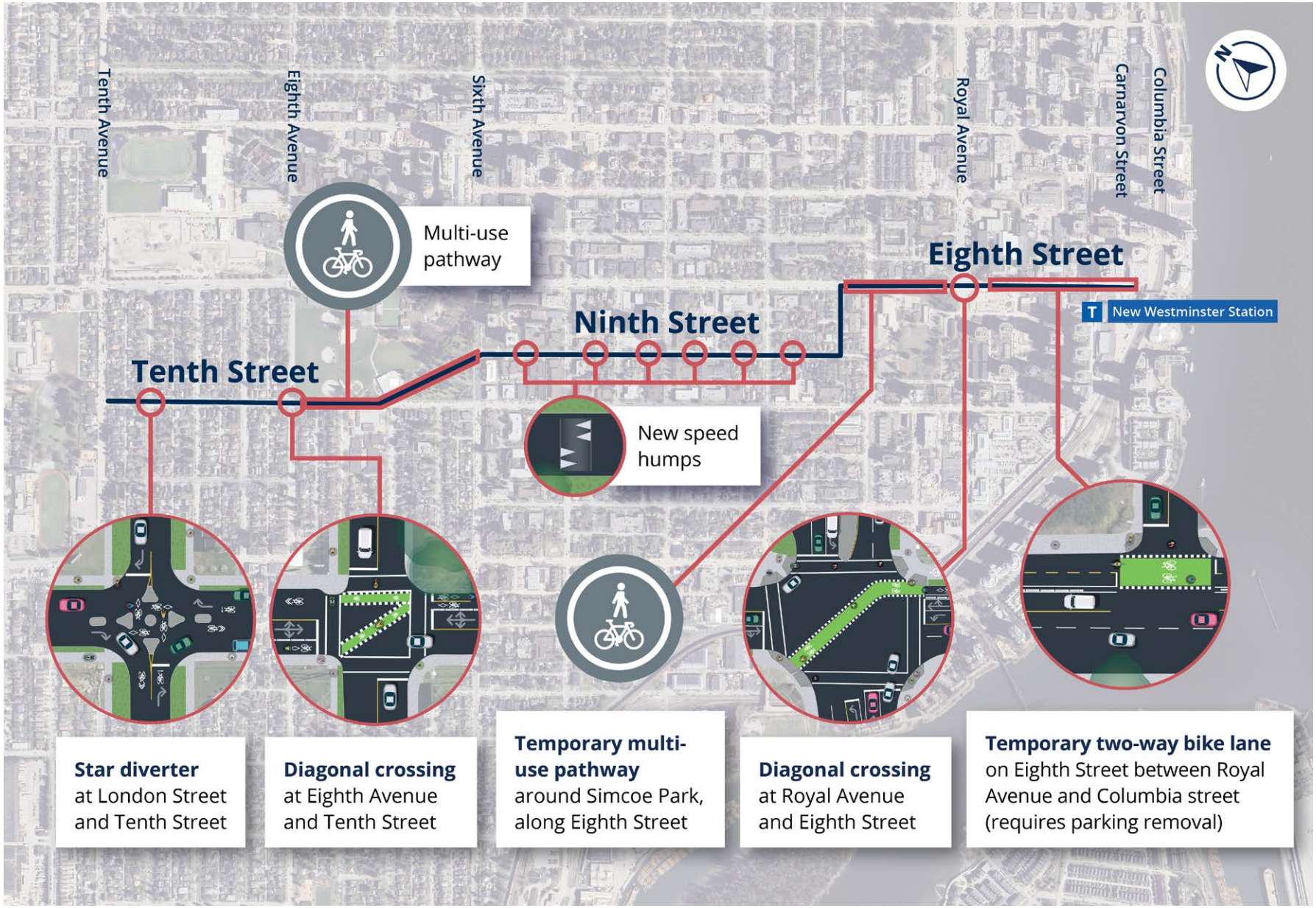
A two-way protected bike lane on the east side of Eighth Street between Royal Avenue and Columbia Street: This bike lane would be a temporary connection between Simcoe Park and Columbia Street. Because this area of Eighth Street is steep, the proposed cycling lane is wider than normal to allow users going up- and downhill at different speeds to pass safely. All parking and loading areas on the east side of Eighth Street, between Royal Avenue and Columbia Street, would need to be removed to make space for the temporary two-way protected bike lane. The temporary, two-way bike lane is proposed for the east side of Eighth Street to not interfere with upcoming developments planned for the west side of the street. Following that development, permanent, one-way bike lanes would be created on each side of the street, following the flow of traffic.

What is Open for Influence?

The Active Transportation Network Plan and the network of routes identified in the plan were approved by Council in 2022, with construction for core routes to be completed by 2030. The plan and its routes, including the Eighth, Ninth, and Tenth Streets route, support Council's Strategic Priorities of a people-centred economy and the safe movement of people.

Decisions about the overall network, routes, and timelines have already been made. At this stage, we are asking for your feedback to help finalize the detailed designs for the improvements along Eighth, Ninth, and Tenth streets. We want to hear from you to understand how well the proposed improvements will contribute to a more walkable, bike-friendly New Westminster.

These proposed improvements are shown on the graphic below.



What We Heard

Engagement on Be Heard

Online Survey

An online survey was available on Be Heard New West from May 30 to June 29, 2025. A total of 141 residents participated. The following summarizes the feedback collected through the online survey for the Eighth, Ninth, and Tenth Streets Route.

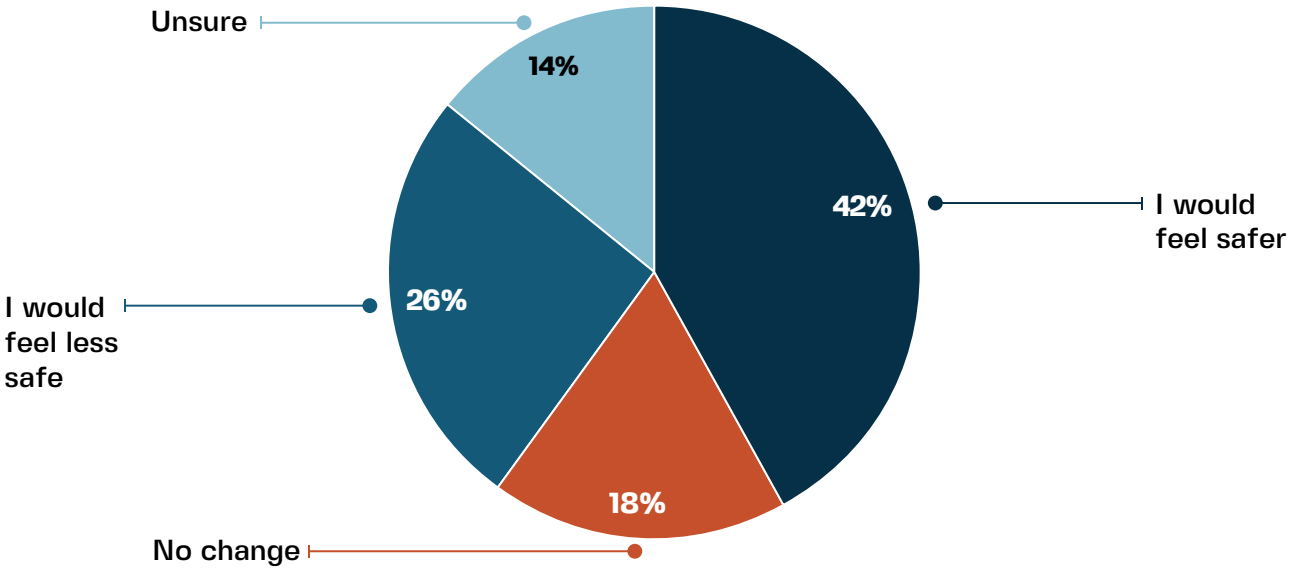
The survey presented the proposed active transportation improvements for this route (shown in the What We Shared section of this report).

Feelings of safety

One of the key goals of the Active Transportation Network Plan is to improve and expand the active transportation network by providing safer and more comfortable options to travel through New Westminster.

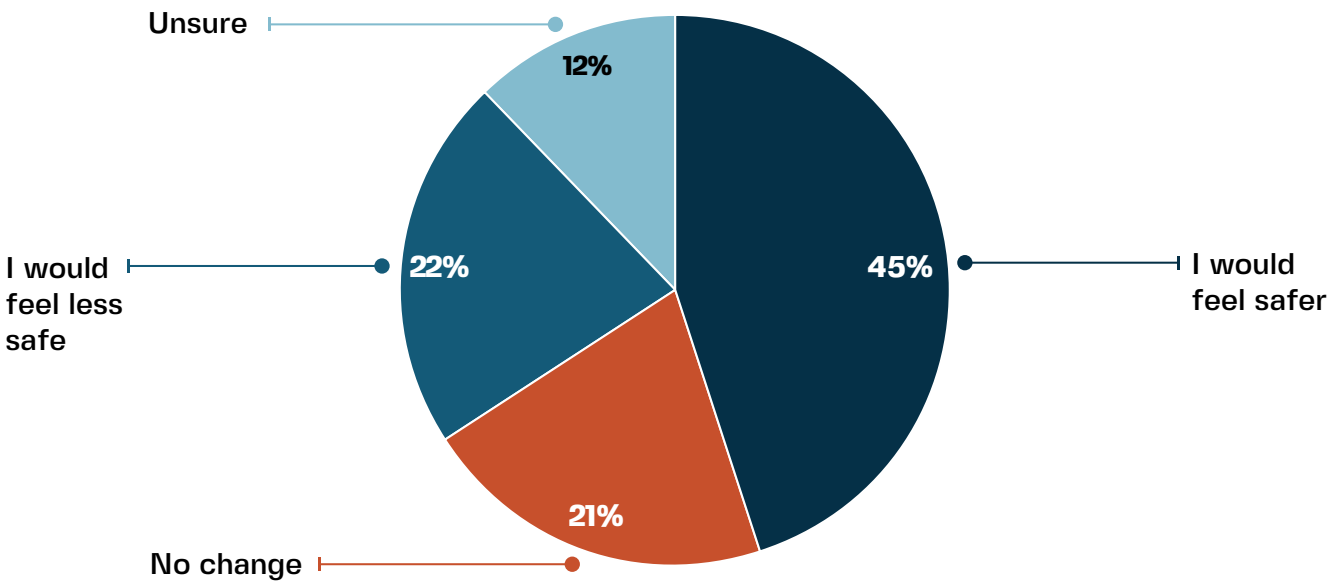
Q1. With this goal in mind, how would each of these proposed improvements along Eighth, Ninth, and Tenth Streets impact your feelings of safety when travelling along this route?

A star diverter at the corner of London Street and Tenth Street



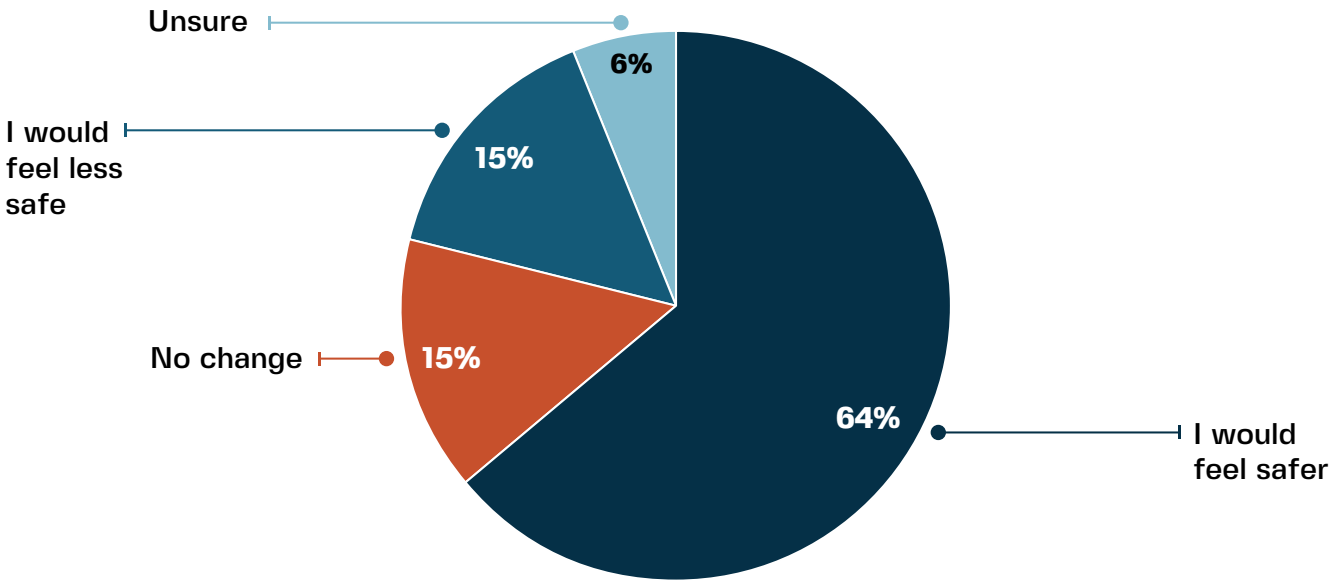
Choice	Percentage	Count
I would feel safer	42%	59
I would feel less safe	26%	37
No change	18%	25
Unsure	14%	20
Total Responses		**141**

A diagonal bicycle crossing at Eighth Avenue and Tenth Street



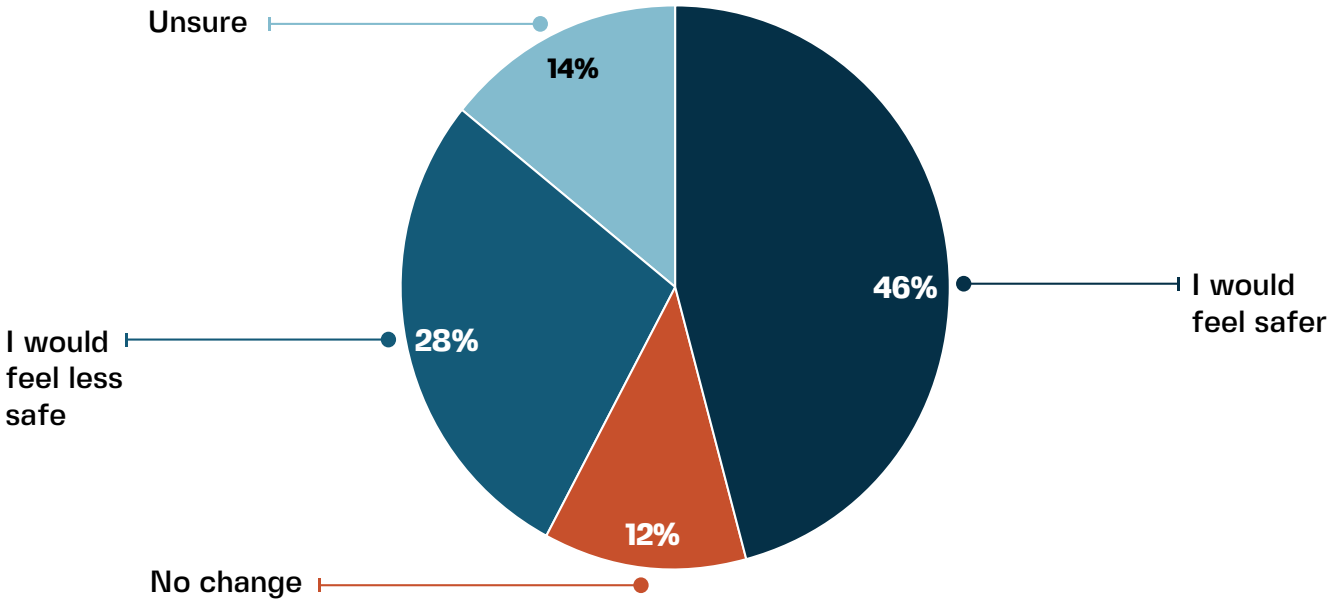
Choice	Percentage	Count
I would feel safer	45%	64
I would feel less safe	22%	31
No change	21%	29
Unsure	12%	17
Total Responses		**141**

A new multi-use pathway on the east side of Tenth Street, between Seventh Avenue and Eighth Avenue



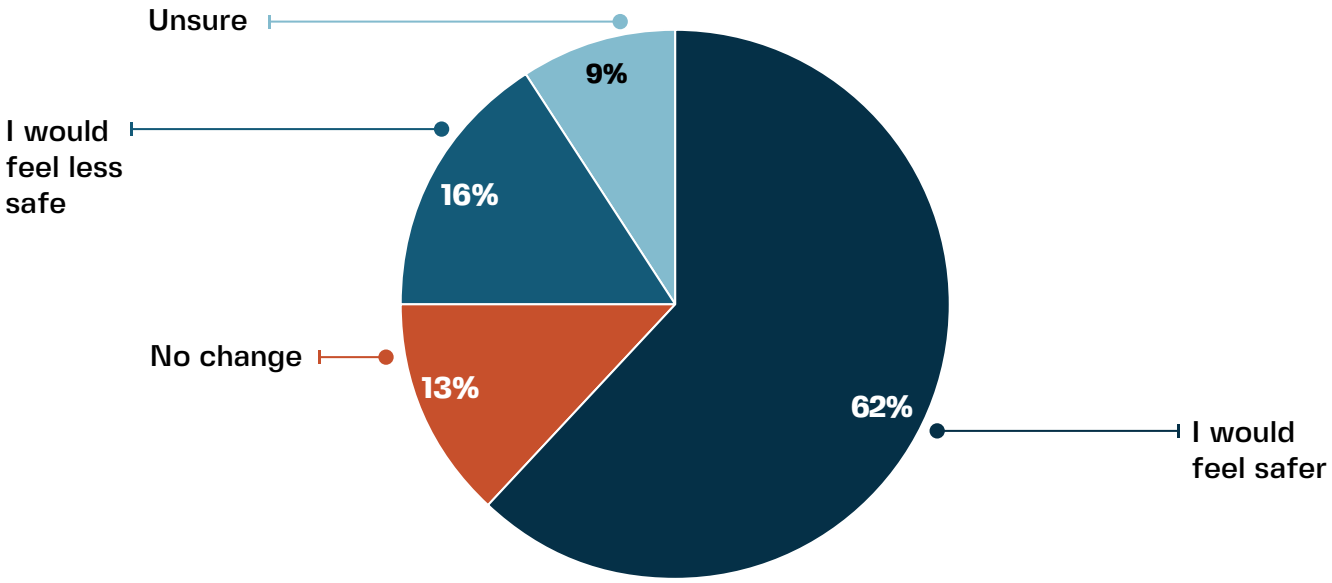
Choice	Percentage	Count
I would feel safer	64%	87
I would feel less safe	15%	21
No change	15%	21
Unsure	6%	8
Total Responses		**137**

A diagonal bicycle crossing at Eighth Avenue and Royal Avenue



Choice	Percentage	Count
I would feel safer	46%	65
I would feel less safe	28%	40
Unsure	14%	19
No change	12%	17
Total Responses		**141**

A two-way protected bike lane on the east side of Eighth Street, between Royal Avenue and Columbia Street



Choice	Percentage	Count
I would feel safer	62%	87
I would feel less safe	16%	22
No change	13%	19
Unsure	9%	13
Total Responses		**141**

Q2. OPTIONAL: If any of these proposed improvements would make you feel less safe, please tell us why.

There were 74 responses to this question. Common themes among these responses include:

Diagonal bicycle crossings (21 comments):

- Concern that the proposed diagonal crossings would be too unfamiliar and confusing for road users.
- Concern that the proposed diagonal crossing at Eighth Avenue and Royal Avenue would be too busy, with too much traffic for pedestrians and cyclists to safely navigate.
- Question how the traffic signals would be managed, expressing the need for clear and dedicated signals/crossing phases for pedestrians and cyclists. This included limiting vehicles turning right on red lights during pedestrian and cyclist crossing times.
- Concern that drivers would not follow the rules and traffic signals, putting cyclists and pedestrians at risk.

Star diverter (24 comments):

- Concern that drivers would not follow the rules/directions of a star diverter, or would not navigate the star diverter safely, putting cyclists at risk.
- Concern that a star diverter would be too unfamiliar, confusing, or visually distracting for road users.
- Concern that diverting traffic onto connected streets would increase traffic on those streets, and therefore increase risk for residents (walking, cycling, or pulling in and out of their driveways).
- Preferences for using stops signs or roundabouts instead of a star diverter.

Eighth Street (6 comments):

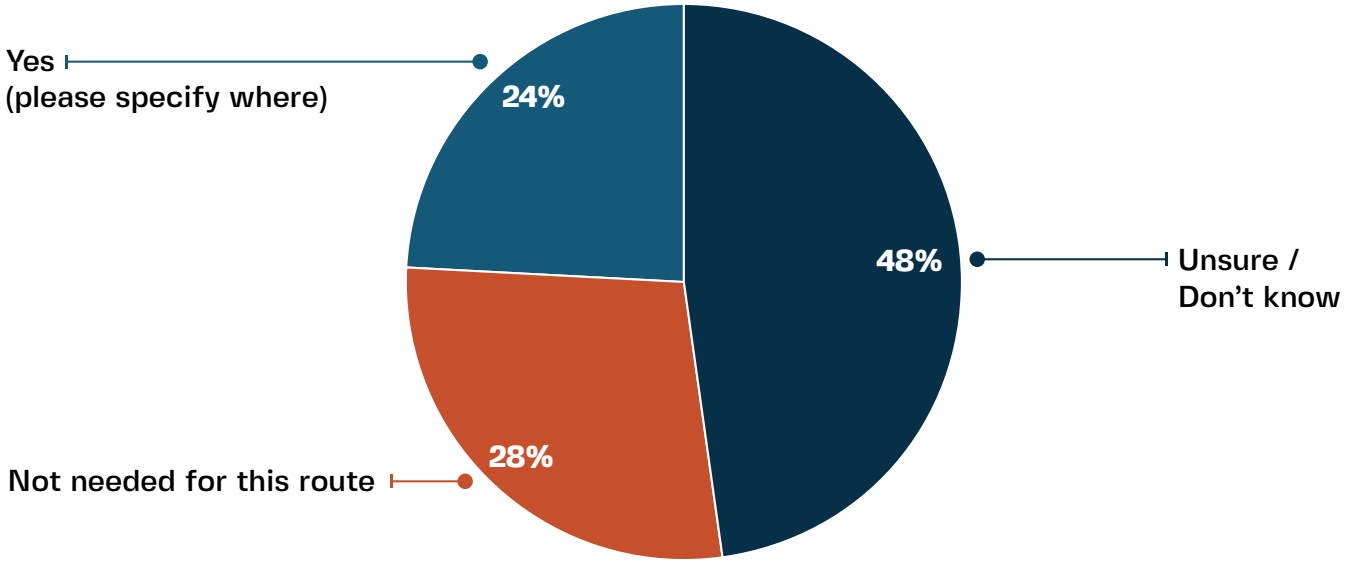
- Some concerns that Eighth Street is too narrow, steep, and busy for different user groups to safely share and navigate.

Other

- Other responses mentioned separating user groups (pedestrians, cyclists, vehicles) along multi-use pathways, concerns over traffic volumes on local streets, and concern that any new active transportation features would be confusing.

Additional improvements

Q3. Are there any specific locations along this route where you would like to see better wayfinding signage?



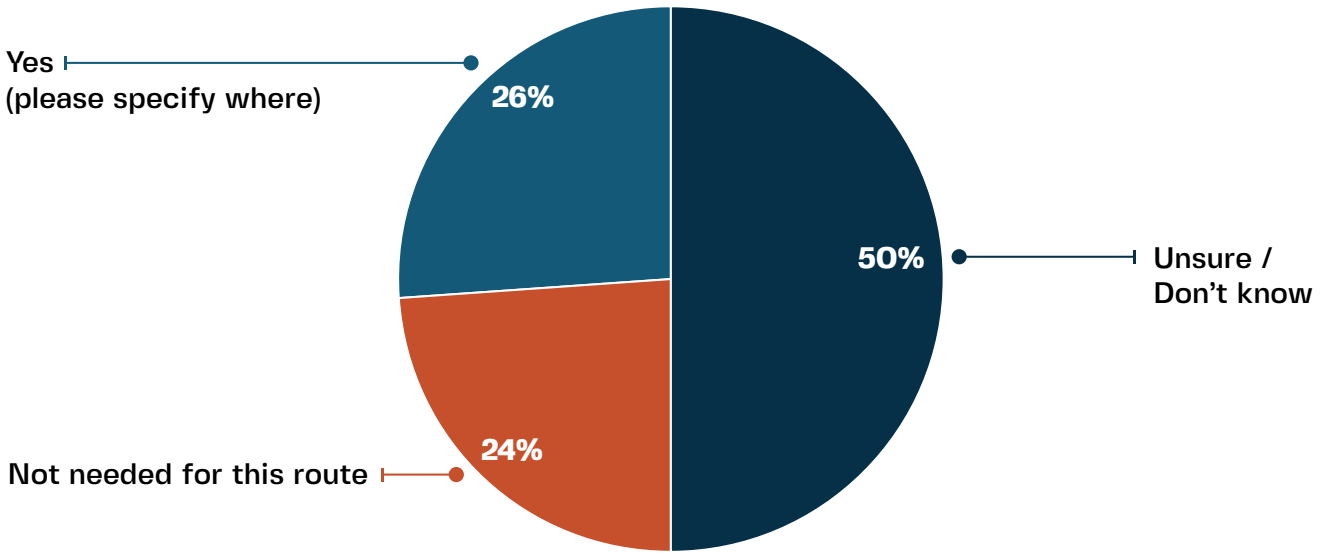
Choice	Percentage	Count
Unsure / Don't know	48%	67
Not needed for this route	28%	39
Yes (please specify where)	24%	33
Total Responses		**139**

There were 33 participants that selected "yes (please specify where)." Locations referenced in these comments included:

- Along Eighth Street (8 comments), specifically:
  - At the intersection of Eighth Street and Royal Avenue
  - At the intersection of Eighth Street and Carnarvon Street
  - Along Eighth Street between Royal Avenue and Columbia Street
  - At the turn/connection from Eighth Street to Ninth Street
  - From the east side of Eighth Street to the SkyTrain station
- Connecting to, around, and through Moody Park (6 comments)
- At every turn (5 comments)
- Along the entire route (5 comments)

Some comments suggested other locations, such as the proposed diagonal crossings, at diversion points and connection points from other routes, and at major intersections.

Q4. Are there any specific locations along this route where you would like to see more street lighting?



Choice	Percentage	Count
Unsure / Don't know	50%	70
Not needed for this route	26%	36
Yes (please specify where)	24%	33
Total Responses		**139**

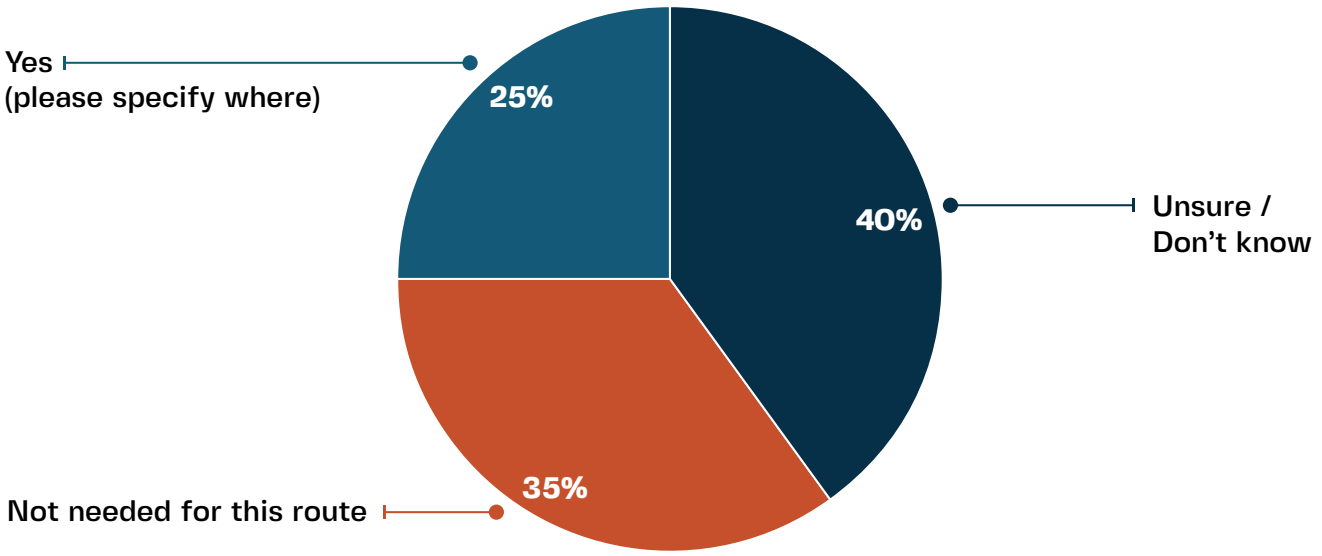
There were 33 participants that selected "yes (please specify where)." Locations referenced in these comments included:

- Along Ninth Street (14 comments)
- Along Eighth Street (11 comments), specifically:
  - At Eighth Street and Royal Avenue
  - At Eighth Street and Agnes Street
  - At Eighth Street and Milton Street
  - From Columbia Street to Third Avenue
  - From Milton Street to Fourth Avenue
- Along Tenth Street (6 comments)
- Throughout Moody Park (5 comments)

Other comments suggested general locations like along the entire route, and at all crossings, corners, intersections, and stop signs.

Some comments suggested other lighting improvements, not specific to locations. This included using brighter lighting, using shaded lighting to reduce light pollution, and ensuring trees are maintained to not block existing lighting.

Q5. Are there any specific locations along this route where you would like to see more benches or seating?



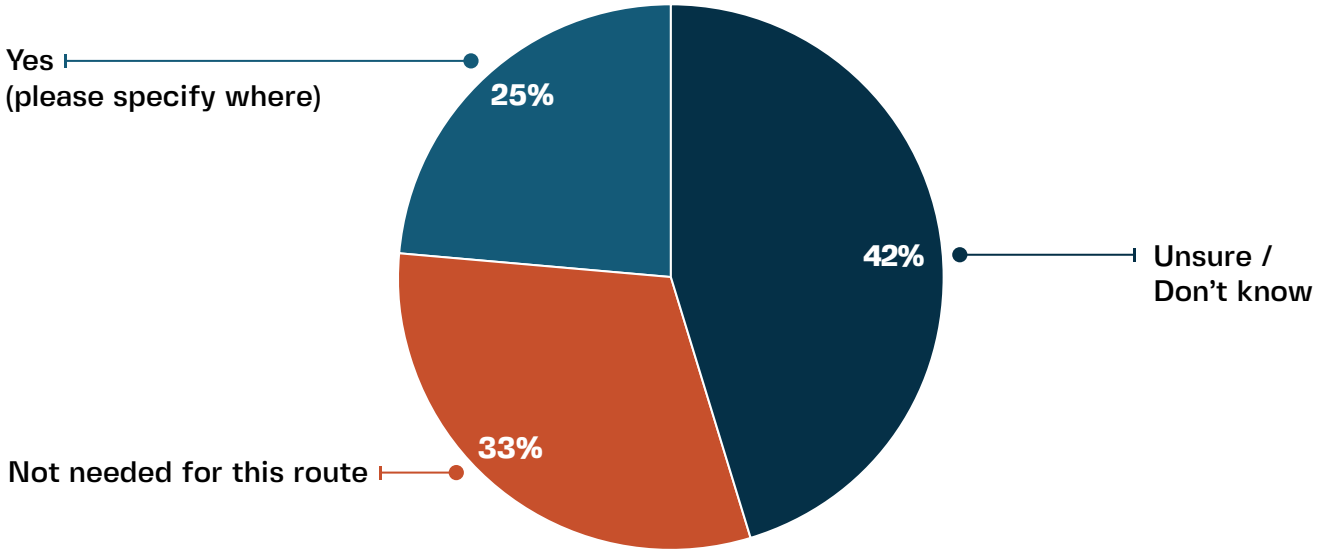
Choice	Percentage	Count
Unsure / Don't know	40%	55
Not needed for this route	35%	48
Yes (please specify where)	25%	34
Total Responses		**137**

There were 34 participants that selected "yes (please specify where)." Locations referenced in these comments included:

- Along Eighth Street (8 comments), specifically:
  - At Eighth Street and Carnarvon Street
  - At Eighth Street and Royal Avenue, in the small park on the Northeast corner
  - Between Columbia Street and Royal Avenue
- On all hills or steep sections of the route (8 comments)
- Along Ninth Street (6 comments), specifically:
  - Between Fourth Avenue and Sixth Avenue
  - Between Sixth Avenue and Royal Avenue
- In and around Moody Park (5 comments)
- Along the entire route (5 comments)

Some comments made general suggestions like evenly spaced along each block, at all bus stops, and in and around Simcoe Park.

Q6. Are there any specific locations along this route where you would like to see more designated crossings for pedestrians?



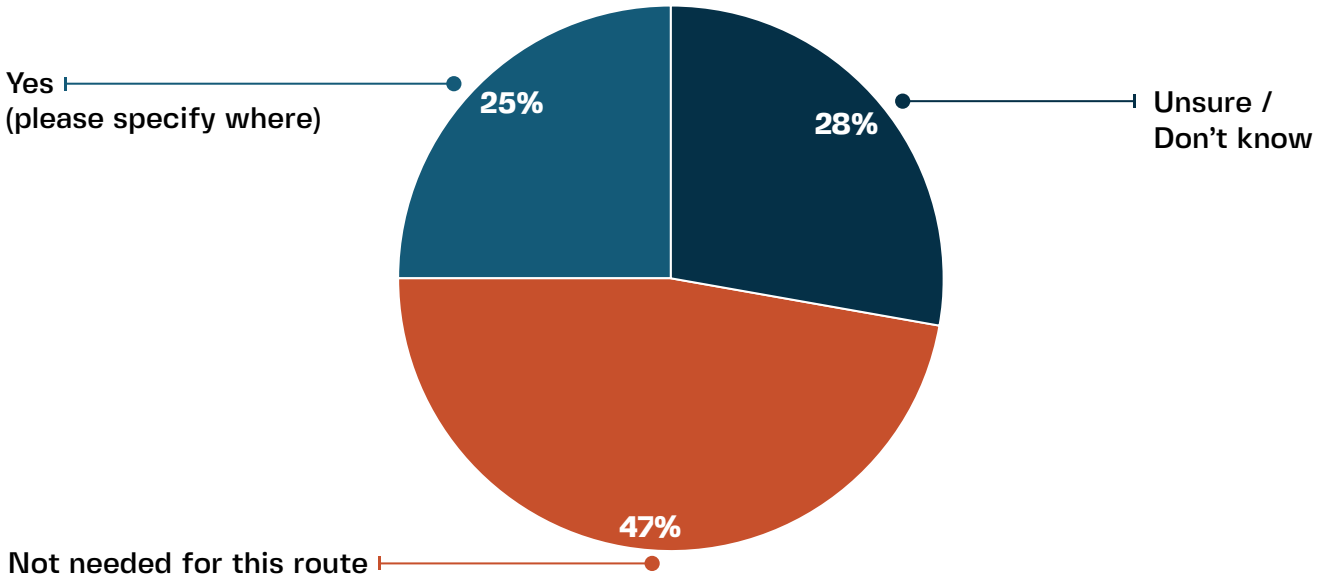
Choice	Percentage	Count
Unsure / Don't know	42%	58
Not needed for this route	33%	46
Yes (please specify where)	25%	34
Total Responses		**138**

There were 34 participants that selected "yes (please specify where)." Locations referenced in these comments included:

- Along Ninth Street (12 comments), specifically:
  - At Ninth Street and Fourth Avenue (6 comments)
  - At Ninth Street and Fifth Avenue
  - At Ninth Street and Sixth Avenue
- Along Eighth Street (8 comments), specifically:
  - At Eighth Street and Royal Avenue
  - At Eighth Street and Third Avenue
  - At Eighth Street and Sixth Avenue
  - At Eighth Street and St Andrews Street
  - At Eighth Street and Victoria Street
  - Between Columbia Street and Carnarvon Street
- Along Tenth Street (4 comments), specifically:
  - At Tenth Street and Tenth Avenue
  - At Tenth Street and Edinburgh Street
  - At Tenth Street and Hamilton Street
  - At Tenth Street and London Street

Some comment suggested other locations like connecting Ninth Street to Moody Park, at the proposed star diverter, and at all intersections.

Q7. Are there any specific locations along this route where you would like to see more traffic calming (speed bumps or cushions)?



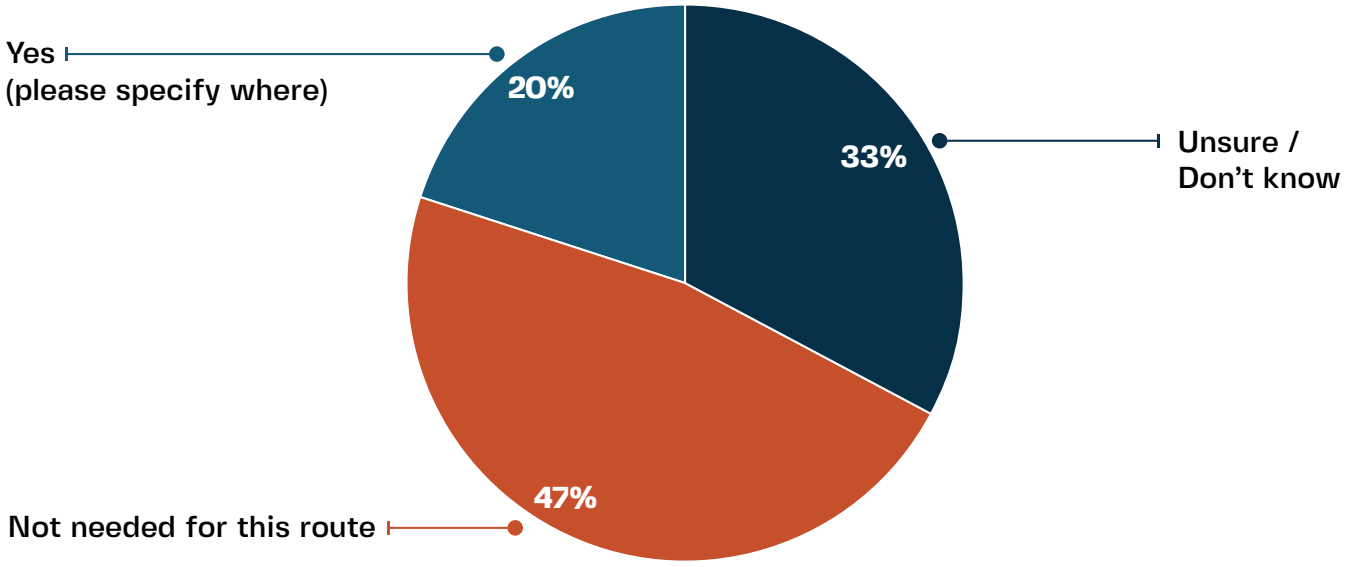
Choice	Percentage	Count
Not needed for this route	47%	65
Unsure / Don't know	28%	38
Yes (please specify where)	25%	35
Total Responses		**138**

There were 35 participants that selected "yes (please specify where)." Locations referenced in these comments included:

- Along Tenth Street (11 comments), specifically:
  - Near Lord Kelvin Elementary School
  - At Tenth Street and Seventh Avenue
  - At Tenth Street and Tenth Avenue
  - From Moody Park to London Street
  - Between Sixth Avenue and Eighth Avenue
  - Between Eighth Avenue and Seventh Avenue
- Along Eighth Street (11 comments), specifically:
  - At the proposed diagonal crossing at Eighth Street and Royal Avenue
  - Near Fraser River Middle School
  - At Eighth Street and Agnes Street
- Along Ninth Street (6 comments), specifically:
  - At Ninth Street and Fourth Avenue
  - At Ninth Street and St Andrews Street
  - At Ninth Street and Moody Park

Some comments suggested general locations like along the entire route, near all schools and parks, and at every corner and intersection

Q8. Are there any specific locations along this route where you would like to see more traffic diversion (barriers and islands)?



Choice	Percentage	Count
Not needed for this route	47%	66
Unsure / Don't know	33%	46
Yes (please specify where)	20%	28
Total Responses		**140**

There were 28 participants that selected "yes (please specify where)." Locations referenced in these comments included:

- Along Ninth Street (11 comments), specifically:
  - At Ninth Street and Fourth Avenue
  - At Ninth Street and Fifth Avenue
  - At Ninth Street and Moody Park
- Along Eighth Street (5 comments), specifically:
  - At Eighth Street and Carnarvon Street
  - At Eighth Street and Royal Avenue
  - Between Tenth Street and Moody Park
- At Tenth Street and Tenth Avenue, and Tenth Street and Dublin Street

Other comments suggested general locations like along the entire route, at every intersection, and on every block.

Q9. Do you have any other comments about the Eighth, Ninth, and Tenth Streets route – are there any specific changes we could make to help improve your sense of safety?

There were 72 comments in response to this question. Below are some specific changes suggested by participants that would improve their sense of safety:

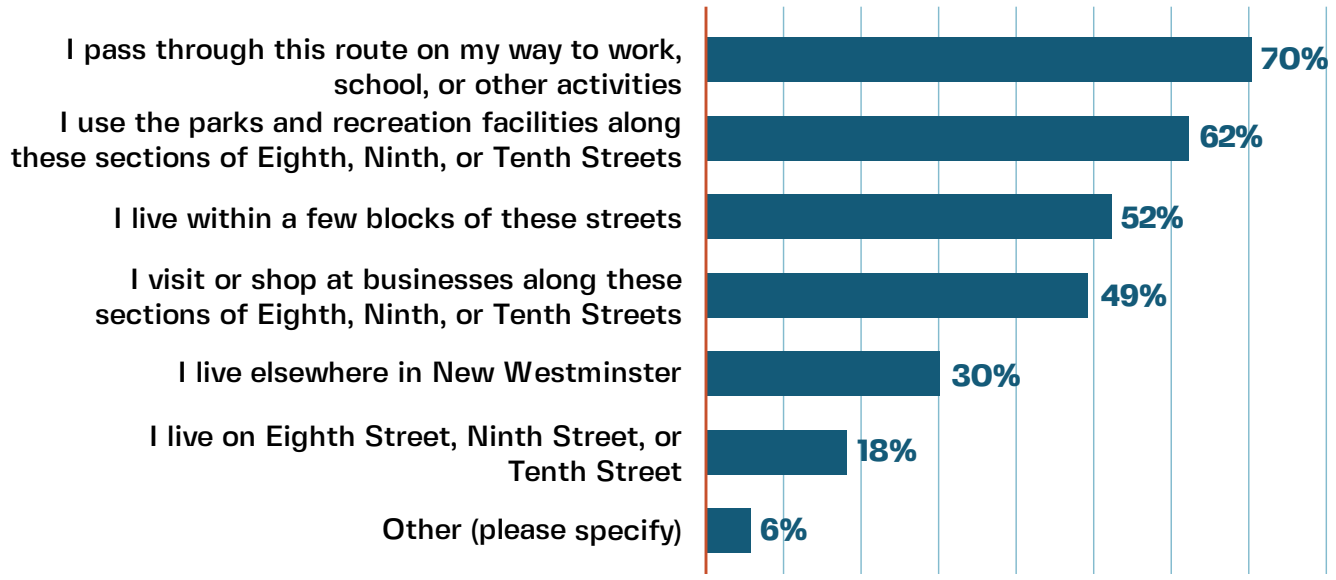
- Additional crossings are needed (6 comments), specifically at:
  - Tenth Street and Sixth Avenue
  - Tenth Street and Seventh Avenue
  - Eighth Street and Sixth Avenue
  - Eighth Street and Carnarvon Street
  - Eighth Street and Queens Avenue
  - Ninth Street and Sixth Avenue
- Stop signs along Ninth Street should be reoriented to favour cyclists and pedestrians (3 comments), particularly at the intersections of Third Avenue and Fourth Avenue
- The proposed diagonal crossings need clear, user-specific phases and signals (3 comments)
- User groups should be separated on the proposed multi-use pathway to reduce potential conflicts (3 comments)
- Lighting improvements along the route are particularly important (3 comments)
- Cyclists and micromobility users should not be allowed on sidewalks (2 comments)
- Eighth Street needs more stop signs or roundabouts (2 comments)
- More pedestrian crosswalks should be raised (2 comments)
- Cars should not be able to turn right on red lights, particularly at the proposed diagonal crossings (2 comments)
- More signage (wayfinding and speed limits) for cyclists is needed through Moody Park (2 comments)
- All bike lanes should be fully separated and protected (2 comments)

Other common themes among these comments include:

- General opposition to bike lanes (6 comments)
- General opposition to traffic calming and traffic diversion (4 comments)
- Appreciation for the opportunity to provide feedback (4 comments)
- Road rules need more enforcement (3 comments), there is some concern that drivers do not obey street signs, putting other road users at risk
- Concerns over the project cost and use of taxpayers' money (2 comments)
- Concerns over traffic congestion and that the proposed improvements will not address the core issue of traffic passing through the City (2 comments)
- The proposed changes are unnecessary and confusing (2 comments)
- More bike parking facilities are needed (2 comments)

About you

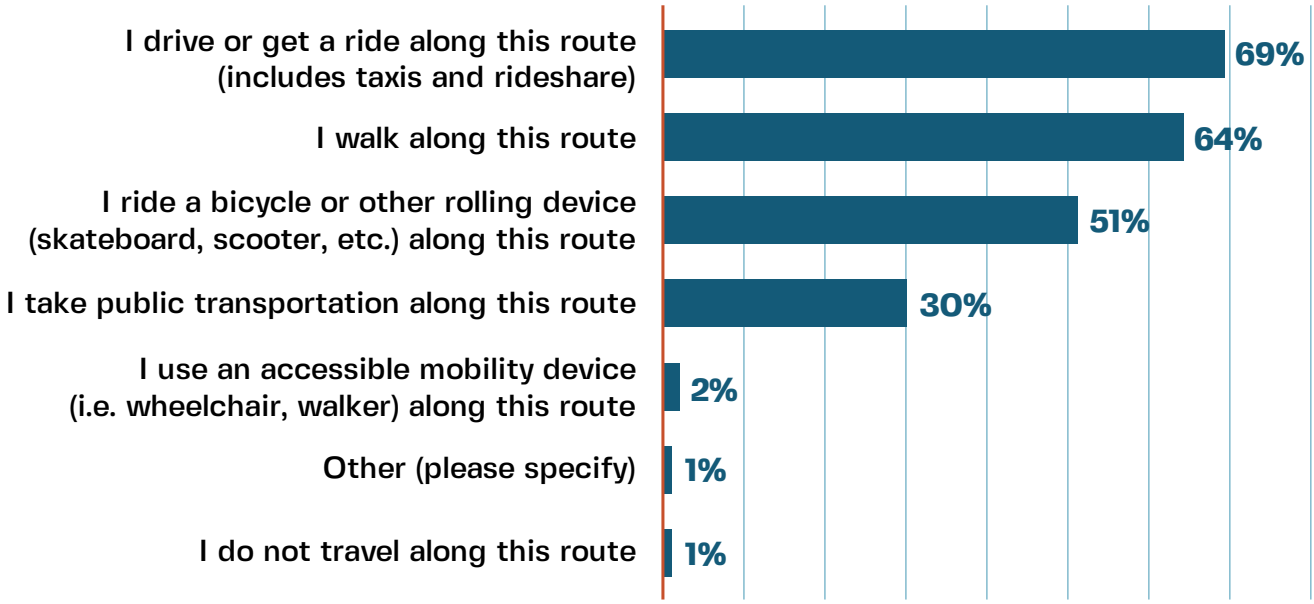
Q10. What is your connection to the Eighth, Ninth, and Tenth Streets Active Transportation Route? Select all that apply.



Response	Percentage	Count
I pass through this route on my way to work, school, or other activities	70%	99
I use the parks and recreation facilities along these sections of Eighth, Ninth, or Tenth Streets	62%	87
I live within a few blocks of these streets	52%	74
I visit or shop at businesses along these sections of Eighth, Ninth, or Tenth Streets	49%	69
I live elsewhere in New Westminster	30%	43
I live on Eighth Street, Ninth Street, or Tenth Street	18%	25
Other (please specify)	6%	8
Total Responses		**141**

Eight comments were left by participants who selected “Other (please specify).” These comments referenced walking or biking in the area, working in the area, and visiting family in the area.

Q11. How do you typically travel along the Eighth, Ninth, and Tenth Streets Route? Select all that apply.



Response	Percentage	Count
I drive or get a ride along this route (includes taxis and rideshare)	69%	97
I walk along this route	64%	90
I ride a bicycle or other rolling device (skateboard, scooter, etc.) along this route	51%	72
I take public transportation along this route	30%	43
I use an accessible mobility device (i.e. wheelchair, walker) along this route	2%	3
Other (please specify)	1%	2
I do not travel along this route	1%	1
Total Responses		**141**

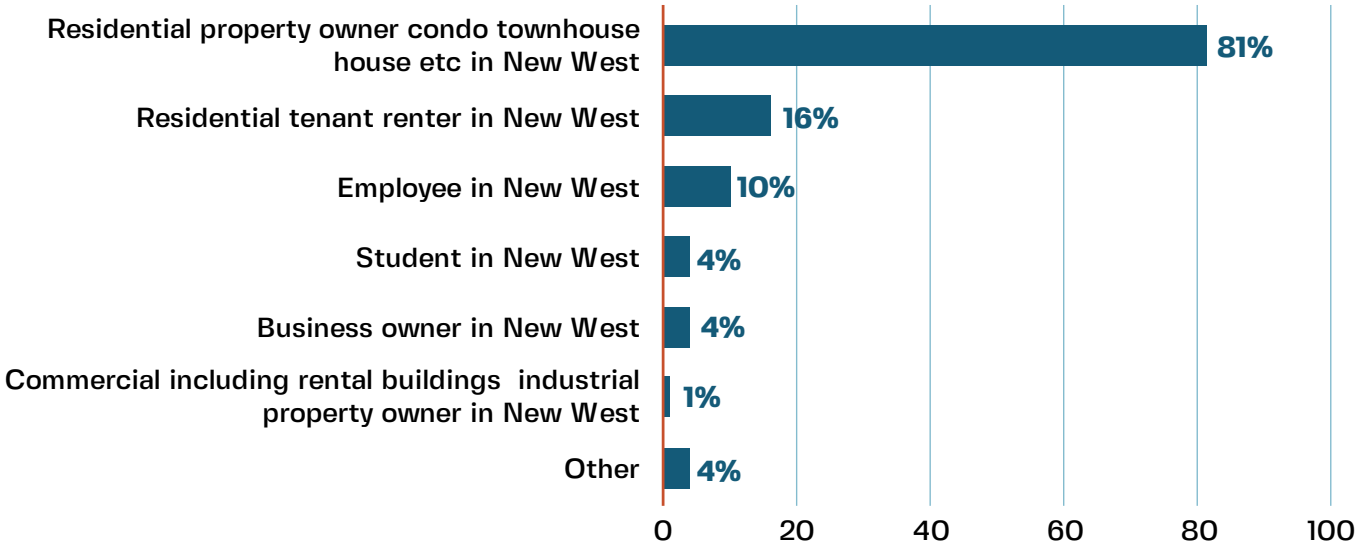
Two comments were left by participants who selected "Other (please specify)." One comment reiterated that they drive along this route, and one noted they avoid this route due to traffic.

About Be Heard Participants

Be Heard New West users provide demographic information when they register on the site, including postal code, year of birth, connections to New Westminster, and other optional details such as Indigenous identity, if they have a disability, if they were born outside of Canada, and other lived experiences.

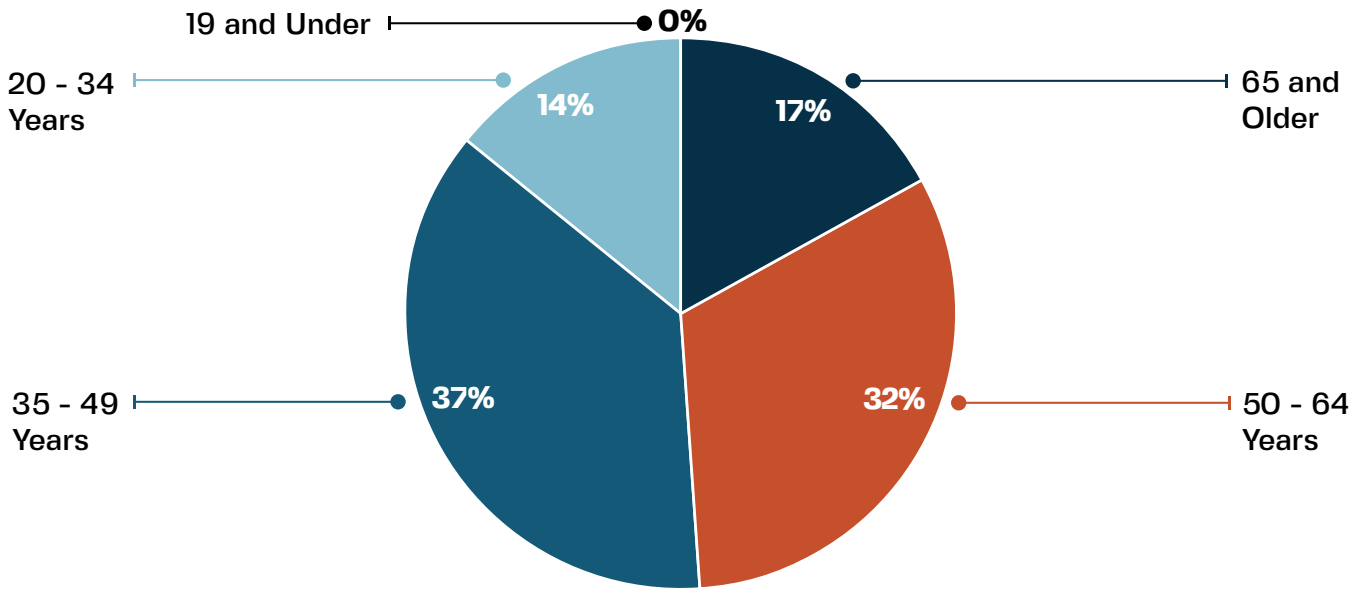
This same information was not collected from participants at the in-person engagement activities (pop-ups and interest group meetings). We can report on and consider the demographic profile of community members who shared input online through the Eighth, Ninth, and Tenth Street survey.

1. Connections to New Westminster



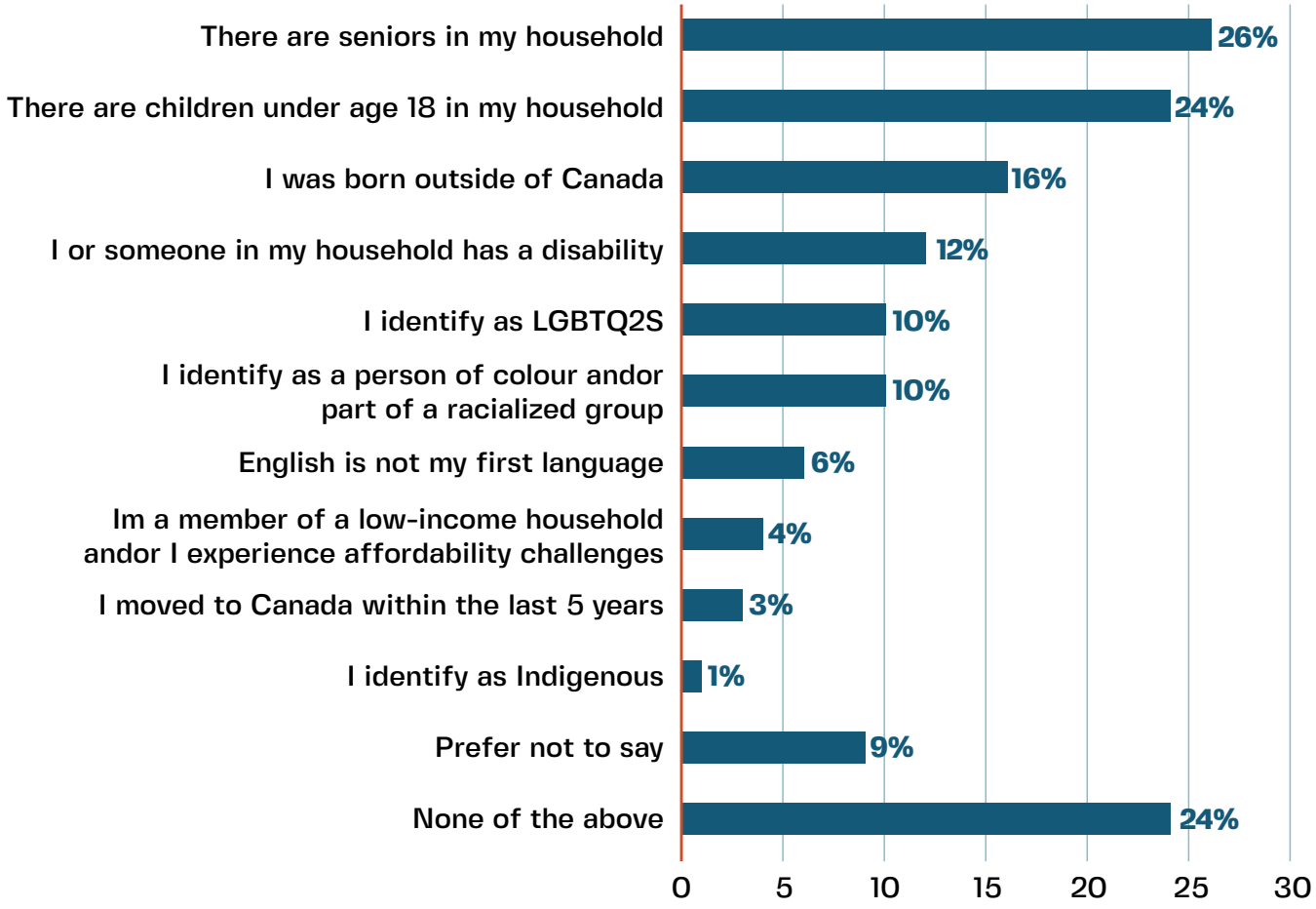
Response	Percentage	Count
Residential property owner (condo, townhouse, house, etc.) in New West	81%	144
Residential tenant renter in New West	16%	23
Employee in New West	10%	14
Business owner in New West	4%	6
Student in New West	4%	6
Commercial including rental buildings industrial property owner in New West	1%	2
Other	4%	5
Total Responses		**141**

2. Age



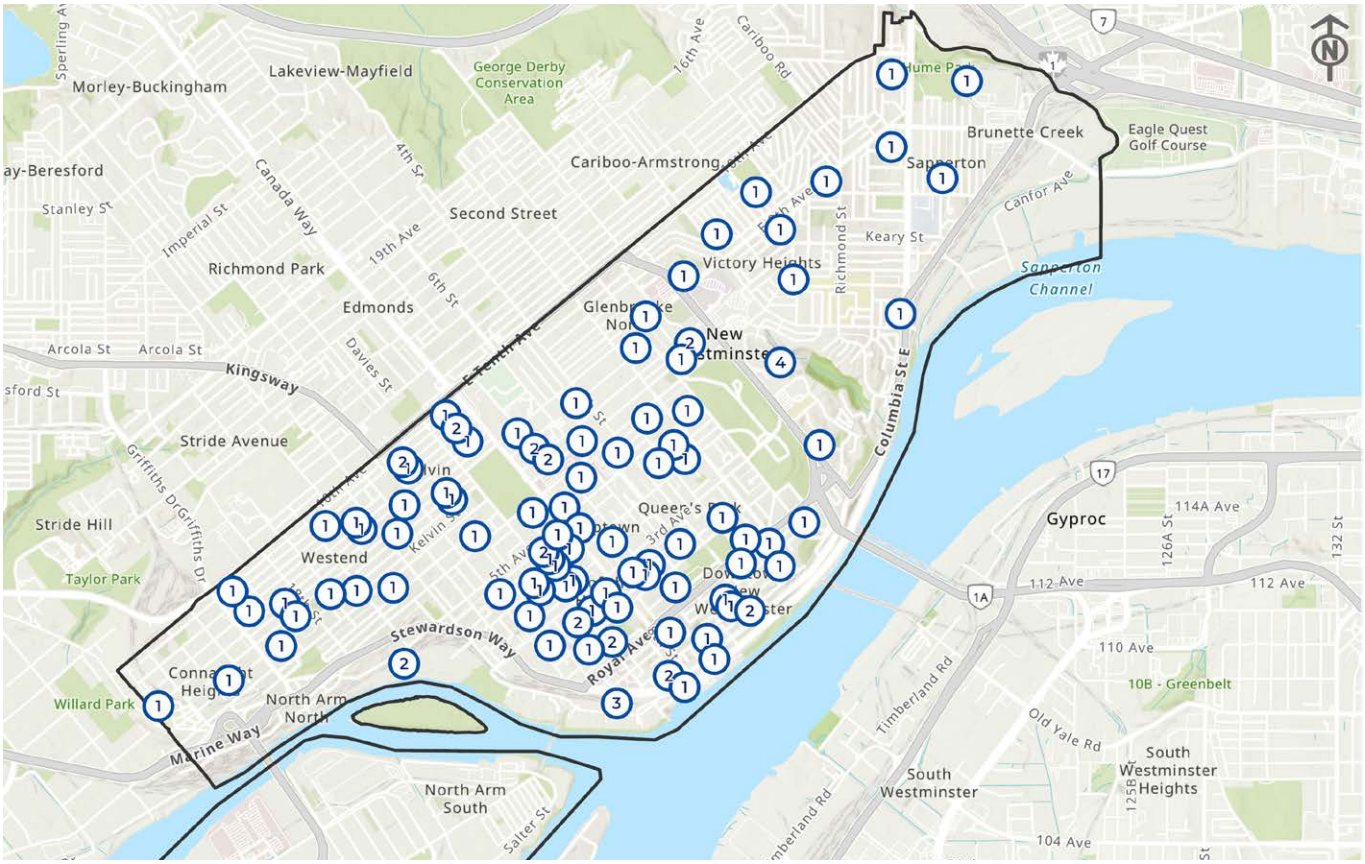
Response	Percentage	Count
19 and Under	0%	0
20 - 34 years	14%	20
35 – 49 years	37%	52
50 – 64 years	32%	45
65 and Older	17%	24
Total Responses		**141**

Optional: More information about you (select all that apply)



Response	Percentage	Count
There are seniors in my household	26%	36
There are children under 18 in my household	24%	34
I was born outside of Canada	16%	23
I or someone in my household has a disability	12%	17
I identify as LGBTQ2S	10%	14
I identify as a person of colour and/or part of a racialized group	10%	14
English is not my first language	6%	8
I'm a member of a low-income household and/or I experience affordability challenges	4%	5
I moved to Canada within the last 5 years	3%	4
I identify as Indigenous	1%	2
Prefer not to say	9%	13
None of the above	24%	34
Total Responses		**141**

3. Neighbourhood Representation



Neighbourhood	Count
Brow of the Hill	27
Downtown	20
Uptown	17
Westend	14
Kelvin	12
Queen's Park	9
Sapperton	8
Glenbrooke North	7
Victory Heights	6
Glenbrooke South	5
North Arm North	3
Connaught Heights	2
Queensborough	1
Not Found	10
Total	**141**

4. Demographic Analysis

Demographic analysis was completed for online Be Heard New West participants. The characteristics of the Eighth, Ninth, and Tenth Streets Route survey participants were compared to the most recent demographic profile of New Westminster residents from the 2021 Census.

Connections to New West:

- Residential tenants were under-represented – 16.3 % of Be Heard participants, compared to 45.3% of residents across New West according to the Census
- Residential property owners were over-represented – 80.9% of Be Heard participants, compared to 54.7% of residents across New West according to the Census

Age

- The 19-and-under age group was not represented in the survey, with zero Be Heard participants. This is a significant under representation of the 16.4% of New West residents according to the Census.
- The 20-34 age group was also underrepresented in the survey – 14.2% of Be Heard participants compared to 23.9% of the Census population.
- Age groups, 35-49 accounted for 36.9%, and 50-64 for 31.9%, both resulted in overrepresentation in the survey, compared to the 22.9% and 20.8% of residents across New West according to the Census.
- The 65 and older age group was comparable across the survey and Census – 17% of Be Heard participants compared to 16.1% of the Census population.

In terms of other demographic information provided by online participants, we can compare with Census data on Indigenous, immigrant, new immigrant (arrived within past five years), visible minority, and parents of children under 18 proportions of the New Westminster community. Based on this comparison:

- Immigrants and visible minorities were highly under-represented amongst Be Heard participants. Immigrants made up 16.3% of Be Heard participants, compared to 37.5% of the Census population. Visible minorities (those who identify as a person of colour and/or part of a racialized group) made up only 9.9% of Be Heard participants, compared to 46.8% of the Census population.
- Indigenous people, new immigrants, and households with children under 18 were comparable to the 2021 Census representation (+/- 5%).

In-person Engagement

Pop-up Events

The City hosted three in-person pop-up events in May and June 2025, to connect with the community about the Active Transportation Network Plan Year 2 Routes.

The pop-up events took place at:

Many pop-up participants did not leave feedback on the interactive boards, and preferred to provide their feedback verbally to facilitators. That is why the activity result numbers are significantly smaller than the total participant numbers.

New to New West Intercultural Festival and Information Fair
May 31, 2025
32 attendees

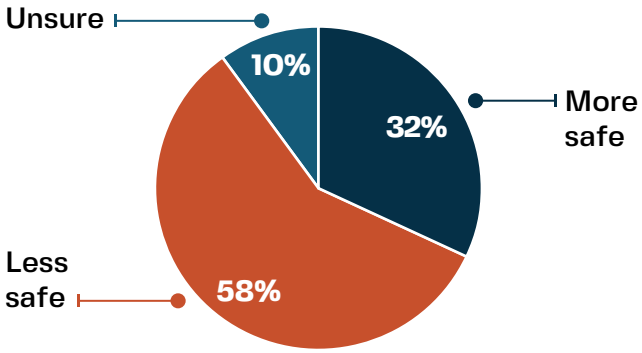
Youth Hub
June 12, 2025
15 attendees

Moody Park
June 14, 2025
86 attendees

Pop-up attendees were invited to leave feedback on interactive information boards, to indicate whether the proposed active transportation improvements would make them feel more or less safe (or if they were unsure). The interactive materials at the New to New West Intercultural Festival pop-up were simplified versions of the materials used at the other pop-ups.

A star diverter at the corner of London Street and Tenth Street.

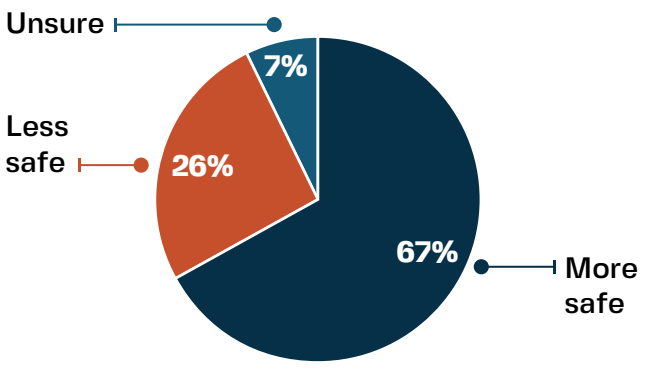
The proposed improvement would make me feel...



Option	Count	Percent
More safe	10	32%
Less safe	18	58%
Unsure	3	10%
Total	**31**	

A diagonal bicycle crossing at Eighth Avenue and Tenth Street.

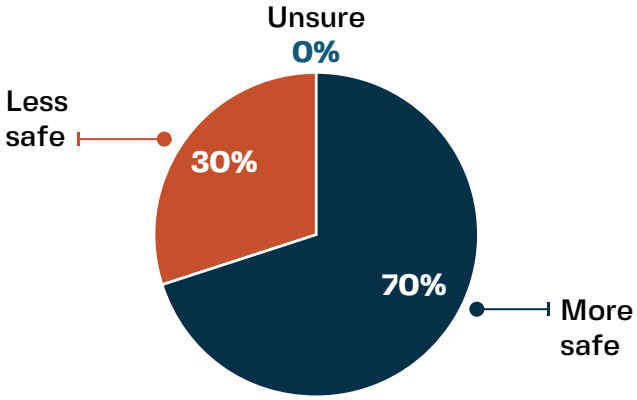
The proposed improvement would make me feel...



Option	Count	Percent
More safe	18	67%
Less safe	7	26%
Unsure	2	7%
Total	**27**	

A diagonal bicycle crossing at Royal Avenue and Eighth Street.

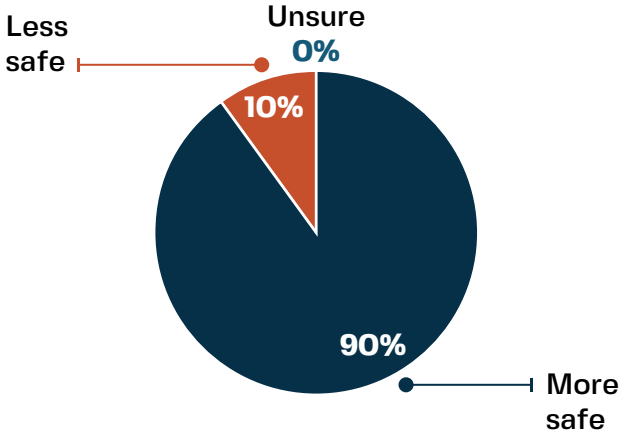
The proposed improvement would make me feel...



Option	Count	Percent
More safe	19	70%
Less safe	8	30%
Unsure	0	0%
Total	**27**	

A two-way protected bike lane on the East side of Eighth Street between Royal Avenue and Columbia Street.

The proposed improvement would make me feel...



Option	Count	Percent
More safe	27	90%
Less safe	3	10%
Unsure	0	0%
Total	**30**	

Most feedback related to the Eighth, Ninth, and Tenth Streets route was collected through conversations between staff and attendees at the pop-up events. This feedback has been summarized below.

- Frustration over the lack of engagement on the Active Transportation Network Plan.
- General support for the star diverter for traffic calming effects.
- Some concerns that the star diverter would be unfamiliar or confusing to navigate.
- Concerns about the proposed diagonal crossings, including concern that they will not be intuitive to navigate and will feel unsafe.
- Opposition to the proposed diagonal crossings stopping busy vehicle traffic for cyclists during rush hour.
- Support for increased connectivity for bike routes that meet design guidelines.

Much of the feedback collected at the pop-up events was related to the other Active Transportation Year Two Route open for engagement, London Street. You can read more about what we heard about this route in the Active Transportation Network: London Street Engagement Summary Report.

Interest Group Meetings

There were six meetings with key interest groups, to share project goals, discuss the proposed improvements, and collect feedback. Discussion and feedback from those meetings have been summarized below.

Douglas College

This interest group discussed both the short and long-term plans for cycling infrastructure on Eighth Street. Due to ongoing development on the west side of Eighth Street between Carnarvon Street and Royal Avenue, a temporary two-way facility is proposed on the east side. A permanent one-way design will be implemented once construction activity subsides.

There was general support from the College for the installation of a temporary two-way facility on Eighth Street, particularly due to overcrowded sidewalks during class breaks and safety concerns related to e-bikes and scooters on steep hills. Removing on-street parking on Eighth Street in front of Douglas College to create space for a two-way protected bike lane was proposed and was supported by the College. However, they requested that the existing visitor loading zone and pick-up/drop-off area on Eighth Street be relocated to the northeast corner of Royal Avenue. They also emphasized the need to maintain driveway access and loading areas for food and waste services on Eighth Street.

An additional potential safety enhancement discussed was restricting northbound traffic from Victoria Street to right turns only at Eighth Street, due to concerns about vehicles making left turns across both a two-way bike lane and a travel lane. This suggestion will be reviewed further during future design phases.

School District No. 40

Discussion focused on coordinating construction phasing for both the Active Transportation Network Plan Year Two projects and the new Fraser River Middle and Elementary Schools in Simcoe Park. A temporary route using Milton Street and Eighth Street was proposed by the City to accommodate school construction timelines. The School District supported the temporary Milton Street route during construction, but required that the permanent active transportation connection through Simcoe Park be implemented once construction is complete.

The City outlined that a temporary connection via Milton Street would require a corresponding temporary facility on Eighth Avenue, with bike lanes extending behind the existing sidewalk. This interim bike lane could later be repurposed as a widened sidewalk to support school access. The approach was supported by the School District, as it would help address site constraints and would provide more sidewalk space in a busy area for students and staff.

Lord Kelvin Community School Parent Advisory Committee (PAC)

Safety enhancements were the primary focus of discussion with this group. While the Committee acknowledged and supported the proposed improvements to cycling infrastructure, there was sentiment from the Committee that the current design does not adequately address broader safety concerns for pedestrians.

The following key issues were raised and will be considered in the next phase of design:

- Restricted visibility at Seventh Avenue and Tenth Street.
- Speeding between Seventh and Eight Avenue, putting volunteer crossing guards at risk – the PAC recommended the installation of additional speed humps to improve safety.
- Design of the multi-use path near the Moody Park Outdoor Pool – the PAC supported the proposed multi-use path but emphasized the importance of clear and consistent separation between walking and cycling zones around the plaza space near the outdoor pool. This area sees high foot traffic from students and park users.

HUB Cycling

Discussion with HUB Cycling's New Westminster Local Committee provided an opportunity for the project team to review HUB's recommendations for both Active Transportation Year Two Routes. All recommendations in the written assessment report have been considered by the project team. Some key recommendations are summarized here.

There was general support for the proposed improvements, including the star diverter and multi-use pathway upgrades at Moody Park. There were some concerns about vehicles not complying with flashing beacons at crossings, or with new signals at the proposed diagonal crossings. It was suggested that enforcement would be needed to ensure all road rules are safely followed. Specific to Moody Park, HUB also raised concerns about tent setups during sporting events, and larger vehicles with overhangs extending into the pathway space.

Anvil Centre

Discussions with staff at this City facility focused on understanding event-related space usage and operational requirements.

Anvil Centre staff noted that the loading bay located at the northeast corner of Eighth Street and Columbia Street is essential to facility operations, particularly during conventions and events, as there are no alternative locations for larger vehicles to unload. The City's proposed design, however, calls for the removal of this loading bay. As a result, the City will explore options to retain the loading bay while still providing a connection to the existing bike lanes on Columbia Street.

Opportunities to incorporate public art into the design were also discussed, and the Centre highlighted the potential to coordinate historic walking tours they provide with future Active Transportation Network Plan project designs.

Generally, there was support for a protected interim two-way bike lane, which the Centre considered safer than current conditions. There was also support for proposed right-turn-only restrictions at Victoria Street onto Eighth Street due to concerns expressed by the Anvil Centre about vehicles making left turns across both a two-way bike lane and a vehicle travel lane.

Written Responses

Three questions were submitted to the Be Heard New West Question and Answer tool. These questions related to suggested improvements along Eighth Street, incorporation of "Complete Streets" features, and concerns about streets outside the Eighth, Ninth, and Tenth Streets route. All questions were answered by the project team.

Throughout the engagement period, the project team received 44 project emails from community members. One email was sent regarding the Eight, Ninth, Tenth Street improvements. This email highlighted the desire for the quick build bicycle lane to connect to Dublin Street to create a bypass around Moody Park.

Next Steps

Thank you everyone for taking the time to share your thoughts on the active transportation updates along the Eighth, Ninth, and Tenth Streets Route.

Feedback collected throughout engagement will be used to adjust and refine the proposed improvements along the Eighth, Ninth, and Tenth Streets Route. Updates to the design based on the feedback received will be shared on the Be Heard New West project webpage in the coming months. Final designs are expected to be completed in fall 2025, and construction of the new active transportation route is expected to begin in winter 2025.