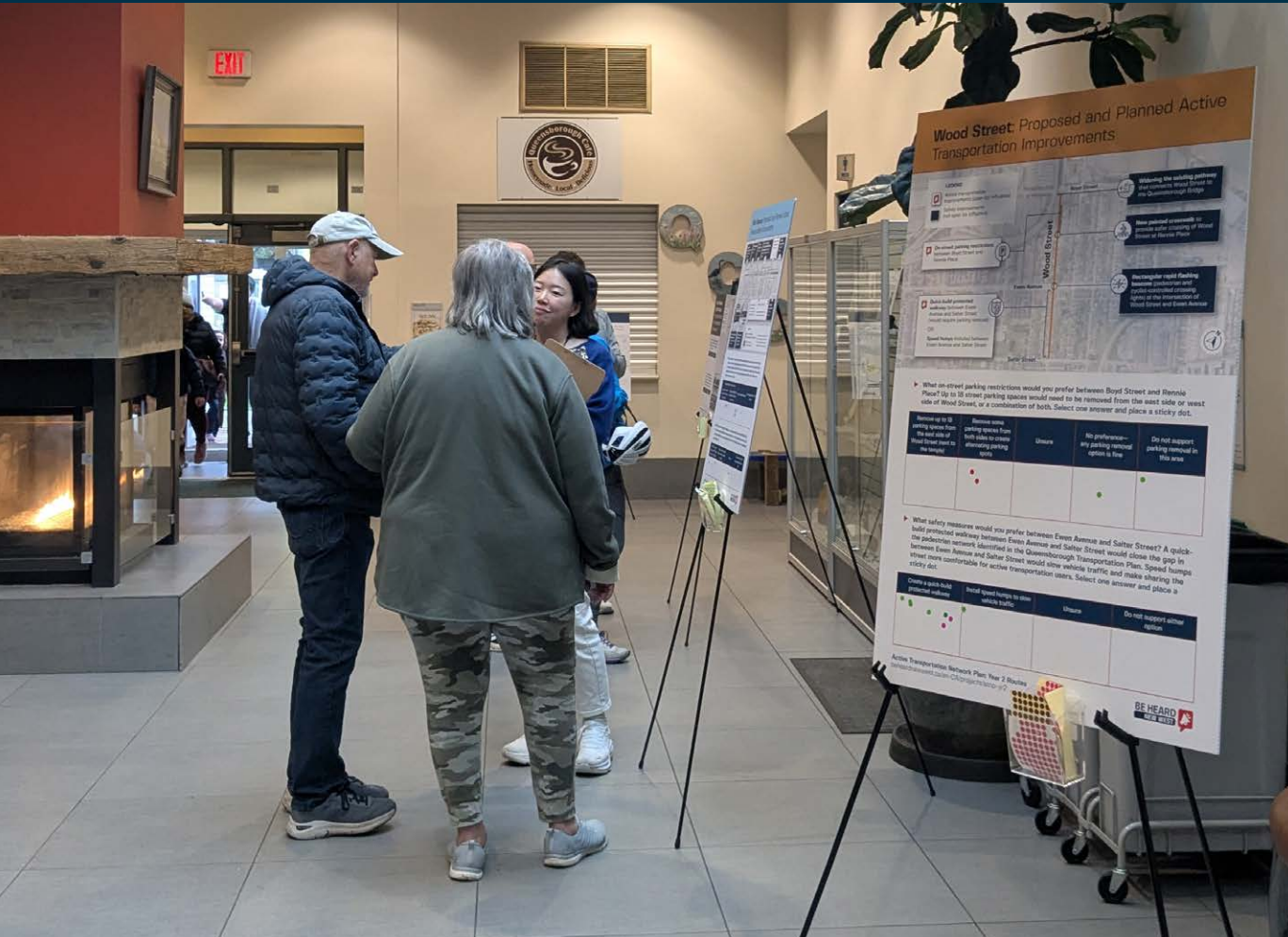


Engagement Summary Report

Active Transportation Network Plan: Wood Street

February 2026



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This report was prepared by Urban Systems on behalf of the City of New Westminster.

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. These Year 2 Routes will connect to the Year 1 Routes, providing more active transportation improvements in key areas of the city.

Planning and engagement for Part 1 of the Year 2 Routes ([Eighth, Ninth, and Tenth Streets](#), and [London Street](#)) was carried out in Spring 2025.

Planning and engagement for Part 2 of the Active Transportation Network Plan: Year 2 Routes, which includes the **Wood Street**, Third Avenue, and Fourth, Merivale and Elliot Street Routes began in fall 2025.





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.

Wood Street

The Wood Street Route will provide a 0.8 km north-south connection through the Queensborough neighbourhood. It will connect to the [Boyd Street multi-use pathway](#) (Active Transportation Network Plan: Year 1 Route) in the north, to the Ewen Avenue multi-use pathway, and to Salter Street in the south.

This route is not an existing bikeway. It is a local street with a short pathway connecting to Boyd Street and the Queensborough Bridge at the north end. Needed improvements to this route were identified in both the [Active Transportation Network Plan](#) and the [Queensborough Transportation Plan](#). The [Queensborough Quick-build Transportation Project](#) identified which routes in need of pedestrian infrastructure would be improved as part of the Active Transportation Network Plan – Year 2 project.

Improvements along this route aim to create an active transportation connection that is comfortable for most users, with lower vehicle speeds and safer intersection crossings. These improvements also respond to community input collected during the [Queensborough Transportation Plan](#), where gaps in the network and safety improvements at the intersection of Wood Street and Ewen Avenue were considered particularly important. The improvements will also be based on community input collected during the [Queensborough Quick-build Transportation Project](#) engagement in June 2025.

The purpose of this summary report is to share information about the Wood Street 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 [Wood Street Be Heard Page](#).

Engagement Process

Community engagement on the Active Transportation Network Plan: Year 2, Part 2 Routes began on November 17, 2025. All engagement opportunities and promotional activities are summarized below. Throughout the engagement process, more than 470 community members shared their input.

Opportunities to Engage

Be Heard New West project webpage

The [Active Transportation Network Plan: Year 2 Routes Be Heard Page](#) was updated on November 17, 2025, to announce the start of Part 2 and share links to the Part 2 project pages.

The [Wood Street Be Heard Page](#) shared information about the Wood Street Route. This included a description and map of the route, the active transportation improvements proposed along the route, and safety improvements planned for the route. Details of how to get involved and next steps were also available, along with Frequently Asked Questions (FAQs) about the route and its proposed changes.

Between launch and December 10, 2025, there were 471 visits to the Wood Street Be Heard Page.

Online Survey

An online survey was conducted to gather feedback on the active transportation improvements proposed along the Wood Street Route. The survey was available from November 17 until December 10, 2025.

There was a total of 56 responses to the Wood Street Route survey.

In-person pop ups

The City hosted three in person pop-up events in November 2025 to connect with the community about the Active Transportation Network Plan Year 2 Routes. The pop-ups were held at:

- **Irving House**
Tuesday, November 25, 2025
– 47 participants
- **Queensborough Community Centre**
Wednesday, November 26, 2025
– 87 participants
- **Queens Park Arena**
Saturday, November 29, 2025
– 60 participants

At the pop-ups, the City shared information about all three Part 2 Routes, including Wood Street, 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. At the Queensborough Community Centre Pop-Up, a Punjabi translator was available to engage with Punjabi-speaking community members.



Wood Street engagement event

Interest group meetings

City staff invited the following interest groups to meet:

- **Coast Mountain Bus Company (CMBC)**
Monday, November 24, 2025
- **HUB Cycling**
Thursday, November 27, 2025
- **District Parent Advisory Council (DPAC)**
Thursday, January 15, 2026
- **School District 40**
Date of meeting being determined at the time of publishing this report
- **Queens Park Resident's Association**
Date of meeting being determined at the time of publishing this report

Promotion

Opportunities to engage were promoted through the following methods :

- **Social media** – one post on Facebook, one post and four stories on Instagram
- **Newsletters** – Be Heard Newsletter to 5,900+ subscribers on November 19, 2025, and CityPage newsletter on November 20, 2025
- **Direct email** outreach to interest groups
- **Direct outreach** to residents and businesses – information letters were delivered to 5,922 addresses along the three Part 2 Routes

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 18 – 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 (on the information boards and flipbooks), and through the online survey, ensuring everyone had access to the same details about the proposed improvements.

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 all routes to be completed by 2030. The plan and its routes, including the Wood Street 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.

Active transportation changes along each route include planned safety improvements (informed by technical information), and other proposed improvements with several feasible options. At this stage, we are asking for your feedback on the proposed improvements along this route, to help finalize the detailed designs.

We want to hear from you to understand how well the proposed improvements will contribute to a more comfortable, walkable, bike-friendly New Westminster. The City is also engaging directly with interest groups along the route to hear their perspectives on the proposed improvements.

Proposed Wood Street Route Active Transportation Improvements

Improvements along this route aim to create an active transportation connection that is comfortable for most users, with lower vehicle speeds and safer intersection crossings. These improvements also respond to community input collected during the [Queensborough Transportation Plan](#), where gaps in the network and safety improvements at the intersection of Wood Street and Ewen Avenue were considered particularly important. The improvements will also be based on community input collected during the [Queensborough Quick-build Transportation Project](#) engagement in June 2025.

Active transportation improvements being proposed along this route include:

- **On-street parking restrictions** between Boyd Street and Rennie Place. The City is considering removing up to 18 street parking spaces between Rennie Place and Boyd Street, to create more space for people cycling and driving to comfortably share. These parking spaces could be removed from the east side of Wood Street (next to Gurdwara Sahib Sukh temple), the west side of Wood Street, or a combination of both (some spaces removed from each side of the street). Narrow local streets can be difficult for vehicles and active transportation users to comfortably share.

- **Quick-build protected walkway** between Ewen Avenue and Salter Street, to close the gap in the pedestrian network identified in the Queensborough Transportation Plan. A quick-build protected walkway would remove all street parking along both sides of this section of Wood Street (30 spots total, 14 on the east side and 16 on the west side). Narrow local streets are uncomfortable for active transportation users to share with vehicles. The protected walkway would create a safe, protected space for pedestrians.
- Alternatively, **speed humps** could be installed between Ewen Avenue and Salter Street, to slow vehicle traffic and make sharing the street more comfortable for active transportation users. This would not require any parking removal, but would not create any protected walking space for pedestrians.



Examples of quick-build protected walkways

Planned Safety Improvements for the Wood Street Route

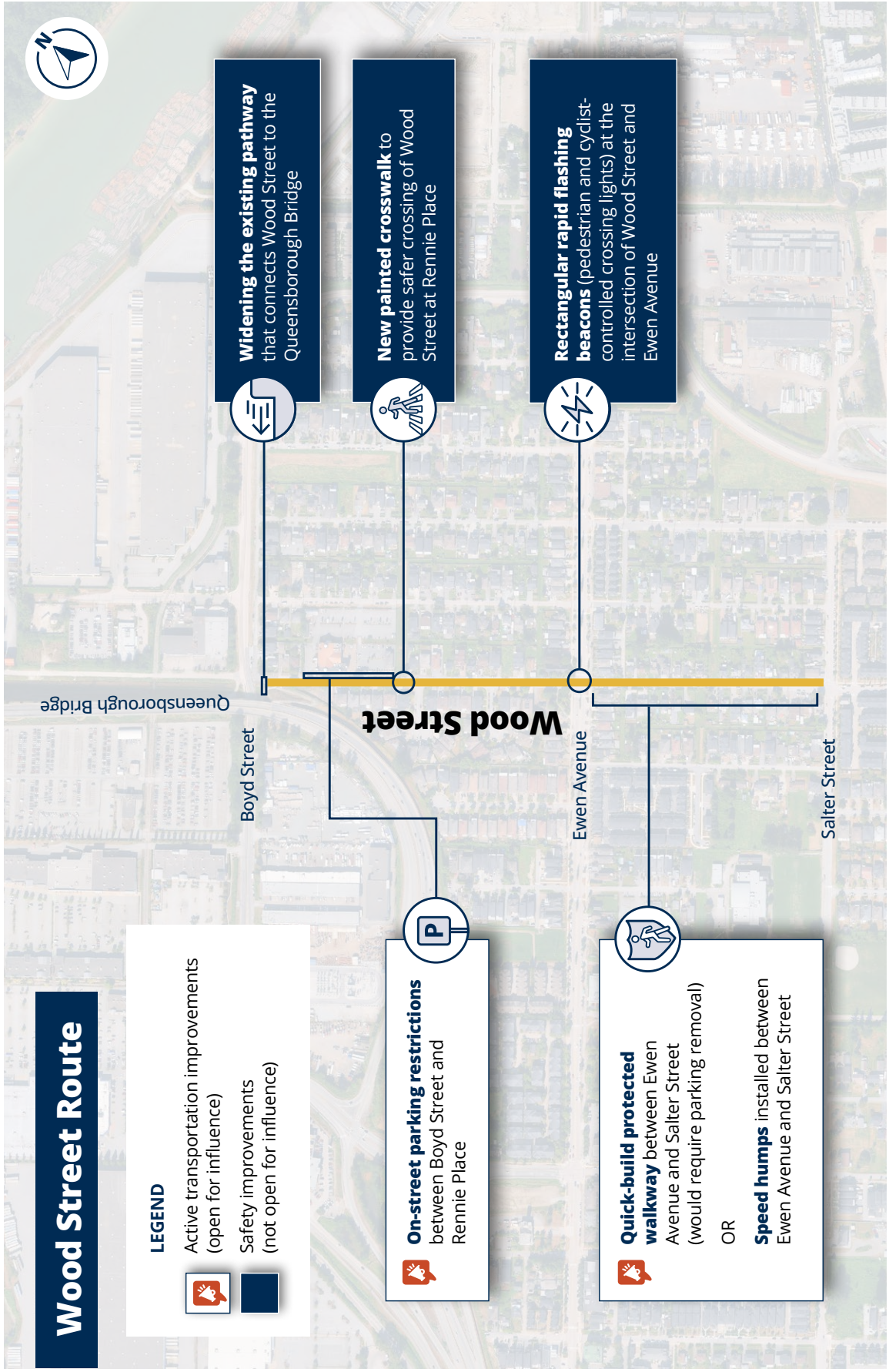
Safety improvements planned for this route include:

- **Widening the existing pathway** that connects Wood Street to the Queensborough Bridge, to make it safer for pedestrians and cyclists to share and navigate.
- **New painted crosswalk** at the intersection of Wood Street and Rennie Place to provide safer crossing for pedestrians. This would require removal of one legal parking spot on the east side of Wood Street and enforcement of the no stopping restriction approaching the intersection.
- **Rectangular rapid flashing beacons** (pedestrian and cyclist-controlled crossing lights) at the intersection of Wood Street and Ewen Avenue. A review of this intersection was identified in the [Queensborough Transportation Plan](#).



Example of a rectangular rapid flashing beacon in the City of New Westminster

These proposed and planned improvements are shown on the graphic below.



Proposed active transportation improvements along the Wood Street Route

What We Heard

Be Heard Engagement

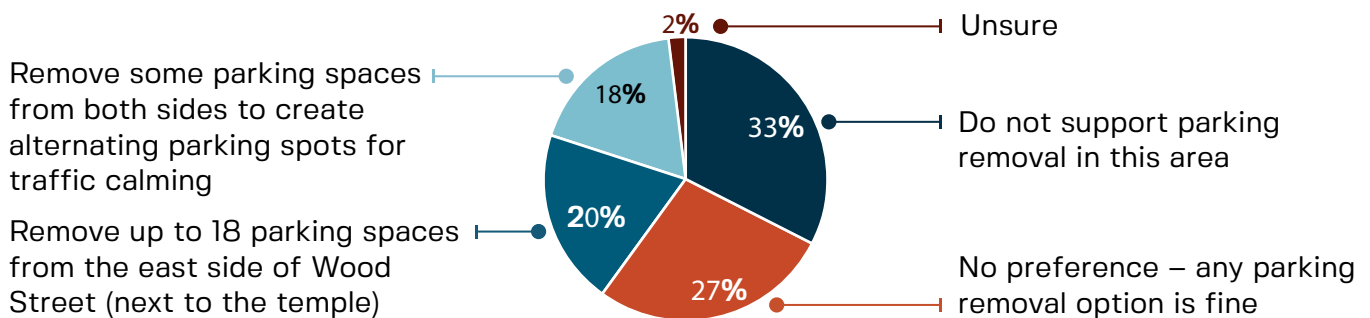
Online Survey

The following summarizes the feedback collected through the online survey for the Wood Street route, available on Be Heard New West from November 17 until December 10, 2025. A total of 56 residents participated. The survey presented the proposed active transportation improvements for this route (shown in the What We Shared section of this report).

Active transportation improvements

Q1. Narrow local streets can be difficult for vehicles and active transportation users to comfortably share. The City is considering **removing up to 18 street parking spaces between Rennie Place and Boyd Street**, to create more space for people cycling and driving to comfortably share. These parking spaces could be removed from the east side of Wood Street (next to Gurdwara Sahib Sukh temple), the west side of Wood Street, or a combination of both (some spaces removed from each side of the street).

What would you prefer?

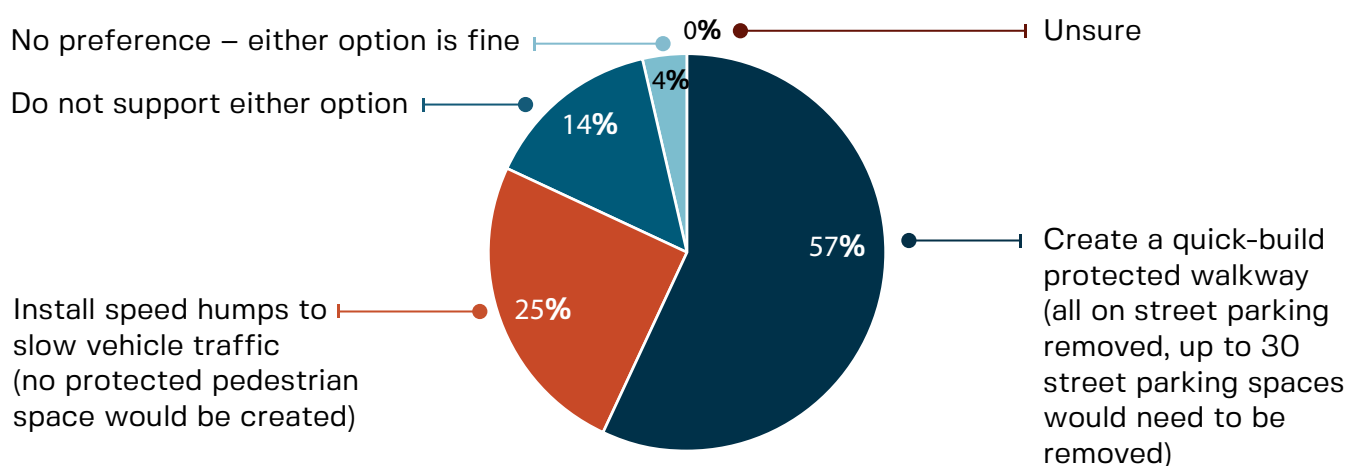


Choice	Percentage	Count
Do not support parking removal in this area	33%	18
No preference – any parking removal option is fine	27%	15
Remove up to 18 parking spaces from the east side of Wood Street (next to the temple)	20%	11
Remove some parking spaces from both sides to create alternating parking spots for traffic calming	18%	10
Unsure	2%	1
Total Responses		55

Q2. The section of Wood Street between Ewen and Salter Street does not have sidewalks. The City is considering **creating a quick-build protected walkway** on one side of Wood Street, to close the gap in the pedestrian network identified in the Queensborough Transportation Plan. All street parking on both sides of this section of Wood Street would need to be removed to create space for the protected walkway.

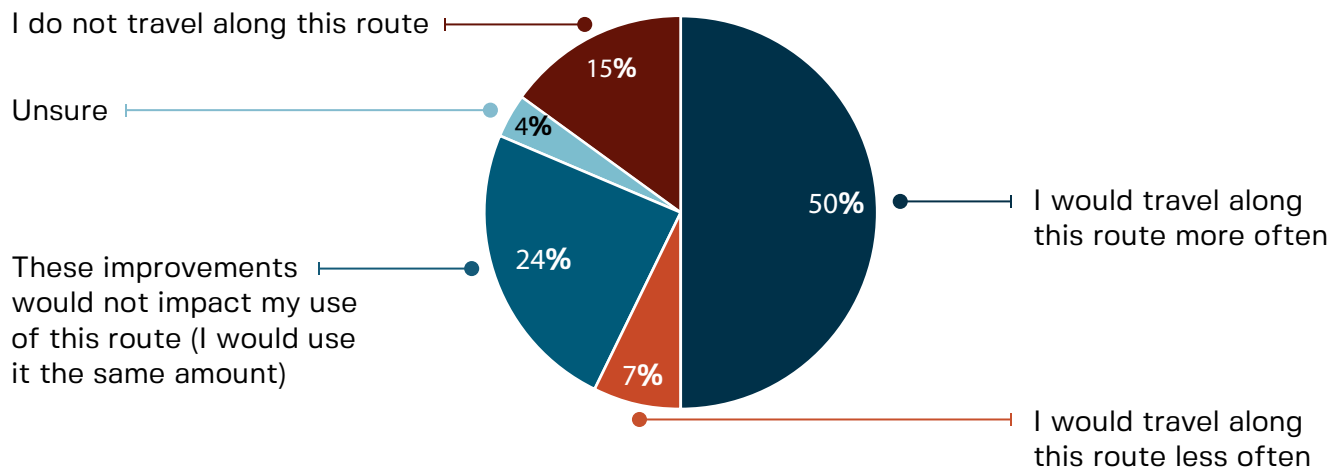
Alternatively, **speed humps could be installed** between Ewen Avenue and Salter Street, to slow vehicle traffic and make sharing the street more comfortable for active transportation users. This would not require any parking removal, but would not create any protected walking space for pedestrians.

What would you prefer?



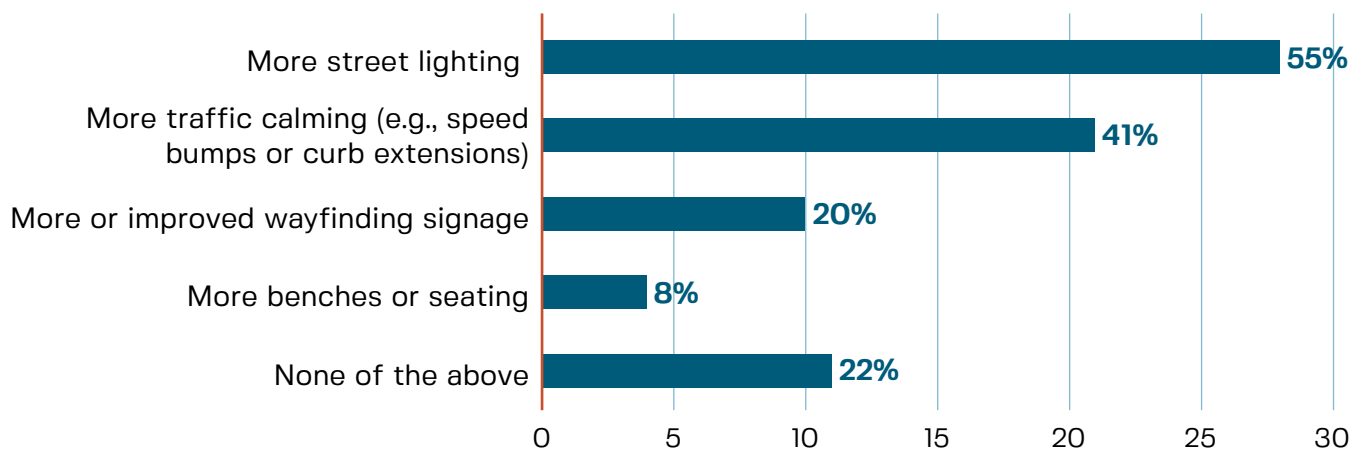
Choice	Percentage	Count
Create a quick-build protected walkway (all on street parking removed, up to 30 street parking spaces would need to be removed)	57%	32
Install speed humps to slow vehicle traffic (no protected pedestrian space would be created)	25%	14
Do not support either option	14%	8
No preference – either option is fine	4%	2
Unsure	0%	0
Total Responses		56

Q3. How would these proposed improvements impact your use of this route?



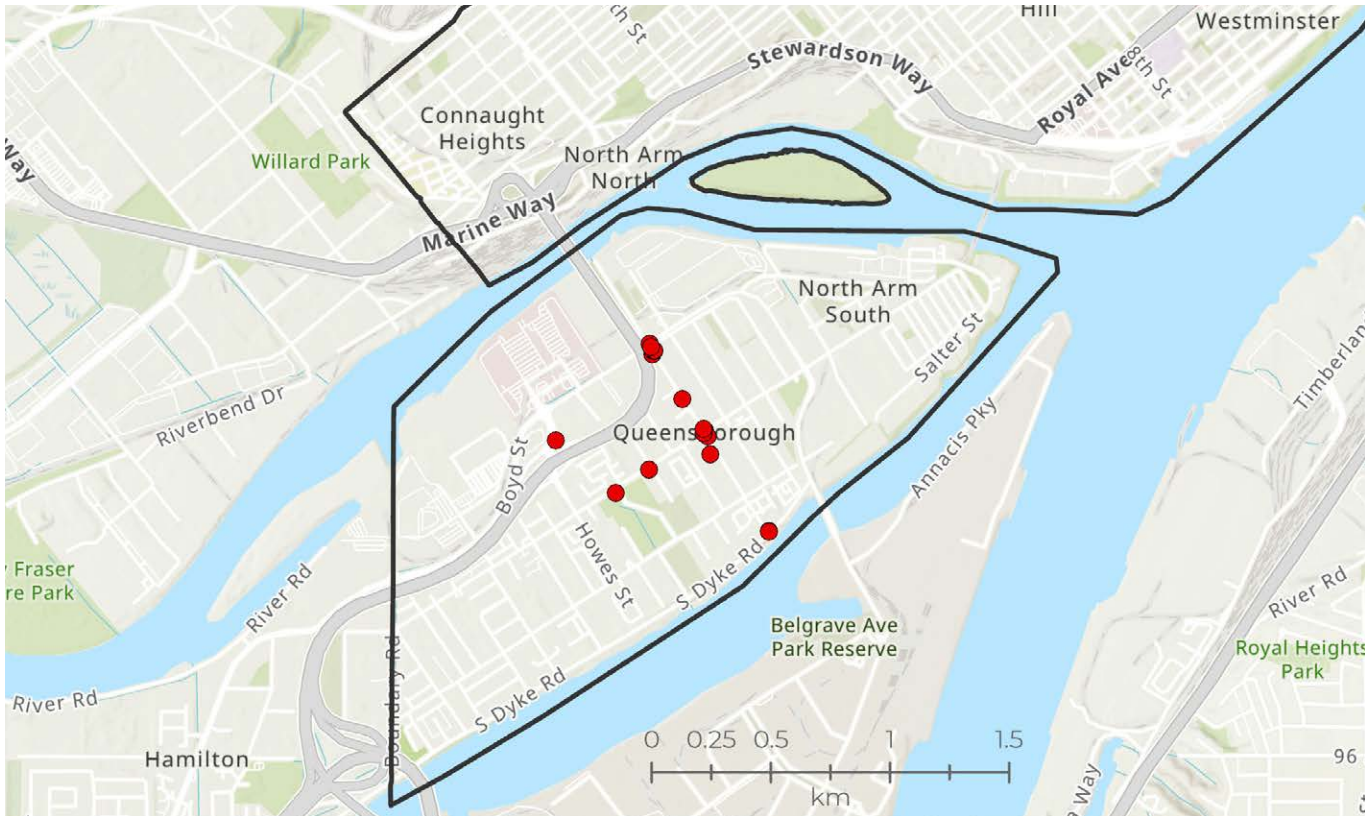
Choice	Percentage	Count
I would travel along this route more often	50%	27
I would travel along this route less often	7%	4
These improvements would not impact my use of this route (I would use it the same amount)	24%	13
Unsure	4%	2
I do not travel along this route	15%	8
Total Responses		54

Q4. Are there other improvements you would like to see along this route? Choose up to two types of improvements that are most important to you.



Choice	Percentage	Count
More street lighting	55%	28
More traffic calming (e.g., speed bumps or curb extensions)	41%	21
More or improved wayfinding signage	20%	10
More benches or seating	8%	4
None of the above	22%	11
Total Responses		74 from 51 participants

Q5.1 Where would you like to see **more or improved wayfinding signage** along this route? Drop a pin on your top priority location along the Wood Street Route.



There were 20 responses to this question. Clusters of pins were dropped at the intersections of Wood Street and Boyd Street (near the Queensborough Bridge), and Wood Street and Ewen Avenue.

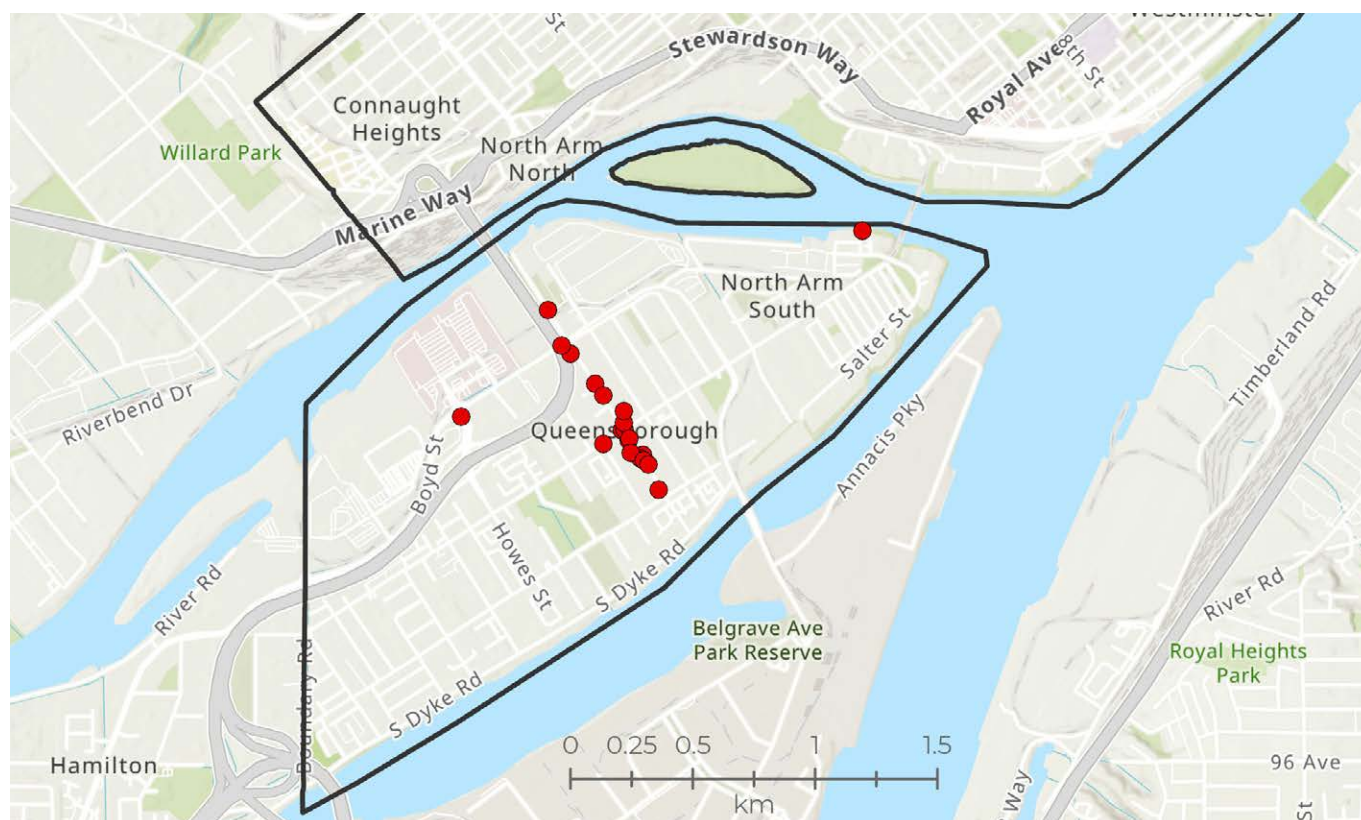
Q5.2 Tell us more about where you dropped your pin, or if there are other locations you would like to see more or improved wayfinding signage.

There were 16 responses to this question, with specific suggestions including:

- Signage to help cyclists on the route connecting Ewen Avenue and South Dyke Road
- Signage directing people to where they access the Queensborough bridge
- Signage for users coming along the Ewen Avenue greenway
- Signage to common locations net both exit points of the bridge

Two comments suggested no wayfinding signage is needed in this area.

Q6.1. Where would you like to see **more street lighting** along this route? Drop a pin on your top priority location along the Wood Street Route.



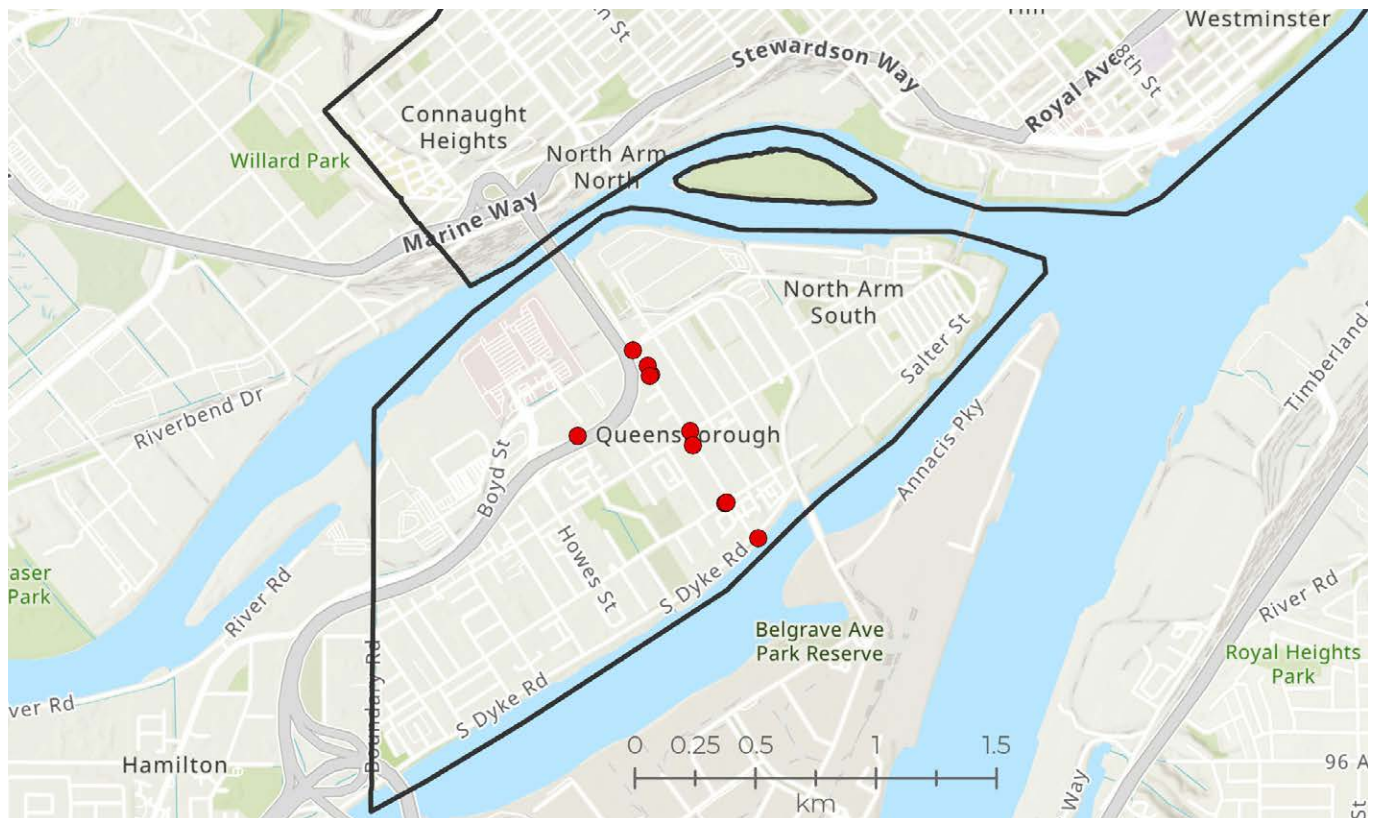
There were 21 responses to this question. Pins were dropped along Wood Street, mostly between Ewen Avenue and Salter Street.

Q6.2 Tell us more about where you dropped your pin, or if there are other locations you would like to see more street lighting.

There were 13 responses to this question. Specific suggestions for where more street lighting is needed included:

- Under the bridge (2 comments)
- All of Wood Street
- Residential sections of Wood Street
- The river end of Furness Street
- At the park at Ewen Avenue and Wood Street

Q7.1 Where would you like to see **more benches or seating** along this route? Drop a pin on your top priority location along the Wood Street Route.



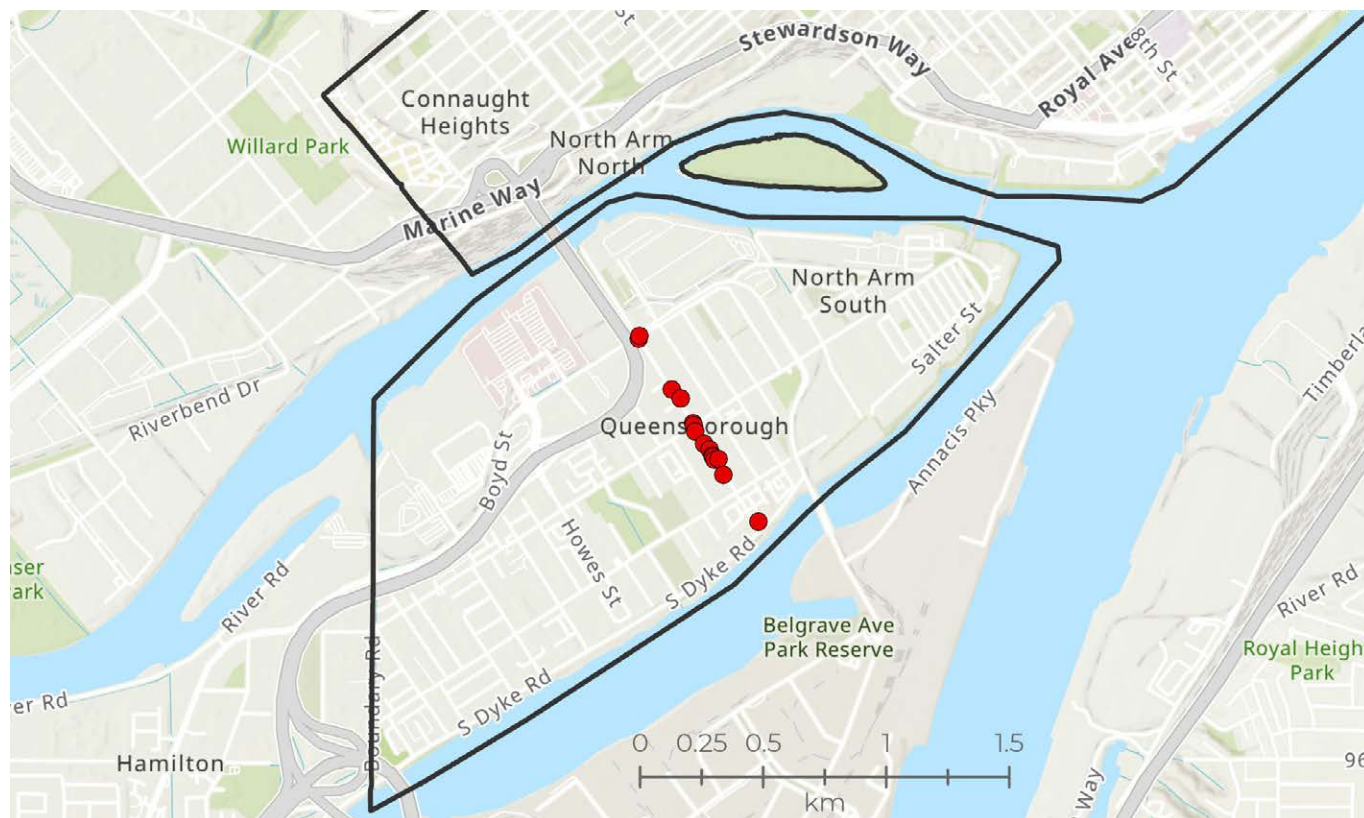
There were 10 responses to this question. Several pins were dropped near the intersection of Wood Street and Salter Street.

Q7.2 Tell us more about where you dropped your pin, or if there are other locations you would like to see more benches or seating.

There were nine responses to this question. Three suggested that benches or seating are not needed in this area. Specific suggestions for where benches are needed included:

- Outside the temple
- Where river views can be enjoyed

Q8.1 Where would you like to see **more traffic calming (e.g., speed bumps or curb extensions)** along this route? Drop a pin on your top priority location along the Wood Street Route .



There were 15 responses to this question, with pins dropped along the length of Wood Street.

Q8.2 Tell us more about where you dropped your pin, or if there are other locations you would like to see more traffic calming.

There were 13 responses to this question. Three comments suggested that traffic calming is not needed in this area. Specific suggestions for where traffic calming is needed included:

- The north end of Wood Street
- From Salter Street to Boyd Street
- On all connecting side streets

Q9. Do you have any other comments about the Wood Street route – are there any specific changes we could make to help improve your sense of safety?

There were 26 responses to this question. Common themes among these responses included:

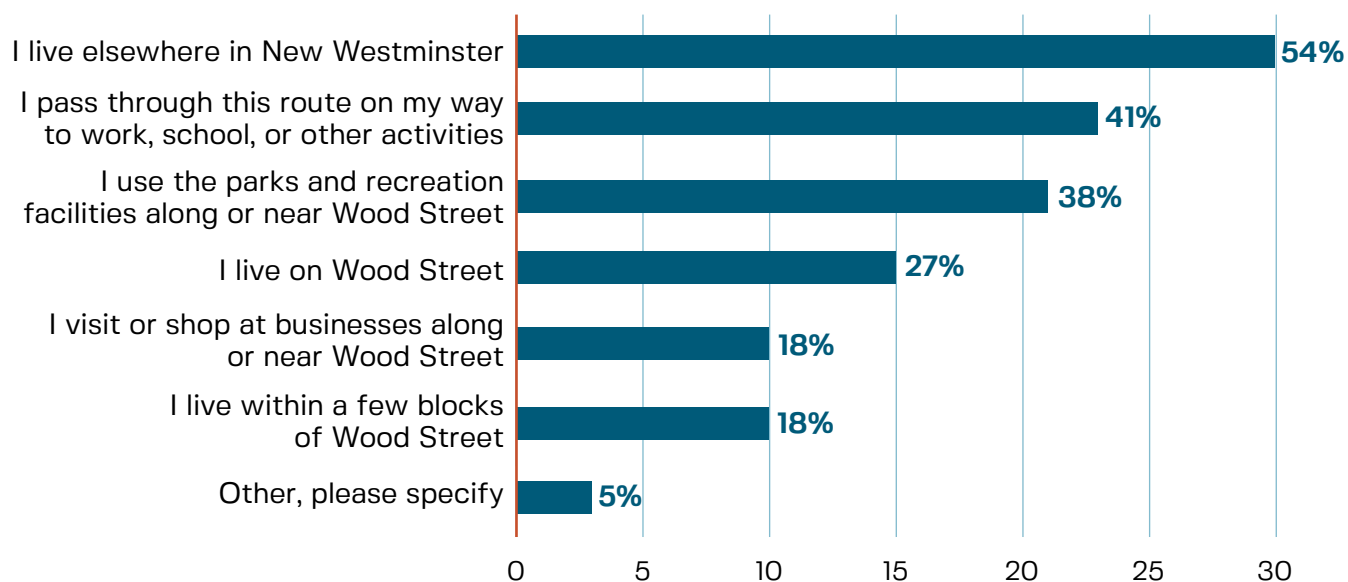
- General opposition to the project (6 comments)
- Does not support parking removal along this route (4 comments)
- Support for more traffic calming (e.g., speed bumps or cushions) along this route (3 comments)
- General support for the project (2 comments)

Other specific comments included:

- Suggestion for a safer crossing near the temple
- Desire for better parking enforcement
- Support for more raised crosswalks
- Support for the quick-build walkway

About you

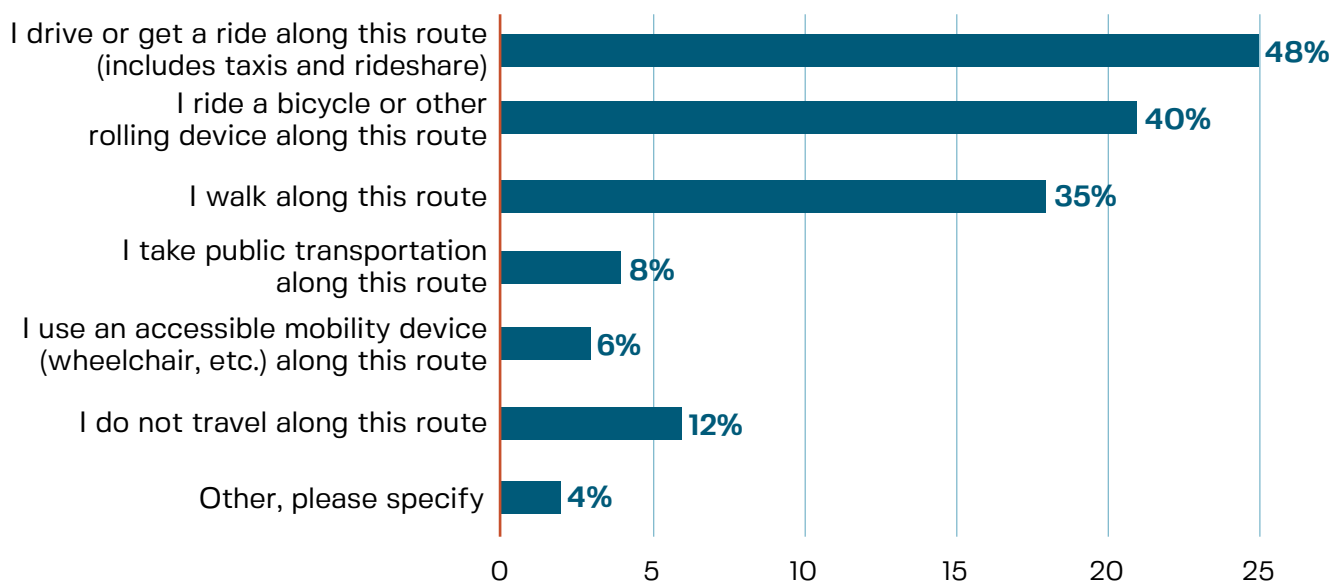
Q10. What is your connection to the Wood Street Active Transportation Route? Select all that apply.



Choice	Percentage	Count
I live elsewhere in New Westminster	54%	30
I pass through this route on my way to work, school, or other activities	41%	23
I use the parks and recreation facilities along or near Wood Street	38%	21
I live on Wood Street	27%	15
I visit or shop at businesses along or near Wood Street	18%	10
I live within a few blocks of Wood Street	18%	10
Other, please specify	5%	3
Total Responses		112 from 56 participants

The three participants who selected “other, please specify” noted that they walk, bike, and drive along Wood Street. One noted they would like to use this route for bike rides with their children.

Q11. How do you typically travel along the Wood Street Route? Select all that apply.



Choice	Percentage	Count
I drive or get a ride along this route (includes taxis and rideshare)	48%	25
I ride a bicycle or other rolling device (skateboard, scooter, etc.) along this route	40%	21
I walk along this route	35%	18
I take public transportation along this route	8%	4
I use an accessible mobility device (wheelchair, walker, etc.) along this route	6%	3
I do not travel along this route	12%	6
Other, please specify	4%	2
Total Responses		79 from 52 participants

The two participants who selected “other, please specify” noted that they walk along this route with a stroller, and they would use this route in future.

About Be Heard Participants

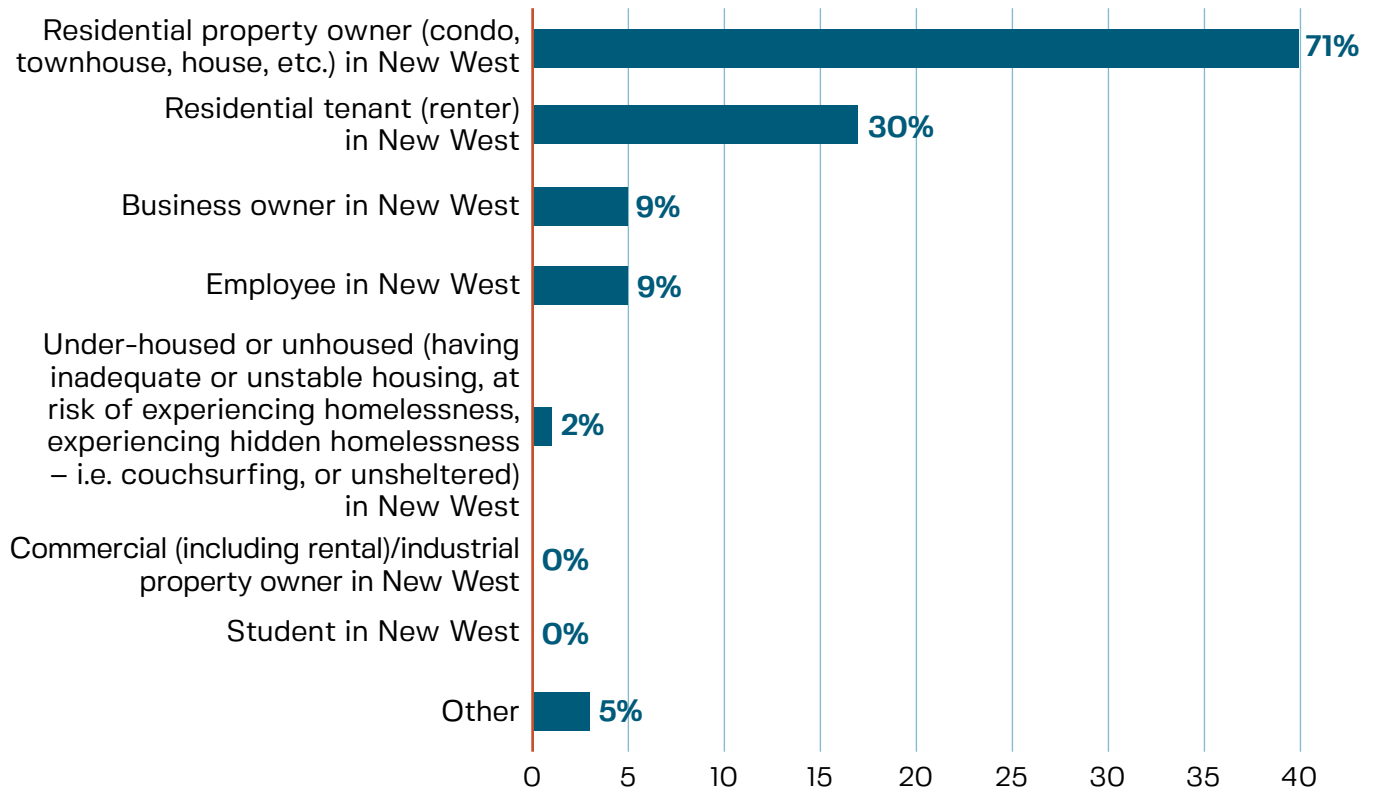
Be Heard New West users provide demographic information when they register on the site, including postal code, year of birth, connections to New Westminster, and other optional details such as Indigenous identity, if they have a disability, if they were born outside of Canada, and other lived experiences.

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



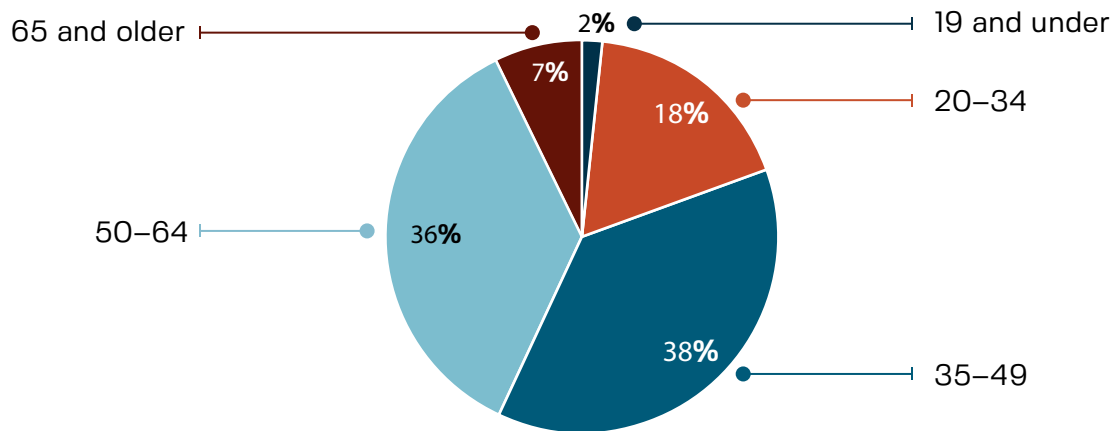
Wood Street engagement event

Connections to New Westminster



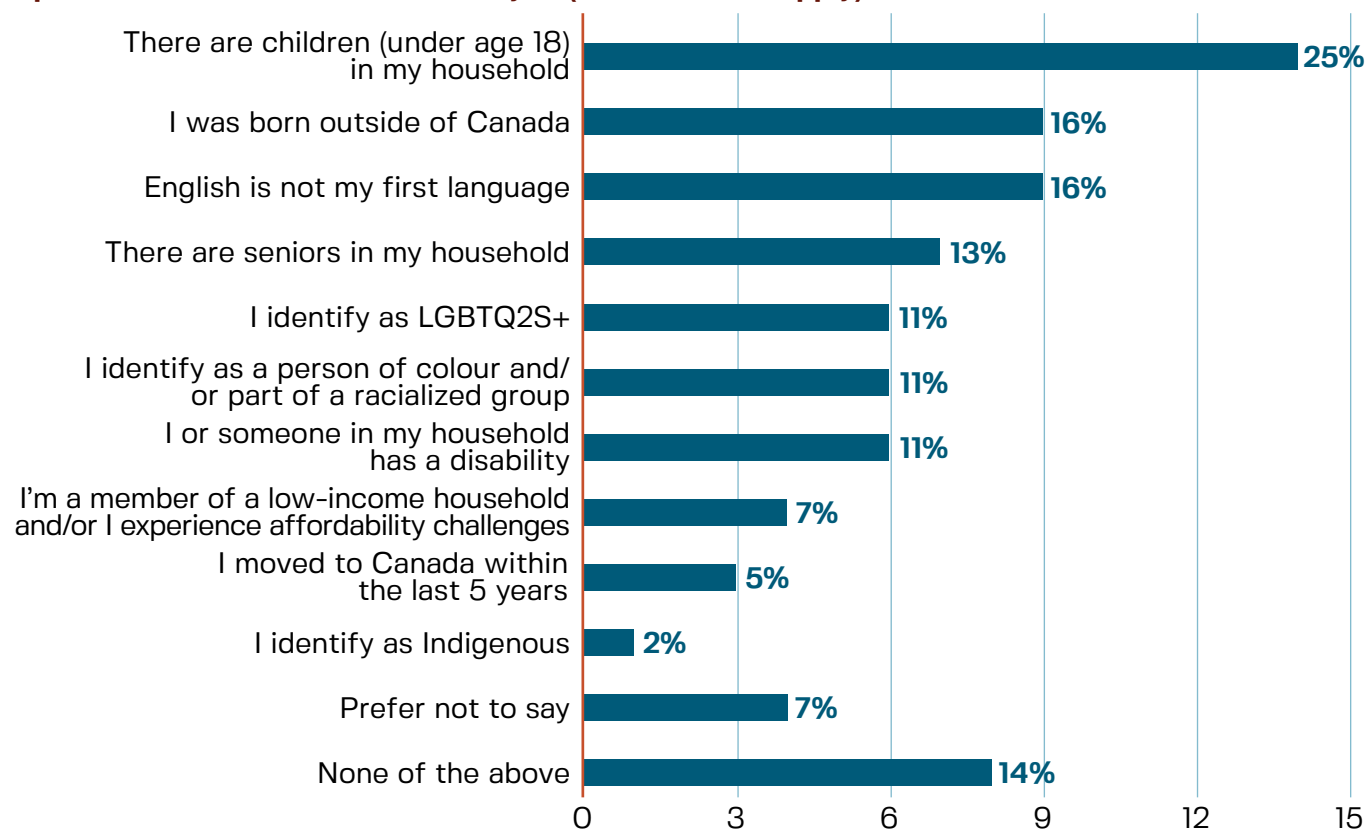
Choice	Percentage	Count
Residential property owner (condo, townhouse, house, etc.) in New West	71%	40
Residential tenant (renter) in New West	30%	17
Business owner in New West	9%	5
Employee in New West	9%	5
Under-housed or unhoused (having inadequate or unstable housing, at risk of experiencing homelessness, experiencing hidden homelessness – i.e. couchsurfing, or unsheltered) in New West	2%	1
Commercial (including rental) / industrial property owner in New West	0%	0
Student in New West	0%	0
Other	5%	3
Total Responses		71 from 56 participants

Age



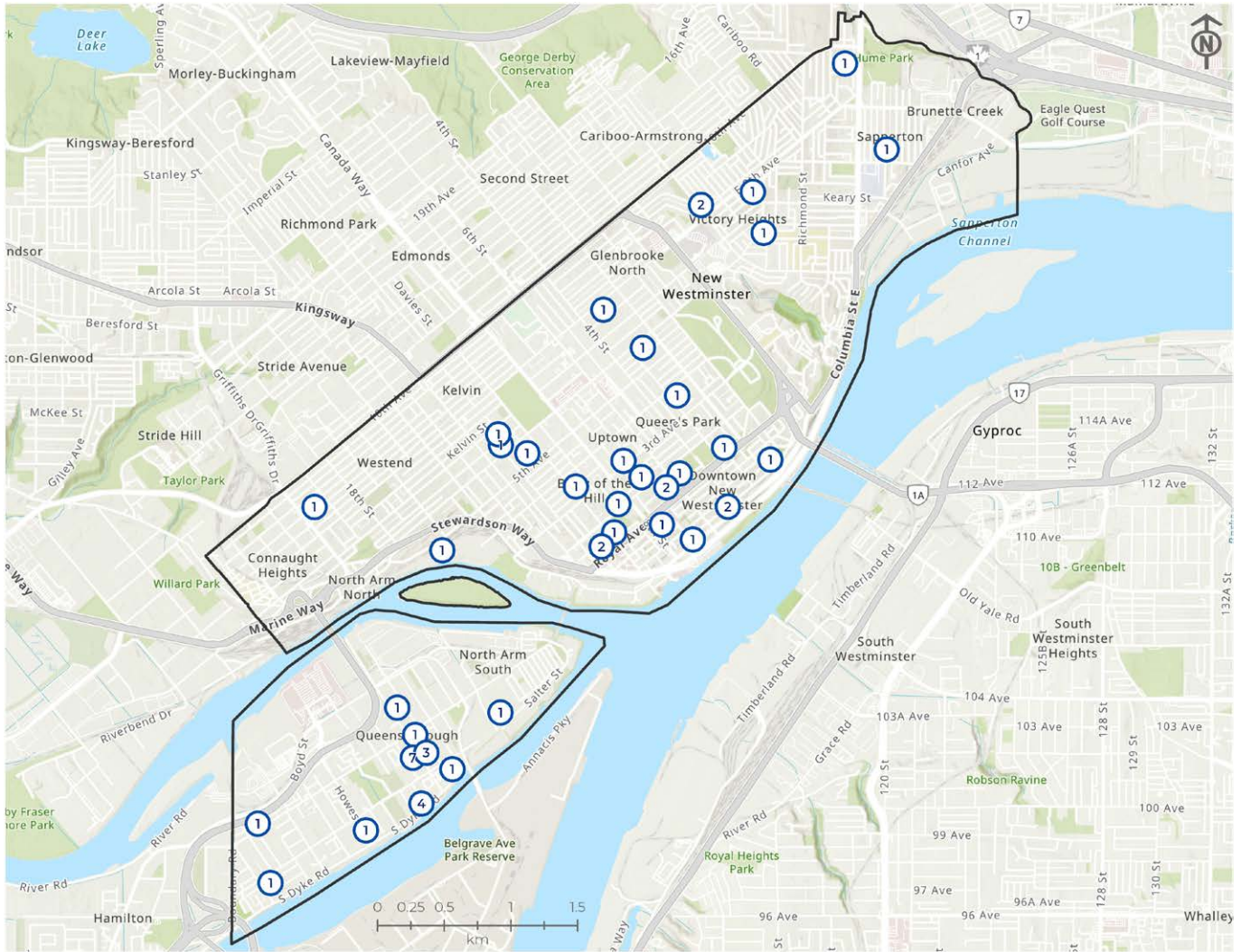
Choice	Percentage	Count
19 and under	2%	1
20-34	18%	10
35-49	38%	21
50-64	36%	20
65 and older	7%	4
Total Responses		56

Optional – more information about you (select all that apply)



Choice	Percentage	Count
There are children (under age 18) in my household	25%	14
I was born outside of Canada	16%	9
English is not my first language	16%	9
There are seniors in my household	13%	7
I identify as LGBTQ2S+	11%	6
I identify as a person of colour and/or part of a racialized group	11%	6
I or someone in my household has a disability	11%	6
I'm a member of a low-income household and/or I experience affordability challenges	7%	4
I moved to Canada within the last 5 years	5%	3
I identify as Indigenous	2%	1
Prefer not to say	7%	4
None of the above	14%	8
Total Responses		77 from 56 participants

Neighbourhood representation



Neighbourhood	Count
Queensborough	20
Downtown	5
Uptown	5
Brow of the Hill	4
Victory Heights	4
North Arm North	3

Neighbourhood	Count
Queen's Park	3
Kelvin	2
Sapperton	2
Glenbrooke North	1
North Arm South	1
Westend	1
Total	51

Demographic Analysis

Demographic analysis was completed for online Be Heard New West participants. The characteristics of the Wood Street 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 underrepresented – 30.4% of Be Heard participants, compared to 45.3% of residents across New West according to the Census.
- Residential property owners were over-represented – 71.4% 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 underrepresented in the survey – 1.8% of Be Heard participants, compared to 16.4% of New West residents according to the Census.
- The 20-34 age group was also underrepresented in the survey – 17.9% of Be Heard participants compared to 23.9% of the Census population.
- Age groups 35-49 (37.5% of Be Heard participants), and 50-64 (35.3% of Be Heard participants) were both overrepresented 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 underrepresented in the survey – 7.1% of Be Heard participants compared to 16.1% of residents across New West according to the Census.

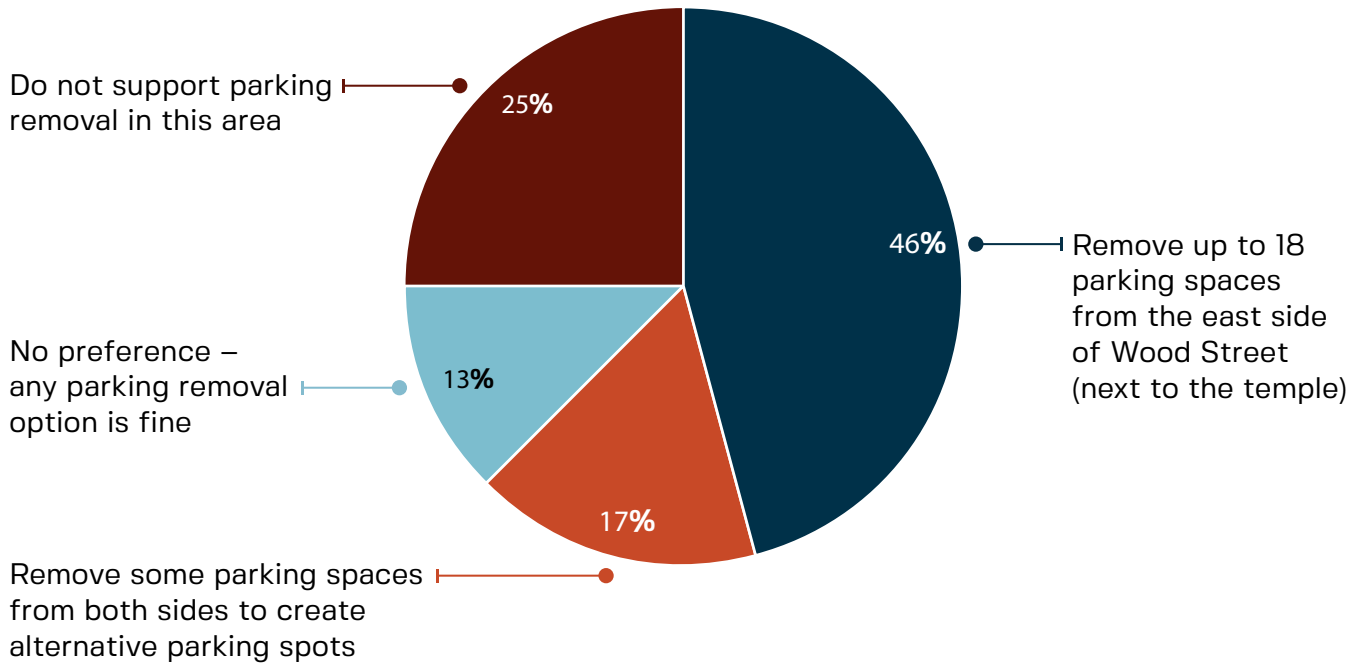
Other information

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 under-represented amongst Be Heard participants. Immigrants made up 16.1% 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 10.7% of Be Heard participants, compared to 46.8% of the Census population.
- Representation of new immigrants (those who moved to Canada within the last 5 years), Indigenous people, and households with children under 18 was comparable to the 2021 Census representation (+/- 5%).

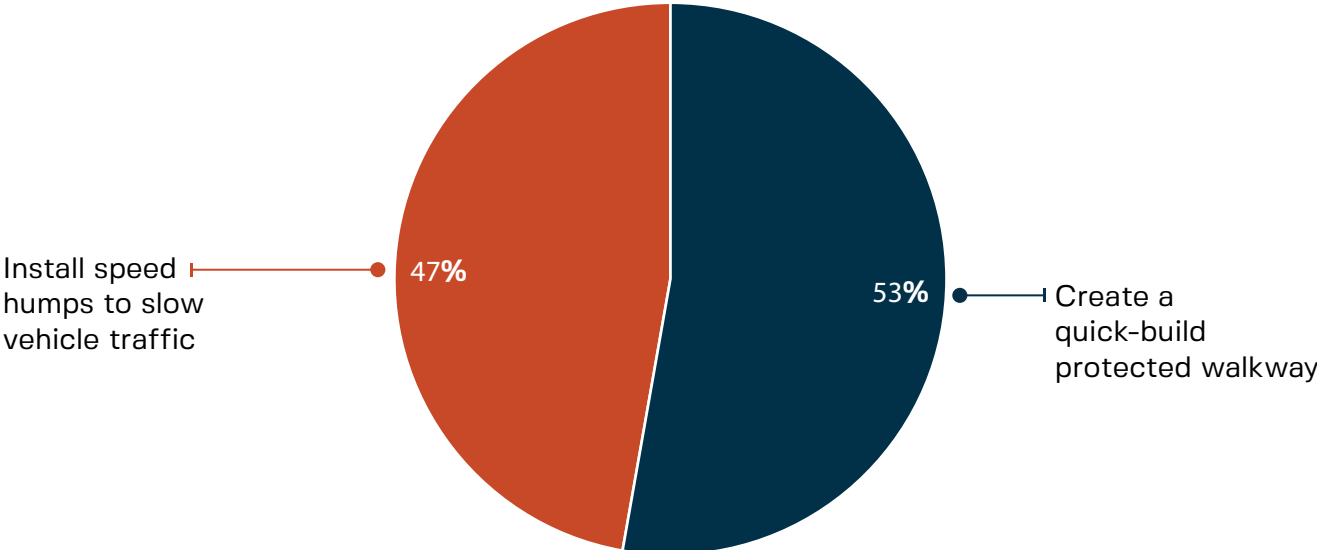
What on-street parking restrictions would you prefer between Boyd Street and Rennie Place?

Up to 18 street parking spaces would need to be removed from the east side or west side of Wood Street, or a combination of both. Select one answer and place a sticky dot.



Choice	Percentage	Count
Remove up to 18 parking spaces from the east side of Wood Street (next to the temple)	46%	11
Remove some parking spaces from both sides to create alternative parking spots	17%	4
Unsure	0%	0
No preference – any parking removal option is fine	13%	3
Do not support parking removal in this area	25%	6
Total responses		24

What safety measures would you prefer between Ewen Avenue and Salter Street? A quick-build protected walkway between Ewen Avenue and Salter Street would close the gap in the pedestrian network identified in the Queensborough Transportation Plan. Speed humps between Ewen Avenue and Salter Street would slow vehicle traffic and make sharing the street more comfortable for active transportation users. Select one answer and place a sticky dot.



Choice	Percentage	Count
Create a quick-build protected walkway	53%	17
Install speed humps to slow vehicle traffic	47%	15
Unsure	0%	0
Do not support either option	0%	0
Total responses		32

General feedback related to the Wood Street route was also collected through conversations between staff and attendees at the pop-up events. This feedback has been summarized below.

- Support for traffic calming along this route – preference for speed humps between Ewen Avenue and Salter Street
- Concerns about limited transit options in greater Queensborough
- Concerns about congestion and parking near the temple – suggestion for time-limited parking restrictions
- Concerns about sidewalk conditions and lighting under the bridge
- Desire to formalize or improve the informal path near Boyd Street
- Concerns about any changes that may impact school bus access
- Opposition to parking removal along this route
- Questions about the level of demand for cycling infrastructure
- General opposition to the proposed changes

General feedback related to other areas not along this route, or the overall project, was also collected through conversations between staff and attendees at the pop-up events. This feedback has been summarized below:

- Questions about the level of demand for cycling infrastructure across New West, and if the proposed scale of change is appropriate
- General support for traffic calming in residential streets
- General support for more pedestrian crossings and lighting improvements to improve safety
- Desire to reduce through-traffic on residential streets
- Frustration over ongoing disruption across the city from construction and other changes
- Concerns that the proposed changes will benefit cyclists but negatively impact drivers, and potentially make existing traffic issues worse
- Concerns that the proposed changes will only benefit confident cyclists but not encourage new cyclists
- Questions and concerns about different modes of e-mobility in shared spaces – where e-bikes and e-scooters should be riding, and how this could be enforced
- Questions about how and why the ATNP network routes were chosen
- Desire for more transparency in decision making
- Feedback on engagement materials and events – including survey options and venues

Interest Group Meetings

There were three meetings with key interest groups (at the time of this report being published), to share project goals, discuss the proposed improvements, and collect feedback. Discussion and feedback from those meetings related to the Wood Street Route have been summarized below.

HUB Cycling

- Speed hump option is preferred to slow vehicles sharing the road with cyclists.
- Request to stop using “share the lane” signs.
- Request to repave Wood Street, especially if adding speed humps.
- Request to look at the off-street path area from a user perspective – it currently feels uncomfortable.

Coast Mountain Bus Company (CMBC)

- No concerns with the proposed changes along this route.

District Parent Advisory Council (DPAC)

- Question about whether ditches will be included in the sidewalk improvements.

The proposed protected walkway along Wood Street would not include ditches, as it is a quick-build design rather than a full-build sidewalk. Quick-build options are being used as much as possible, as they are faster and less expensive to deliver.

Next Steps

Thank you for taking the time to share your feedback on the active transportation improvements proposed for the Wood Street Active Transportation Network Plan Route.

Feedback collected throughout engagement will be used to adjust and refine the proposed improvements along the Wood Street Route. Updates to the design based on the feedback received will be shared on the [Wood Street Be Heard Page](#). Final designs are expected to be completed in the winter 2025–2026, and construction of the new active transportation route is expected to begin in spring 2026.



Wood Street current conditions