



NEW WESTMINSTER

Active Transportation Network Plan: Seventh Street Corridor



Engagement Summary Report

January 10, 2025

Introduction

In October 2022, New Westminster City Council approved the [Active Transportation Network Plan](#), setting in motion 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.

In 2023, the City began detailed planning for the first routes identified in the network plan beginning with the Boyd Street and Seventh Avenue West corridors. The results of public engagement for those corridors can be found [here](#). The construction of these routes is expected to begin in early 2025.

The City is now planning an update along the Seventh Street corridor.

Changes along Seventh Street will make this route more comfortable for most active transportation users, with less traffic, lower speed vehicles, and traffic separation. This will enable people to move comfortably and safely on foot, bicycle, and other non-motorized wheels and improve safety and connections for pedestrians and cyclists.



For more details on the project timeline, background and other related Active Transportation Network Plan routes, please visit the [Be Heard New West Project page](#).

The purpose of this summary report is to share with City Council, engagement participants, and the New Westminster community:

1. [What engagement activities were completed](#)
2. [A summary of what we heard](#)

3. [About Be Heard participants & representation analysis](#)
4. [Next steps](#)

Engagement Process

Community engagement to gather feedback on the proposed active transportation designs on Seventh Street began on November 18, 2024 with the launch of an online survey on [Be Heard New West](#). In addition to the online survey, an in-person pop-up was hosted where community members shared their feedback on the proposed designs.

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

Opportunities to Engage

- **Be Heard New West project webpage**
 - Launched November 18, 2024
 - 1,392 unique visitors (individuals) as of December 9, 2024
- **Online survey**
 - November 18, 2024 through December 8, 2024
 - 274 responses
- **In-person pop-up**
 - December 4, 2024
 - New Westminster Public Library, Main Branch (716 6th Ave)
 - 36 participants
- **Email correspondence and questions asked on Be Heard**
 - Emails, phone calls, and questions received from 25 community members between November 19 and December 8, 2024

The opportunities to engage were communicated through the following methods:

- A letter delivered to residences and businesses along Seventh Street
- Email notification to various City email databases:
 - Be Heard New West subscribers
 - Citypage newsletter subscribers
- Social media posts (Facebook, Instagram, X)
- Flyers available at pop-up event and other City meetings

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 33 – for some demographic information and representation analysis about people who participated in the online engagement activities.

What We Heard

Engagement on Be Heard

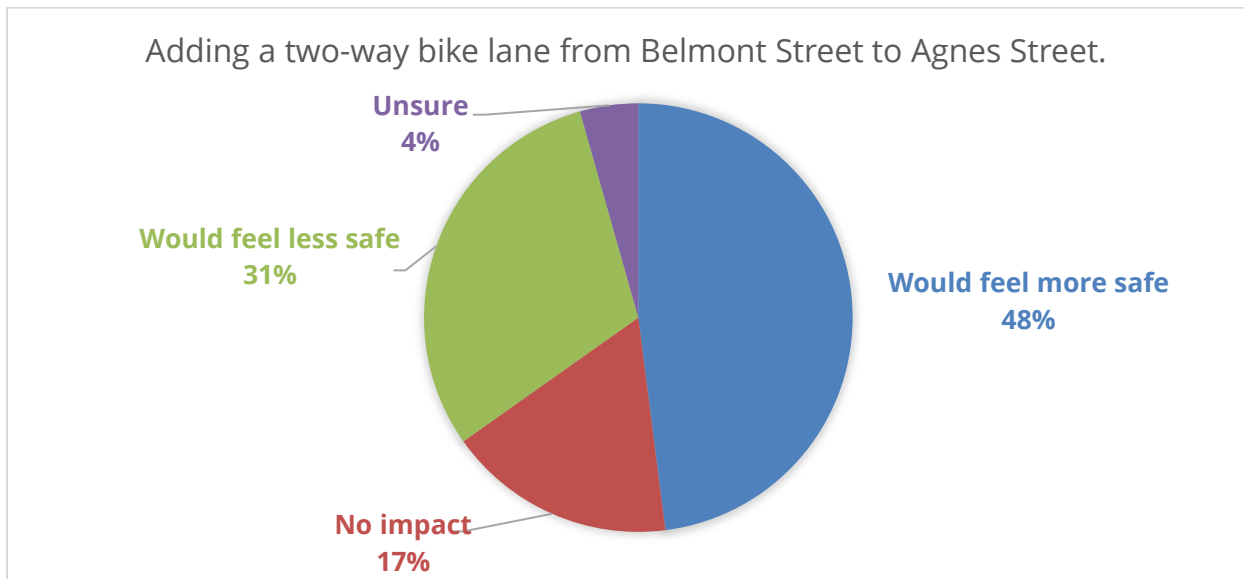
Online survey

An online survey was available on Be Heard New West from November 18 to December 8, 2024. A total of 274 people completed the survey. Questions in the survey focused on how the proposed designs would make the respondents feel in terms of safety and if they felt the changes would likely influence the pattern of their use of Seventh Street.

Details from each section of the survey are shared below along with a summary of the results from each question.

1. How would each of the proposed design features impact your feelings of safety while using Seventh Street?

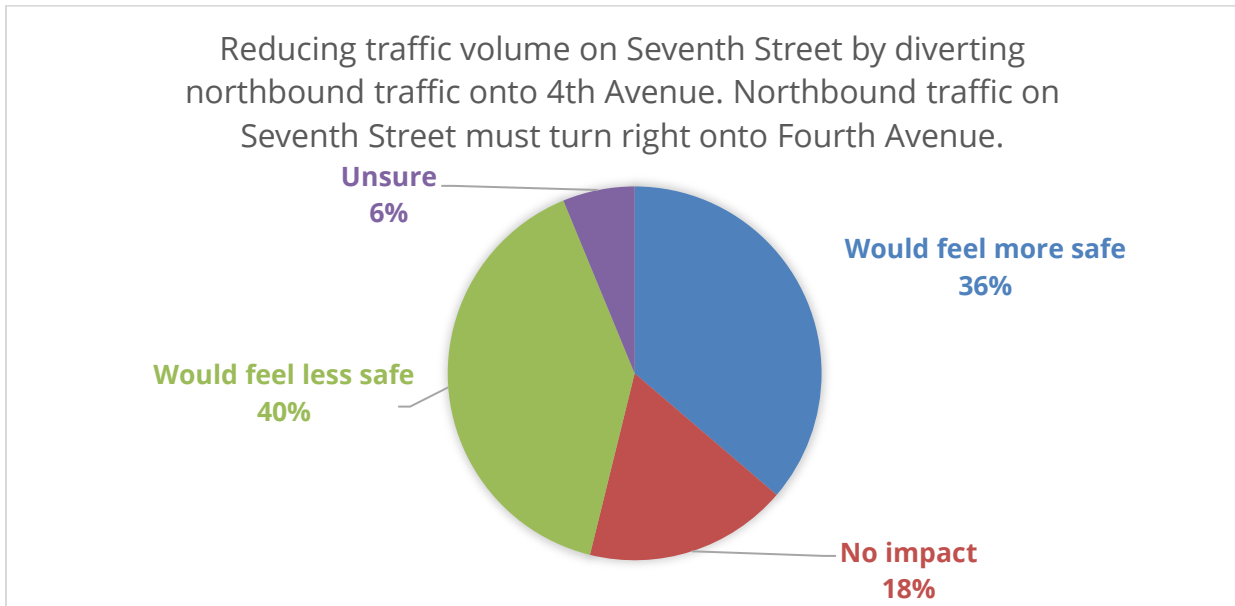
- a. Adding a two-way bike lane from Belmont Street to Agnes Street.



Choice	Percentage	Count
Total responses: 273		
Would feel more safe	48%	131
No impact	17%	47

Would feel less safe	31%	83
Unsure	4%	12

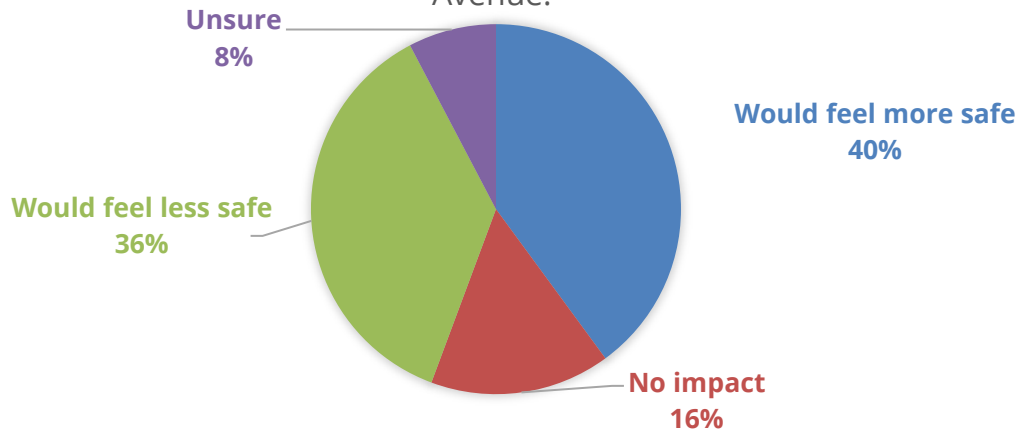
- b. Reducing traffic volume on Seventh Street by diverting northbound traffic onto 4th Avenue. Northbound traffic on Seventh Street must turn right onto Fourth Avenue.



Choice	Percentage	Count
Total responses: 273		
Would feel more safe	36%	99
No impact	18%	48
Would feel less safe	40%	109
Unsure	6%	17

- c. Changing Seventh Street from two-way traffic to one-way northbound traffic for vehicles between Fifth Avenue and Queens Avenue.

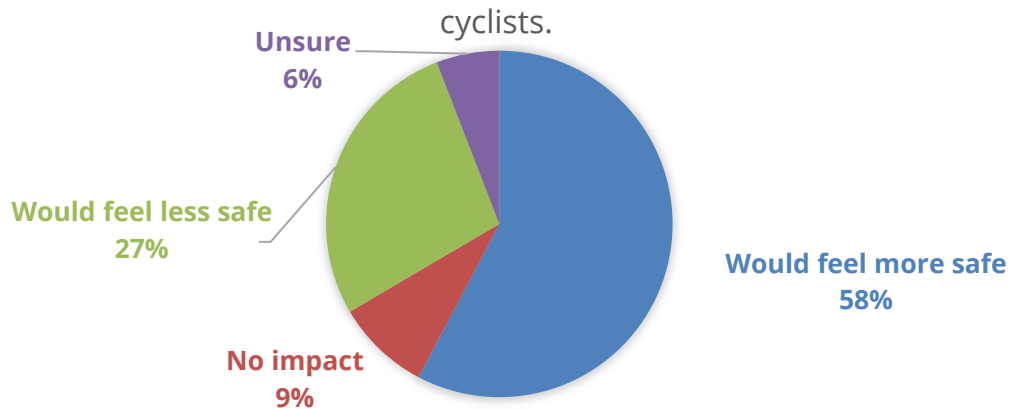
Changing Seventh Street from two-way traffic to one-way northbound traffic for vehicles between Fifth Avenue and Queens Avenue.



Choice	Percentage	Count
Total responses: 273		
Would feel more safe	40%	109
No impact	16%	43
Would feel less safe	36%	100
Unsure	8%	21

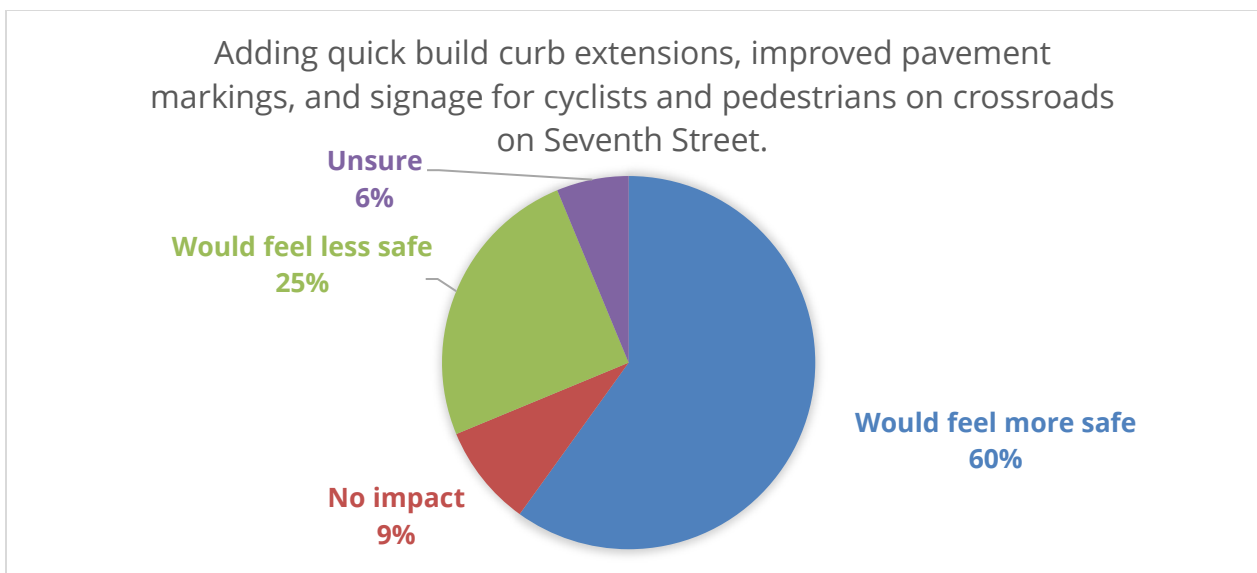
- d. Widening the sidewalk corners (called 'curb extensions') to slow down traffic and shorten the crossing distance for pedestrians. We're also improving crosswalks and adding new crossings for cyclists.

Widening the sidewalk corners (called 'curb extensions') to slow down traffic and shorten the crossing distance for pedestrians. We're also improving crosswalks and adding new crossings for cyclists.



Choice	Percentage	Count
Total responses: 272		
Would feel more safe	58%	157
No impact	9%	24
Would feel less safe	27%	75
Unsure	6%	16

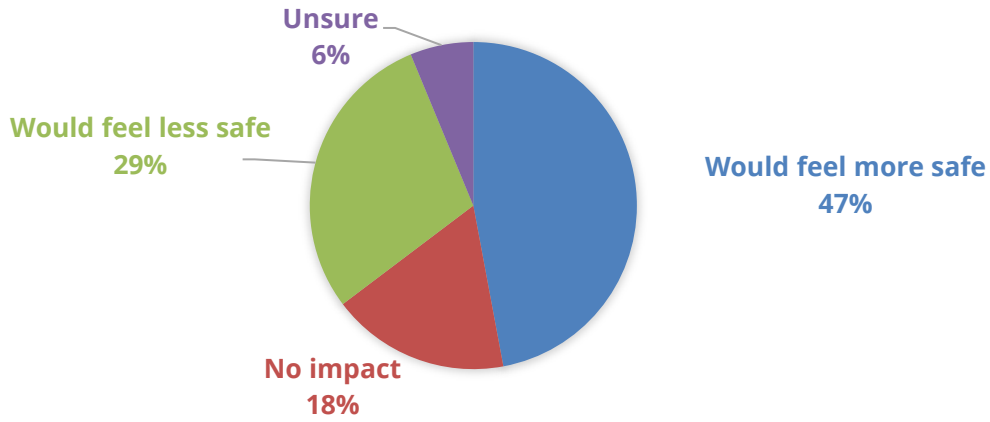
- e. Adding quick build curb extensions, improved pavement markings, and signage for cyclists and pedestrians on crossroads on Seventh Street.



Choice	Percentage	Count
Total responses: 272		
Would feel more safe	60%	163
No impact	9%	24
Would feel less safe	25%	68
Unsure	6%	17

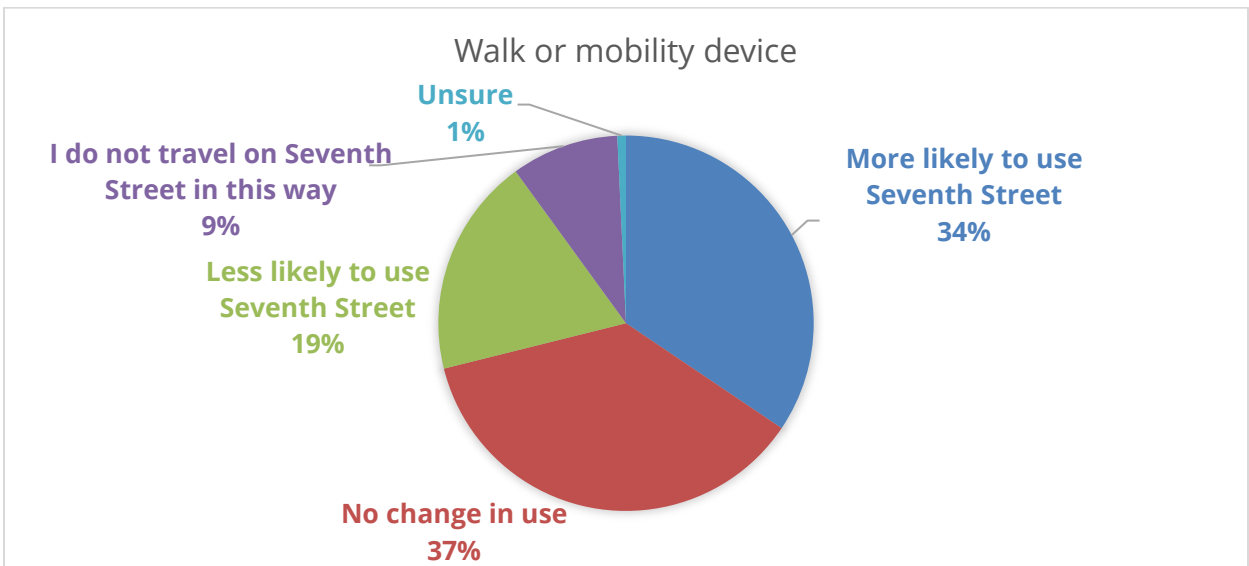
- f. Connecting the new bike lane on Seventh Street to the existing Agnes Street Bikeway.

Connecting the new bike lane on Seventh Street to the existing Agnes Street Bikeway.



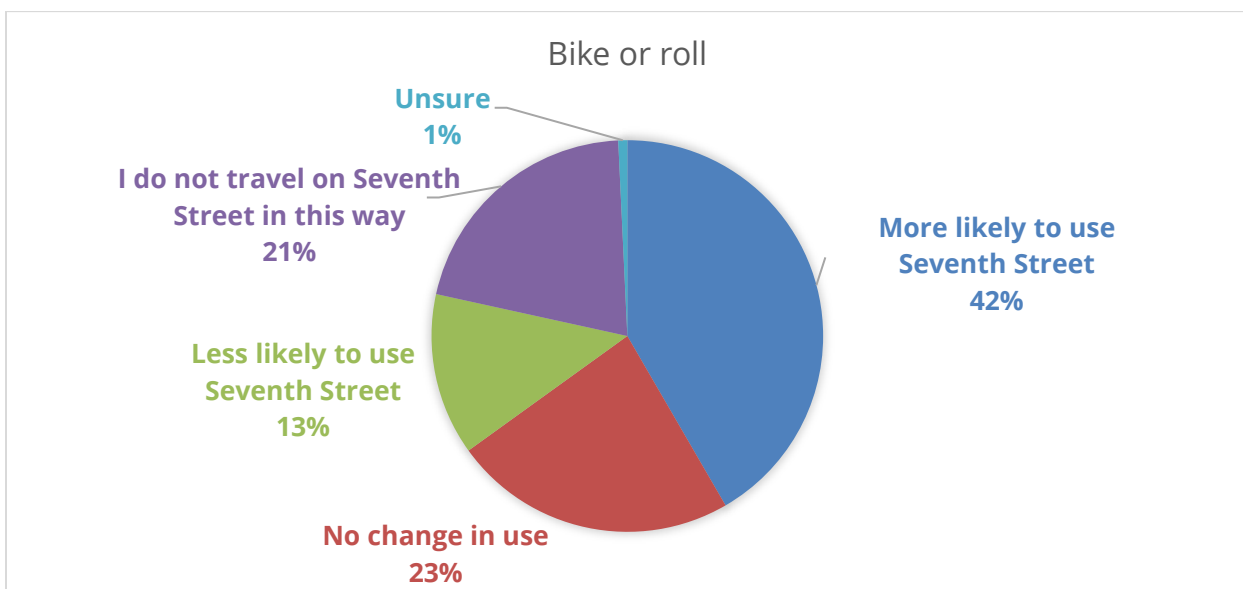
Choice	Percentage	Count
Total responses: 272		
Would feel more safe	47%	128
No impact	18%	48
Would feel less safe	29%	79
Unsure	6%	17

2. How do you think the proposed changes would impact how you use Seventh Street in the future? (select all that apply)
 - a. Walk or mobility device



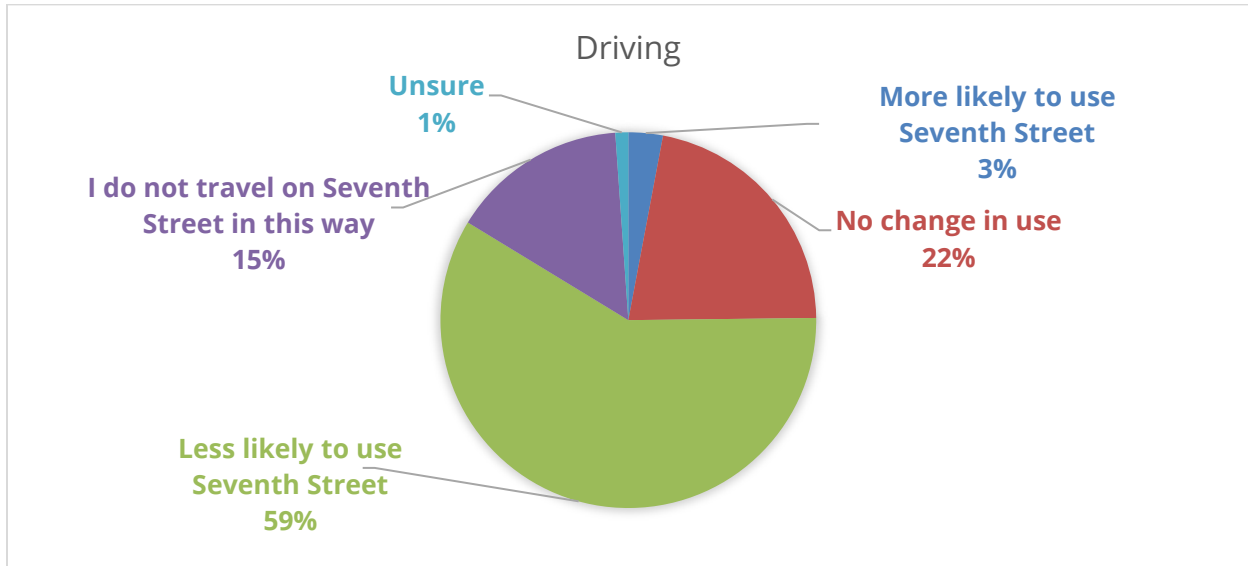
Choice	Percentage	Count
Total responses: 270		
More likely to use Seventh Street	34%	93
No change in use	37%	99
Less likely to use Seventh Street	19%	51
I do not travel on Seventh Street in this way	9%	25
Unsure	1%	2

b. Bike or roll



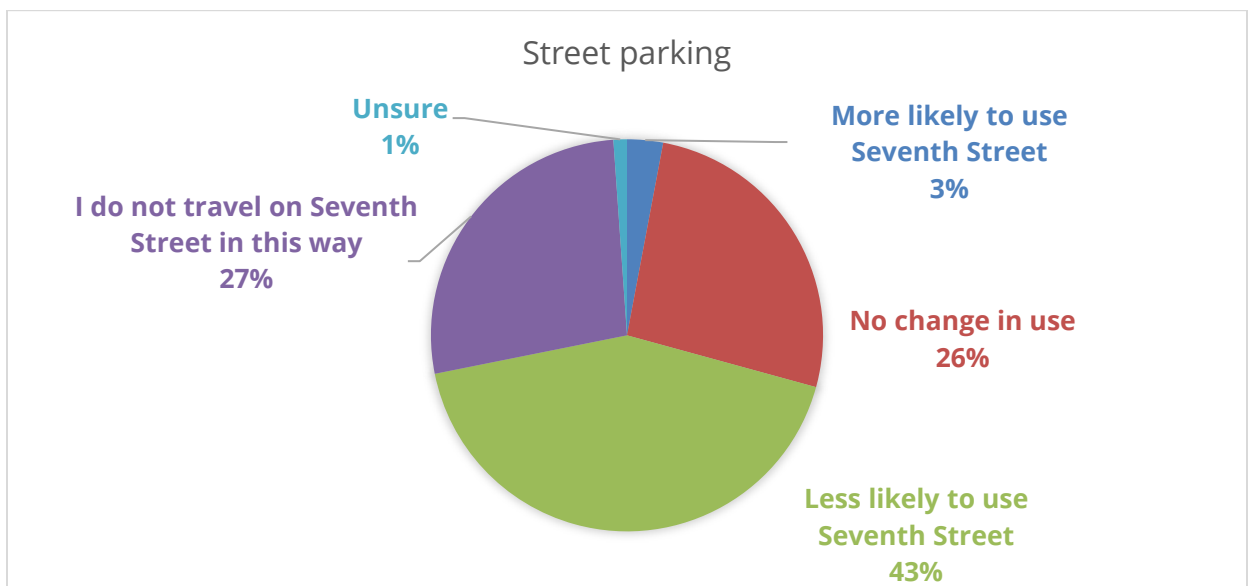
Choice	Percentage	Count
Total responses: 269		
More likely to use Seventh Street	42%	112
No change in use	23%	63
Less likely to use Seventh Street	13%	36
I do not travel on Seventh Street in this way	21%	56
Unsure	1%	2

c. Driving



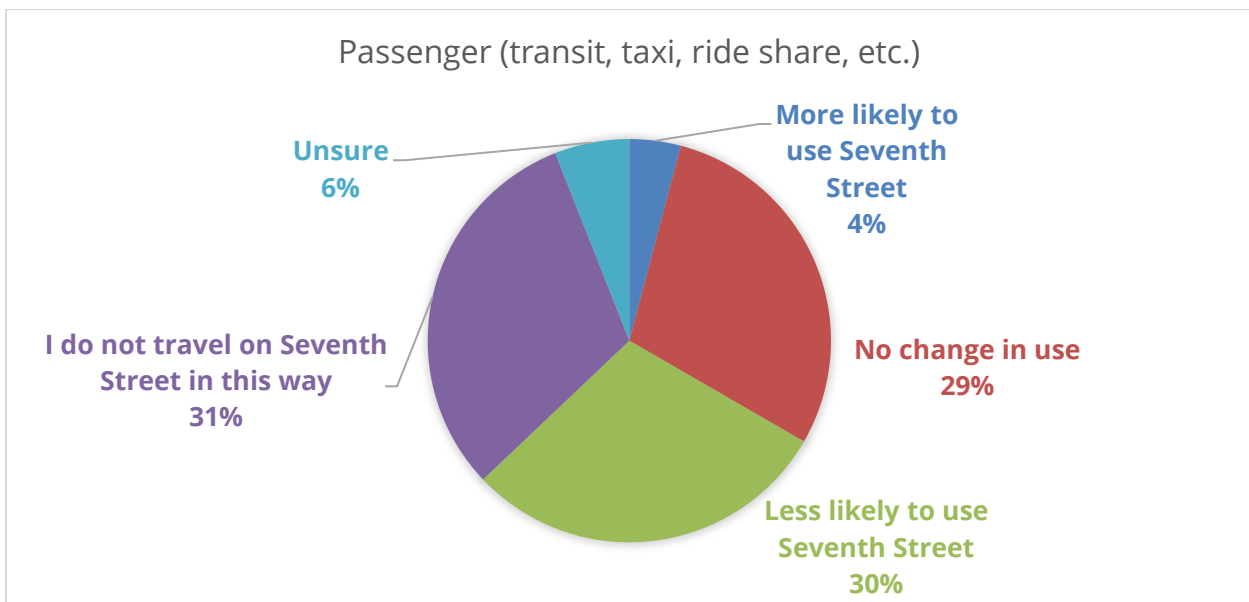
Choice	Percentage	Count
Total responses: 270		
More likely to use Seventh Street	3%	8
No change in use	22%	59
Less likely to use Seventh Street	59%	159
I do not travel on Seventh Street in this way	15%	41
Unsure	1%	3

d. Street parking



Choice	Percentage	Count
Total responses: 270		
More likely to use Seventh Street	3%	8
No change in use	26%	71
Less likely to use Seventh Street	43%	115
I do not travel on Seventh Street in this way	27%	73
Unsure	1%	3

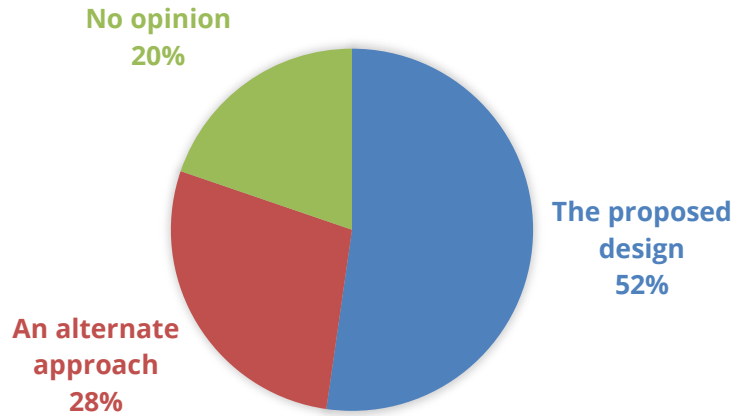
e. Passenger (transit, taxi, ride share, etc.)



Choice	Percentage	Count
Total responses: 267		
More likely to use Seventh Street	4%	11
No change in use	29%	78
Less likely to use Seventh Street	30%	79
I do not travel on Seventh Street in this way	31%	83
Unsure	6%	16

3. The design aims to balance maintaining parking spaces while accommodating moving vehicles. Do you support:

The design aims to balance maintaining parking spaces while accommodating moving vehicles. Do you support:



Choice	Percentage	Count
Total responses: 243		
The proposed design: changing Seventh Street from two-way traffic to a one-way northbound for vehicles between Fifth Avenue and Queens Avenue (goal to retain majority of street parking)	52%	127
An alternate approach: maintaining a two-way street for vehicle traffic, which would require the removal of all street parking on Seventh Street between Fifth Avenue and Queens Avenue	28%	68
No opinion	20%	48

4. OPTIONAL: Is there anything we've missed in terms of how the proposed changes on Seventh Street might impact you?

A total of 172 comments were provided in response to this question.

Below is a summary of the key themes across the comments. In some cases, several themes have been applied to one individual response, based on the content; this means that a single response can be counted multiple times.

Note: example comments appear as they were entered by participants and have not been edited for spelling, grammar and punctuation.

Theme	Example Comments	Count
Concerns around increased traffic in the neighbourhood	<ul style="list-style-type: none"> • “Driving on Seventh street is often a good alternative to Sixth street. I think the main streets will be slower and more clogged with cars.” • “The proposed changes will have a huge impact on vehicle traffic using Seventh Street to access the underground parking at the mall.” • “If you make seventh less accessible for drivers they are going to be moving to sixth and eighth and both already have annoying challenges for drivers. This will cause more congestion.” • “Fourth Avenue is already constricted between 8th and 6th. Adding all traffic from 7th onto 4th Ave will produce an even greater backlog of traffic particularly during rush hour. Sometimes it is already backed up to 12th Street!!!” • “would be impacted in that the entrance to the Royal City Mall can be easily approached northbound from Seventh Street. The only other approach is from very busy Sixth Avenue, which would make that avenue even more grid-locked. Since there is no left turn allowed at Sixth St. and Sixth Ave. all traffic to the mall would have to approach from the 8th St. and 6th Ave. intersection and make a left turn into the mall at 7th St. holding up traffic even more.” 	<p style="text-align: center;">40</p>
Opposition to the project	<ul style="list-style-type: none"> • “As a resident on Brantford St, I find that this proposal will force us to on 6th ave to get back down to downtown or the Quayside and that street in already fairly 	<p style="text-align: center;">30</p>

	<p>busy. I'm not in favour of either of these changes."</p> <ul style="list-style-type: none"> • "You do not give any options for people who are opposed to your new changes on 7th street. I feel there is enough options for bike riders and walkers that we should be considering the older people live in the area and are not bike riders or cannot walk long distances to get to their destinations." • "None of these options are suitable. Leave 7th as is. I use regularly as a cyclist and driver and it works fine as is" • "DO NOT WANT BIKE LANES!!! NO BIKE LANES!!!" 	
<p>Concerns about loss of parking</p>	<ul style="list-style-type: none"> • "Parking is already very difficult within a 1 blk radius. I am a wheelchair user, it's already difficult to get a parking spot on a flat section of queens ave." • "Please do not reduce parking or make it a one way street. We live on 7th street and pay for permit parking. It's already difficult finding parking." • "Parking is already an issue for current residents so removing 26 spots without having a solutions to where all these displaced vehicles will go is ignorant. Also, you need to consider how the completion of the Douglas College residential building will require additional parking spaces." • "There is already very limited parking and with the rental limits removed from strata buildings and many new buildings being built, there is already not enough parking for the residents of this area." 	<p>29</p>

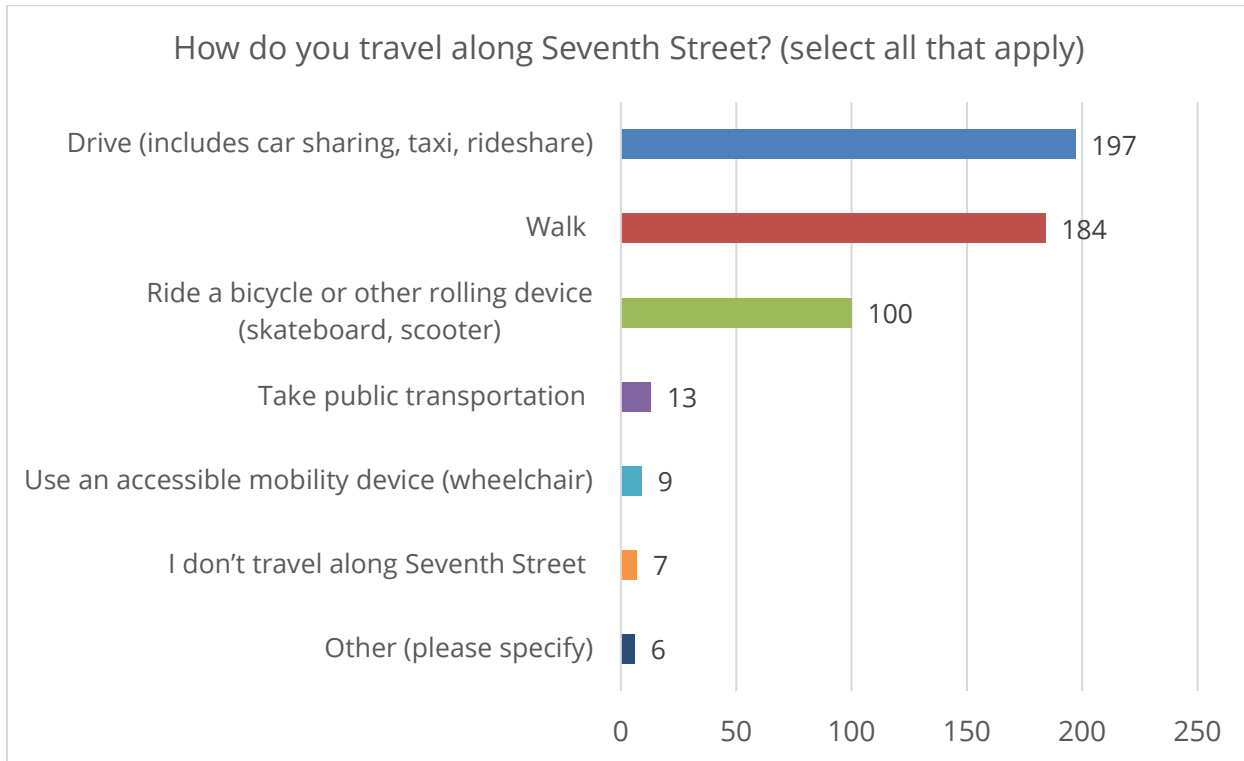
<p>Concerns about safety</p>	<ul style="list-style-type: none"> • “The changes are generally positive, but depend upon consistent and constant traffic enforcement. Currently drivers frequently ignore the existing stop signs and speed limits. Without enforcement, this will fail to enhance safety and mobility for pedestrians.” • “It looks like Seventh Street just north of Queens Avenue, where it becomes one-way northbound, results in a very wide single lane, which could promote speeding. I am assuming that the single lane of traffic will actually be narrowed from what it looks to be in the mockup.” • “As a cyclist (I commute New west to Burnaby 4x/week), I really dislike 4-way stop signs, and having to tackle them on the wrong side of the road, where cars are not looking for bikes, going uphill where it takes more work to get up to speed, just makes things even scarier...” • “I live on Ash Street and feel this would make our street even more dangerous than it already is. People speed along Ash frequently, and it seems like drivers crossing Ash don't realize that it's not a four way stop, so there are a lot of near misses there.” 	<p>28</p>
<p>Questions/concerns around utilization of cycling lanes</p>	<ul style="list-style-type: none"> • "As a resident of 7th street for over a decade I do not see bicyclist riding on 7th street often." • "You are making things so hard for people to live here. If there was a massive high demand for bikes, then I would understand. But there is not." 	<p>23</p>

	<ul style="list-style-type: none"> • "I don't see people riding bikes up the hill so are you sure this disruption will actually benefit anybody?" 	
Design suggestions	<ul style="list-style-type: none"> • "Put in more permanent curb bulges on 7th and Queens. Only a couple blocks from a school this would make it safer for youth and less perception of a car dominated area." • "Street parking is unnecessary, but perhaps loading bays for apartment buildings would be good." • "Raised crosswalks would be great to improve crossing safety!" 	22
Support for the proposed designs	<ul style="list-style-type: none"> • "Would make it more practical to visit uptown businesses by having a dedicated cycling path. Would use this route to cycle from downtown to uptown. Would be a great connector from the Agnes greenway which ends abruptly at Seventh." • "Curb extensions and protected bike lanes do wonders in making a street feel safer, road dieting often reduces friction in car traffic too resulting in similar or sometimes better commute times. I would expect these changes to be overwhelmingly positive for Seventh Street and surrounding neighbourhoods." • "I will avoid driving on Seventh Street but will appreciate very much the changes when I am riding my bike or walking -- a much safer north-south route than currently exists west of the 5th and 4th Streets uptown to downtown route." 	20

<p>Confusion and concerns around the diversion of traffic at Fourth Ave.</p>	<ul style="list-style-type: none"> • “Southbound traffic out of Royal City mall - there's a lot of it. I hope you're modelling where it will all go. In fact I suggest animated models showing this and also what happens to the traffic diverted to 4th Ave - will they line up waiting to turn left onto 6th St.?” • “I do not understand how you are diverting traffic northbound onto 4th avenue and also the one way traffic northbound is from queens avenue to 5th avenue. That seems to not make sense to me. if they are turning at 4th avenue, then how does the northbound stretch between queens and 5th? (it would seem it would only stretch as far as 4th if that is where they have to turn)?” 	<p>13</p>
<p>Concerns and confusion about the survey design</p>	<ul style="list-style-type: none"> • “There isn't a single question here about whether we support the changes in general or not. Why bother with the survey at all if you're going to do it anyway?” • “This survey does NOT allow for people who live here to have an opinion it's all worded as our way or no way. There is no option to not support at all the only option is lose our parking or fight for parking more so then we do now.” 	<p>10</p>
<p>Concerns and confusion about the proposed designs</p>	<ul style="list-style-type: none"> • “Having two way cycling traffic in a confined space on a steep hill seems possibly like a bad idea, mixing high speed downhill users with lower speed uphill users that may deviate from their lanes due to steepness. Possibly an accident waiting to happen.” 	<p>8</p>

Concerns about accessibility	<ul style="list-style-type: none"> • “Try to strike a balance between being a movement friendly city in general, instead of being unpractical and imagining the whole city will bike ride the steep hills of New Westminster year round. We have a large elderly and disabled population - consider their convenience too - many of them rely on personal vehicles and street parking.” 	8
Concerns about the impact to businesses near Seventh Street	<ul style="list-style-type: none"> • “Negative impacts for businesses located at the corner of Seventh and Belmont (Jak's, Full Basket) as there will be no obvious route to access these businesses with traffic redirected to Fourth Ave while also being unable to turn left onto Sixth Ave or Belmont Street.” 	7
Other	<ul style="list-style-type: none"> • “What about public seating and greenspace? Are these curb extensions going to include native plants and rain gardens, or just be concrete? How are you going to include climate resiliency more robustly into this plan?” • “The crossing of Royal is not illustrated in the images. This is a key aspect to get right for this project. Please display it. How does a cyclist connect safely to the rest of the bike network from Belmont St? (ie. 7th Ave, the Highschool route, etc)” • “I have never felt unsafe walking on 7th street. It is actually mind boggling that anyone would feel unsafe traveling along this street.” 	22

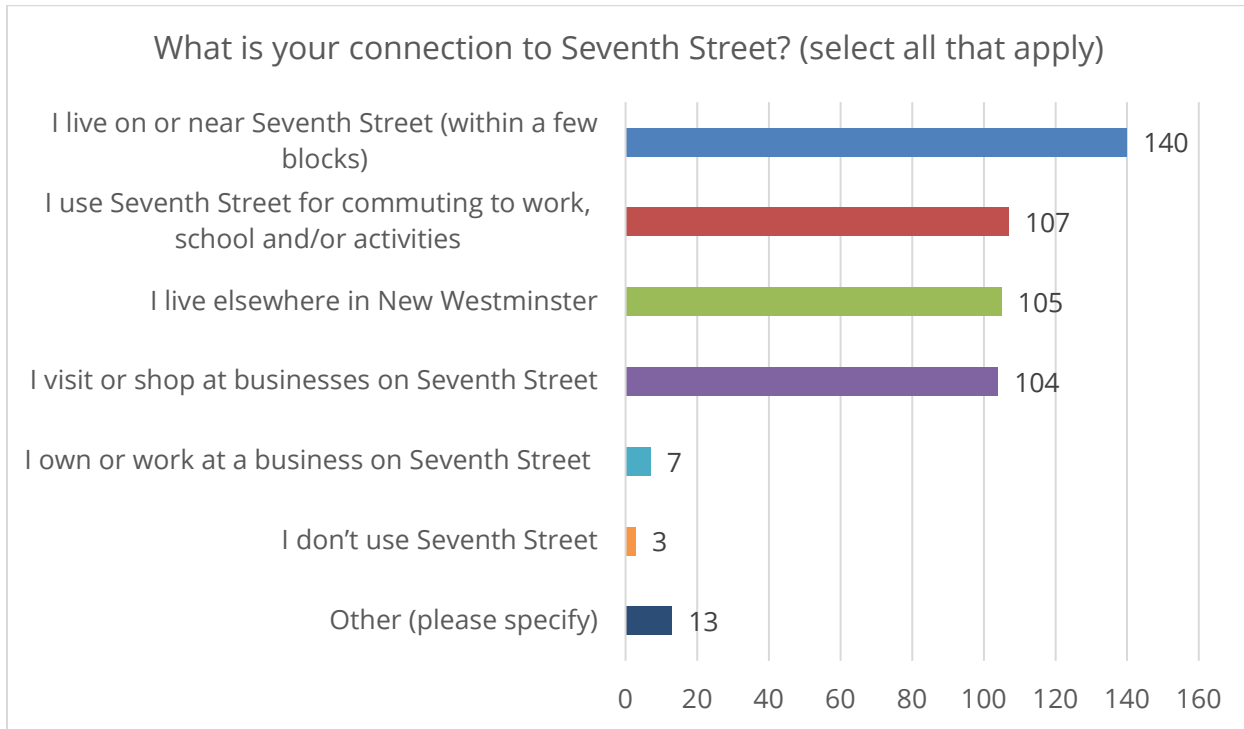
5. How do you travel along Seventh Street? (select all that apply)



Choice	Percentage	Count
Total responses: 271		
Drive (includes car sharing, taxi, rideshare)	73%	197
Walk	68%	184
Ride a bicycle or other rolling device (skateboard, scooter)	37%	100
Take public transportation	5%	13
Use an accessible mobility device (wheelchair)	3%	9
I don't travel along Seventh Street	3%	7
Other (please specify)	2%	6

A total of six (6) comments were provided by those who chose “other, please specify.” The comments referenced: running, taking taxis, concerns about emergency vehicle accessibility, cycling patterns observed by the respondent, etc.

6. What is your connection to Seventh Street? (select all that apply)



Choice	Percentage	Count
Total responses: 270		
I live on or near Seventh Street (within a few blocks)	52%	140
I use Seventh Street for commuting to work, school and/or activities	40%	107
I live elsewhere in New Westminster	39%	105
I visit or shop at businesses on Seventh Street	39%	104
I own or work at a business on Seventh Street	3%	7
I don't use Seventh Street	1%	3
Other (please specify)	5%	13

A total of 13 comments were provided by those who chose “other, please specify.” The comments referenced: visits to medical facilities, visiting friends, visiting businesses and City facilities, using Seventh Street for parking, commuting/driving through, etc.

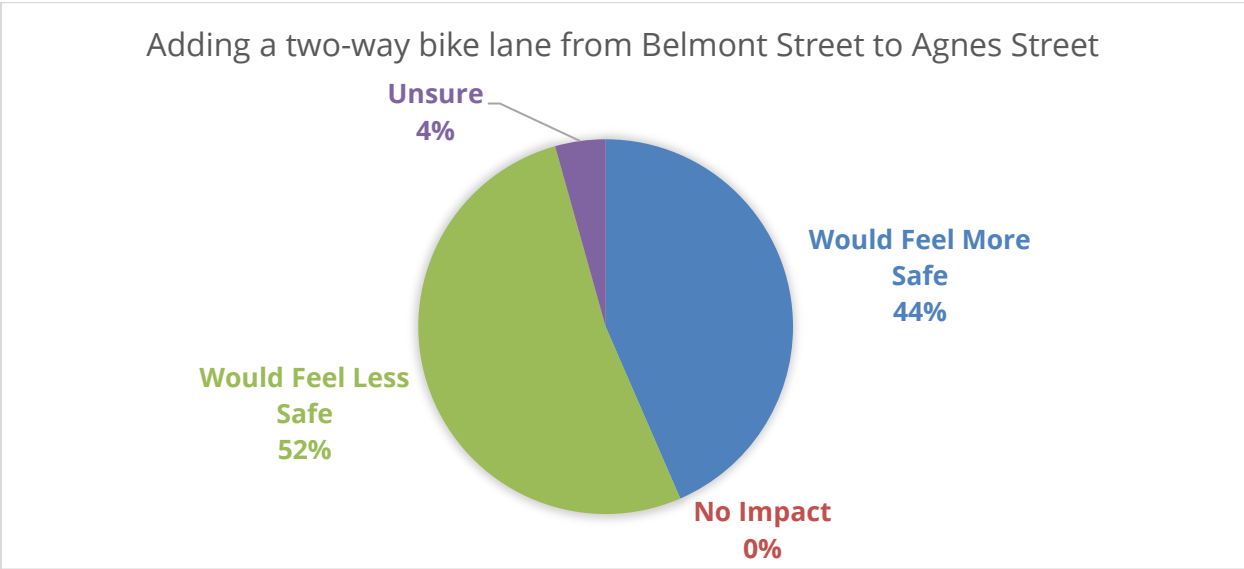
In-person engagement

Pop-up

An in-person pop-up event was held at the New Westminster Public Library's Main Branch (716 6th Ave) on December 4, 2024. This pop-up provided community the opportunity to share their feedback on the proposed changes in person, and ask any specific questions to staff and the design team directly. A total of 36 people attended the pop-up, many of which were residents of the project area.

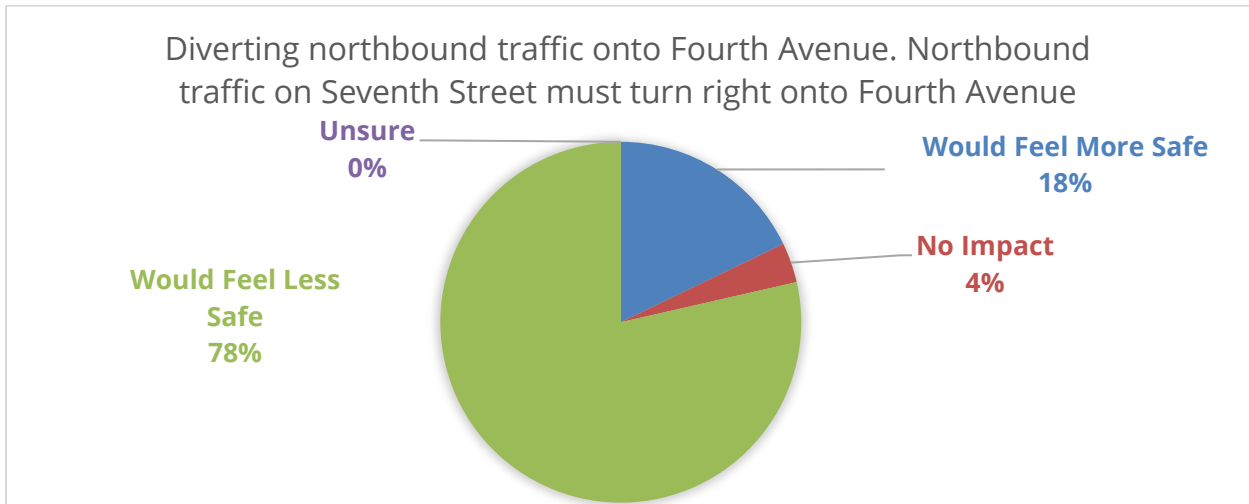
A variation of the questions asked in the online survey were asked at this pop-up. Attendees were asked to use sticky dots to indicate their answer choices.

1. How do you think each of the proposed design features would impact your feelings of safety while using Seventh Street?
 - a. Adding a two-way bike lane from Belmont Street to Agnes Street



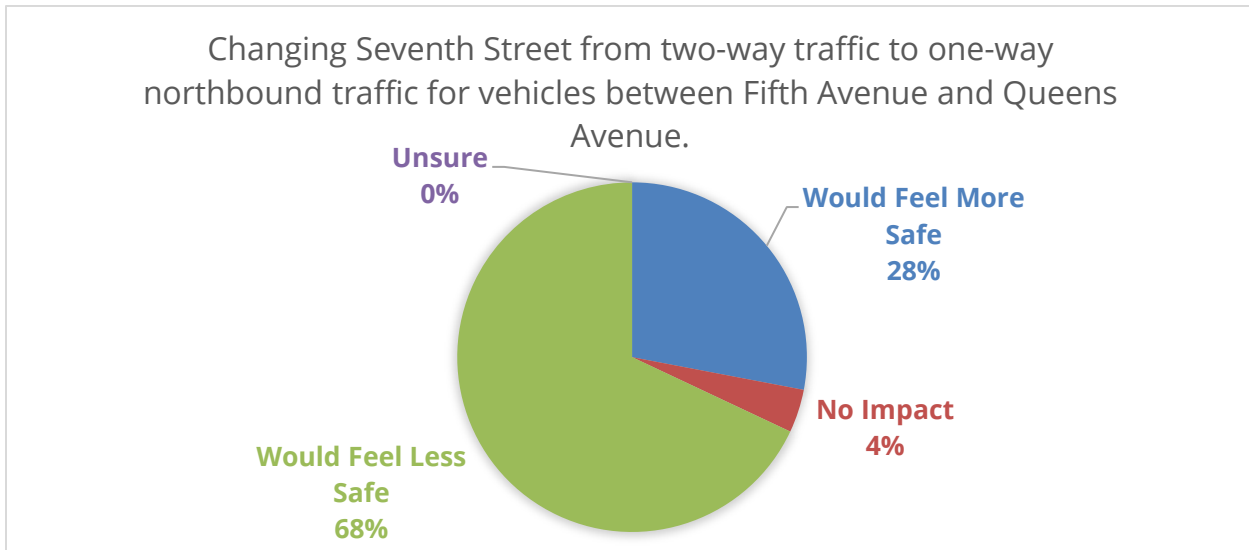
Choice	Percentage	Count
Total responses: 23		
Would Feel More Safe	44%	10
No Impact	0%	0
Would Feel Less Safe	52%	12
Unsure	4%	1

- b. Diverting northbound traffic onto Fourth Avenue. Northbound traffic on Seventh Street must turn right onto Fourth Avenue



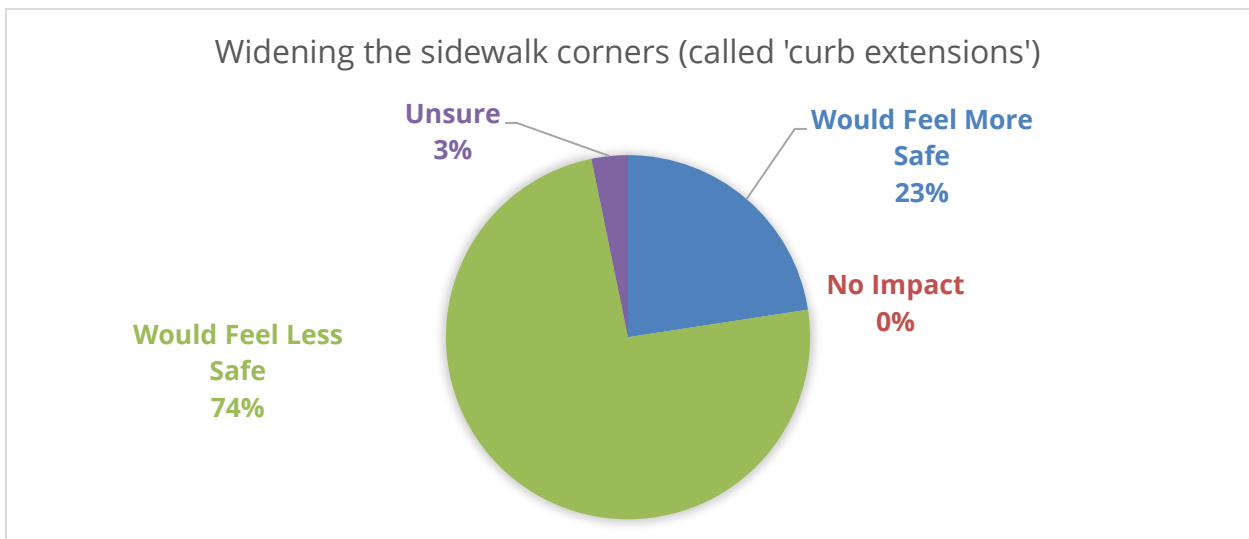
Choice	Percentage	Count
Total responses: 28		
Would Feel More Safe	18%	5
No Impact	4%	1
Would Feel Less Safe	78%	22
Unsure	0%	0

- c. Changing Seventh Street from two-way traffic to one-way northbound traffic for vehicles between Fifth Avenue and Queens Avenue.



Choice	Percentage	Count
Total responses: 25		
Would Feel More Safe	28%	7
No Impact	4%	1
Would Feel Less Safe	68%	17
Unsure	0%	0

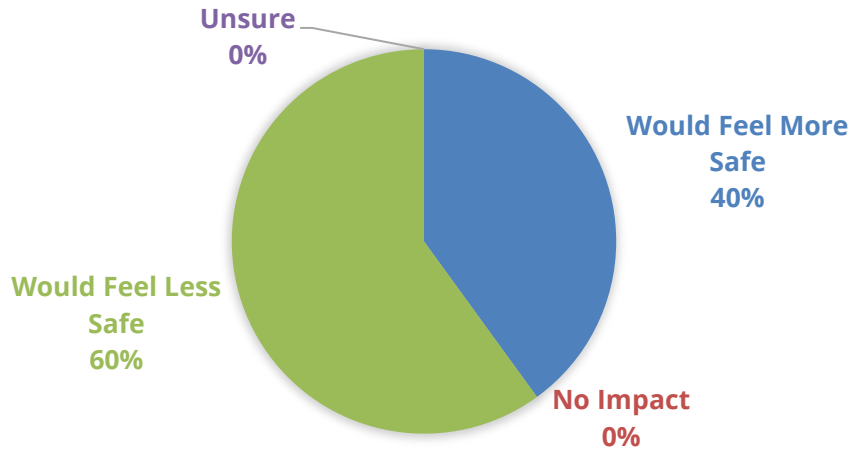
d. Widening the sidewalk corners (called 'curb extensions')



Choice	Percentage	Count
Total responses: 31		
Would Feel More Safe	23%	7
No Impact	0%	0
Would Feel Less Safe	74%	23
Unsure	3%	1

e. Adding quick build curb extensions, improved pavement markings, and signage for cyclists and pedestrians on crossroads on Seventh Street.

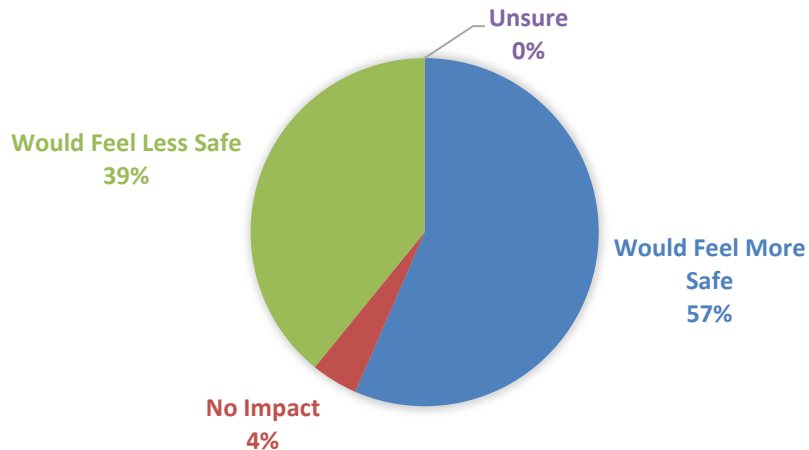
Adding quick build curb extensions, improved pavement markings, and signage for cyclists and pedestrians on crossroads on Seventh Street



Choice	Percentage	Count
Total responses: 25		
Would Feel More Safe	40%	10
No Impact	0%	0
Would Feel Less Safe	60%	15
Unsure	0%	0

- f. Connecting the new bike lane on Seventh Street to the existing Agnes Street Bikeway.

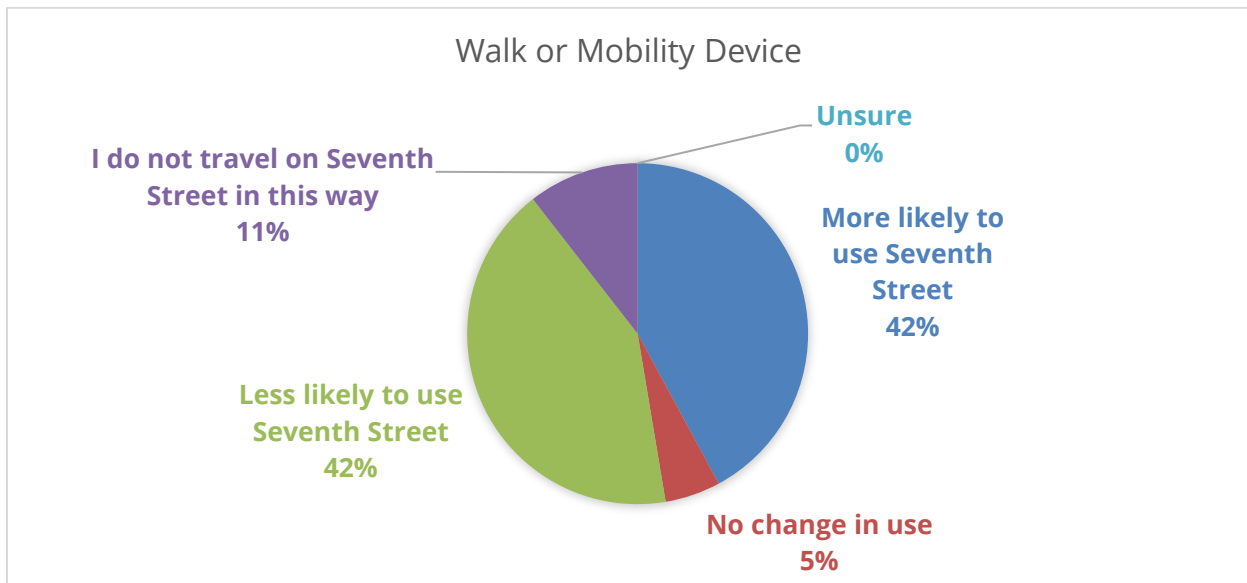
Connecting the new bike lane on Seventh Street to the existing Agnes Street Bikeway.



Choice	Percentage	Count
Total responses: 23		
Would Feel More Safe	57%	13
No Impact	4%	1
Would Feel Less Safe	39%	9
Unsure	0%	0

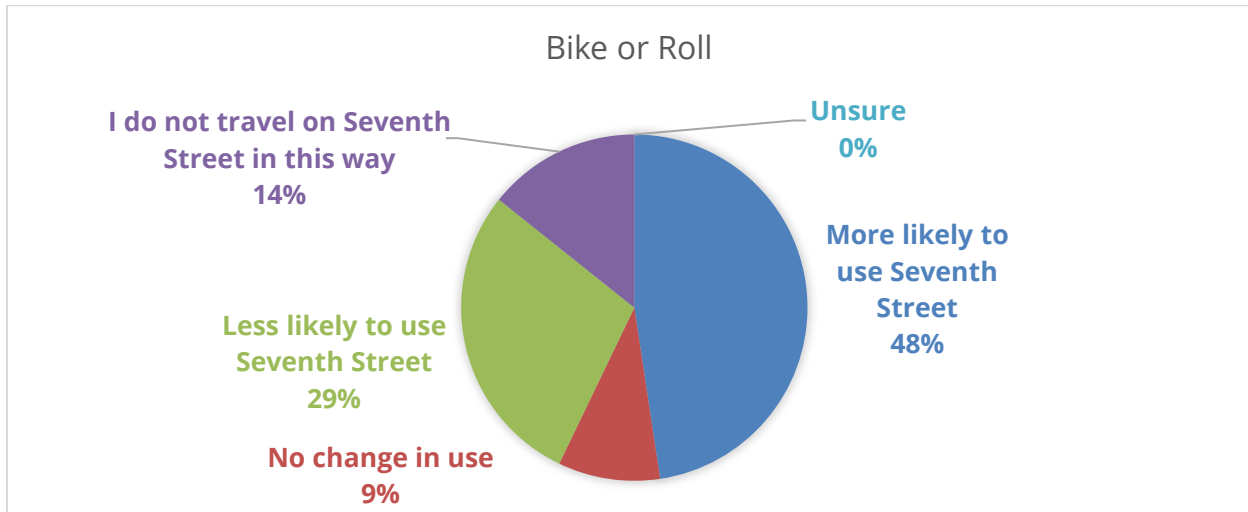
2. How do you think the proposed changes would impact how you use Seventh Street in the future?

a. Walk or Mobility Device



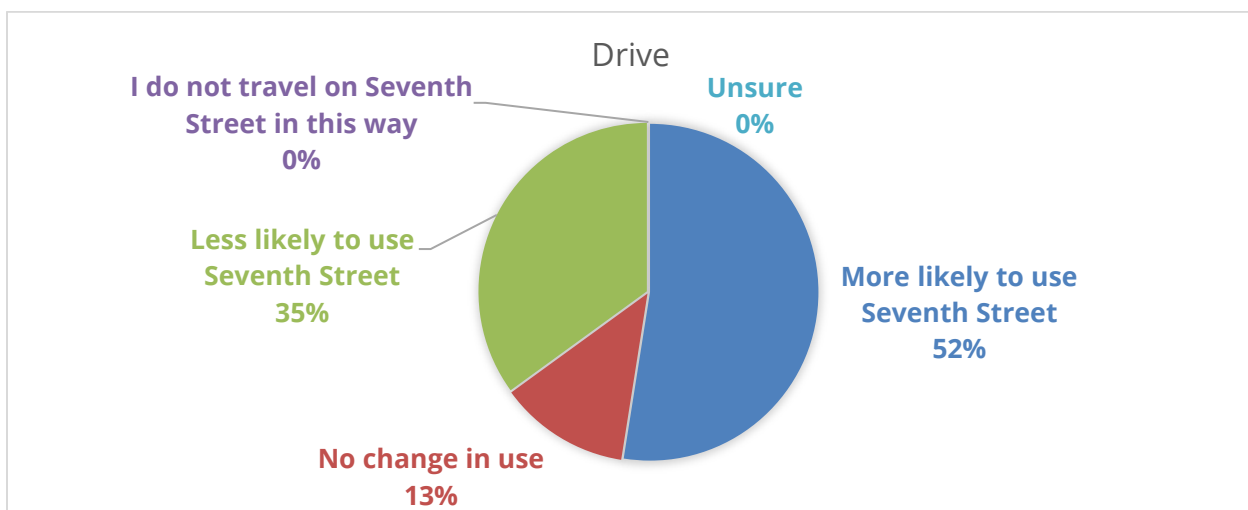
Choice	Percentage	Count
Total responses: 19		
More likely to use Seventh Street	42%	8
No change in use	5%	1
Less likely to use Seventh Street	42%	8
I do not travel on Seventh Street in this way	11%	2
Unsure	0%	0

b. Bike or Roll



Choice	Percentage	Count
Total responses: 21		
More likely to use Seventh Street	48%	10
No change in use	9%	2
Less likely to use Seventh Street	29%	6
I do not travel on Seventh Street in this way	14%	3
Unsure	0%	0

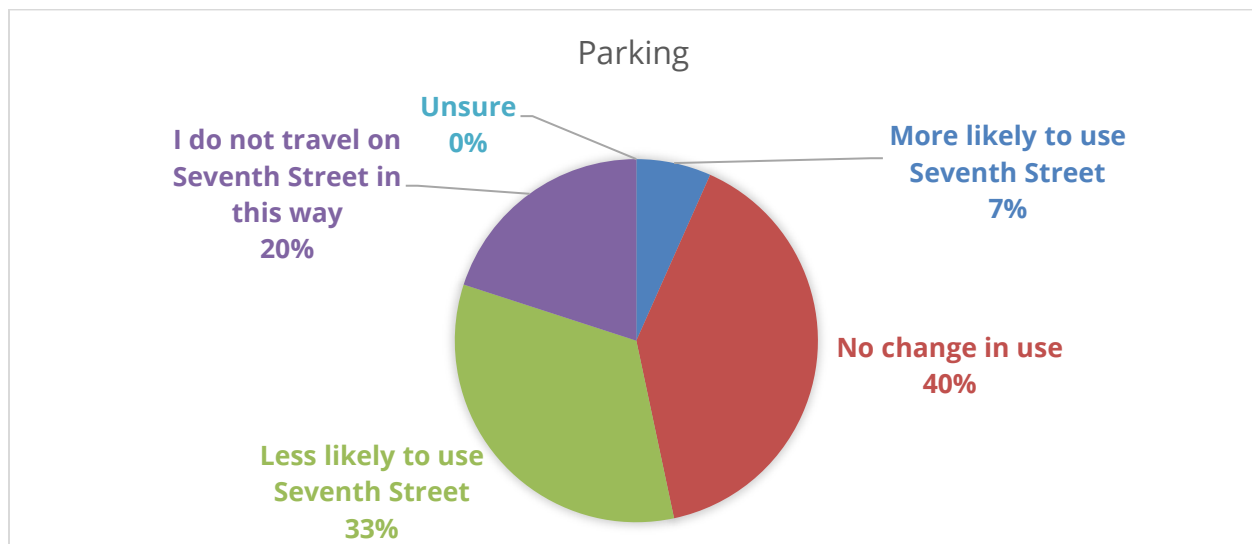
c. Drive



Choice	Percentage	Count
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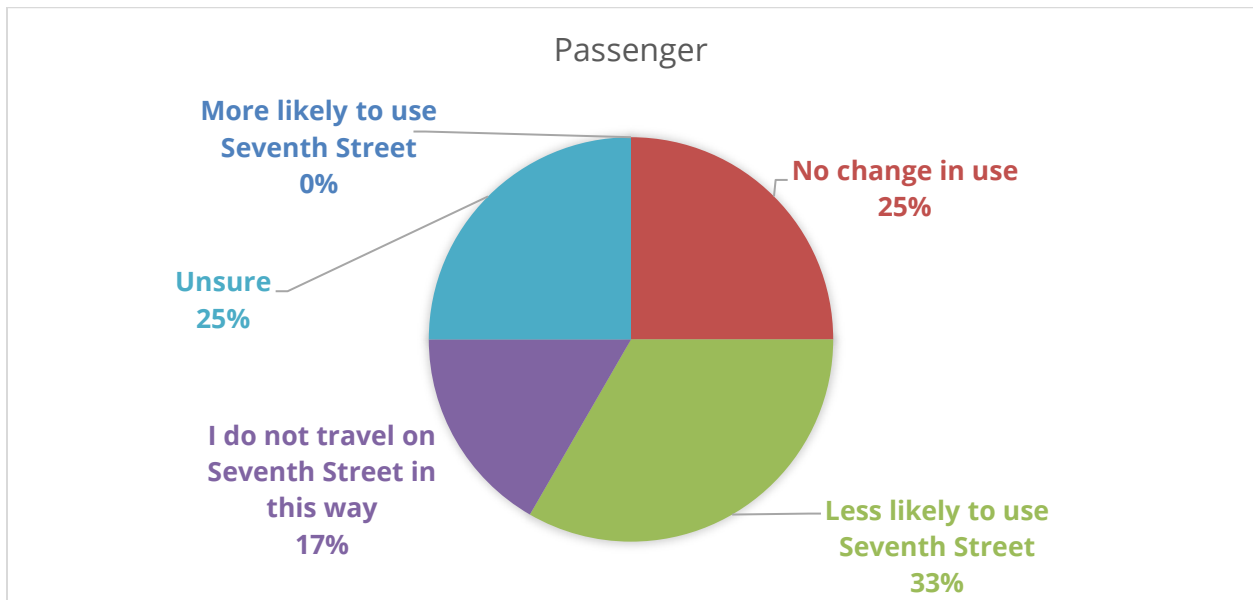
Total responses: 40		
More likely to use Seventh Street	52%	21
No change in use	13%	5
Less likely to use Seventh Street	35%	14
I do not travel on Seventh Street in this way	0%	0
Unsure	0%	0

d. Parking



Choice	Percentage	Count
Total responses: 15		
More likely to use Seventh Street	7%	1
No change in use	40%	6
Less likely to use Seventh Street	33%	5
I do not travel on Seventh Street in this way	20%	3
Unsure	0%	0

e. Passenger



Choice	Percentage	Count
Total responses: 12		
More likely to use Seventh Street	0%	0
No change in use	25%	3
Less likely to use Seventh Street	33%	4
I do not travel on Seventh Street in this way	17%	2
Unsure	25%	3

- Participants who shared additional feedback verbally with staff had their responses recorded on a comment form. Thirty-five (35) individuals opted to share additional comments, which have been summarized into themes below. Some feedback was recorded by City staff based on participants' verbal comments, but many participants provided their own written comments.

Theme	Example Comments	Count
Concerns over loss of parking and access to residences	<ul style="list-style-type: none"> "I will not be able to drive home between 3 PM and 6 PM because our driveway is on Royal Ave just around the corner of 7th Street." 	15

	<ul style="list-style-type: none"> • "We, all the residents that have garage entrances on Royal, will now have to join the lineup on Sixth to access our in-building parking." • "This is a BAD IDEA. I live [on] Seventh Street, and this will greatly impact my quality of life. You plan to eliminate all parking at our front door. There is no parking on the east side (Royal Towers)." • "Have you considered the negative impacts on families who have no choice but to park in front of their building? Have you considered folks with mobility issues/ fixed incomes? Why is it that families in apartment buildings need to feel this impact when there are far better options on 3rd or 4th for bike lanes?" 	
<p>Concerns about congestion and traffic</p>	<ul style="list-style-type: none"> • "This will increase congestion in the uptown area. Again, this increases risk to pedestrians and cyclists in these more congested areas!" • "Because of heavy traffic on 6th Street, we are often forced to exit via Welsh onto 7th to get to Queens Avenue. A one-way on 7th will essentially trap us in our street on heavy traffic days—which are frequent due to the small size of the Pattullo Bridge (back-ups on 6th)." • "The area is busy from so many roads being closed—we don't need traffic calming" 	<p>12</p>
<p>Complaints about the Active Transportation Network Plan and the consultation</p>	<ul style="list-style-type: none"> • "When was the community consulted, and where can I find the written report based on the community input?" • "Has there been consultation with cyclists? This seems missing from almost all new bike paths—badly planned bike 	<p>12</p>

	<p>paths that negatively impact drivers and create a divide between cyclists and drivers."</p> <ul style="list-style-type: none"> • "I think it would have been better to start the "meeting/drop-in" downstairs. Have a presentation, then questions/comments that everyone could hear and respond to. Thank you." 	
Opposition to the proposed Fourth Avenue traffic diverter	<ul style="list-style-type: none"> • "Diverting traffic to 4th Ave is a bad idea—it is already a crowded, essentially 1-way road with parking on both sides at all times. Bringing more traffic onto this road." • "Not supportive of 4th Ave diverter—wants it at 3rd Ave instead" 	8
Safety concerns	<ul style="list-style-type: none"> • "How could my young cyclist, who is going to the library or pool at Moody Park, navigate the intersection of 7th St & Belmont safely?" • "The intersection Royal/Seventh St is already dangerous; changes need to be made. I would propose to make Seventh a one-way street all the way. The speed limit has to be reduced or enforced. Entering Seventh from Royal is dangerous and has to be looked at." 	8
Concern over access for emergency services, delivery drivers, and other visitors to the neighbourhood	<ul style="list-style-type: none"> • "How will people move in and out? How will ambulances get someone out in an emergency? How about firemen and their equipment?" • "Where are emergency vehicles, delivery trucks, repair men, moving vans, and Canada Post going to park when they come to our building? You have basically made it impossible for me to have any visitors who want to drive to my home." 	6

Support for the project

- "I am extremely in favor of the ATNP!!!"Ensuring connections to other cycle routes at the N end of 7th, for those who are continuing their trip."
- "Supportive of bike lane, concerned about how bikes will get through Belmont & connect to other bike lanes."

4

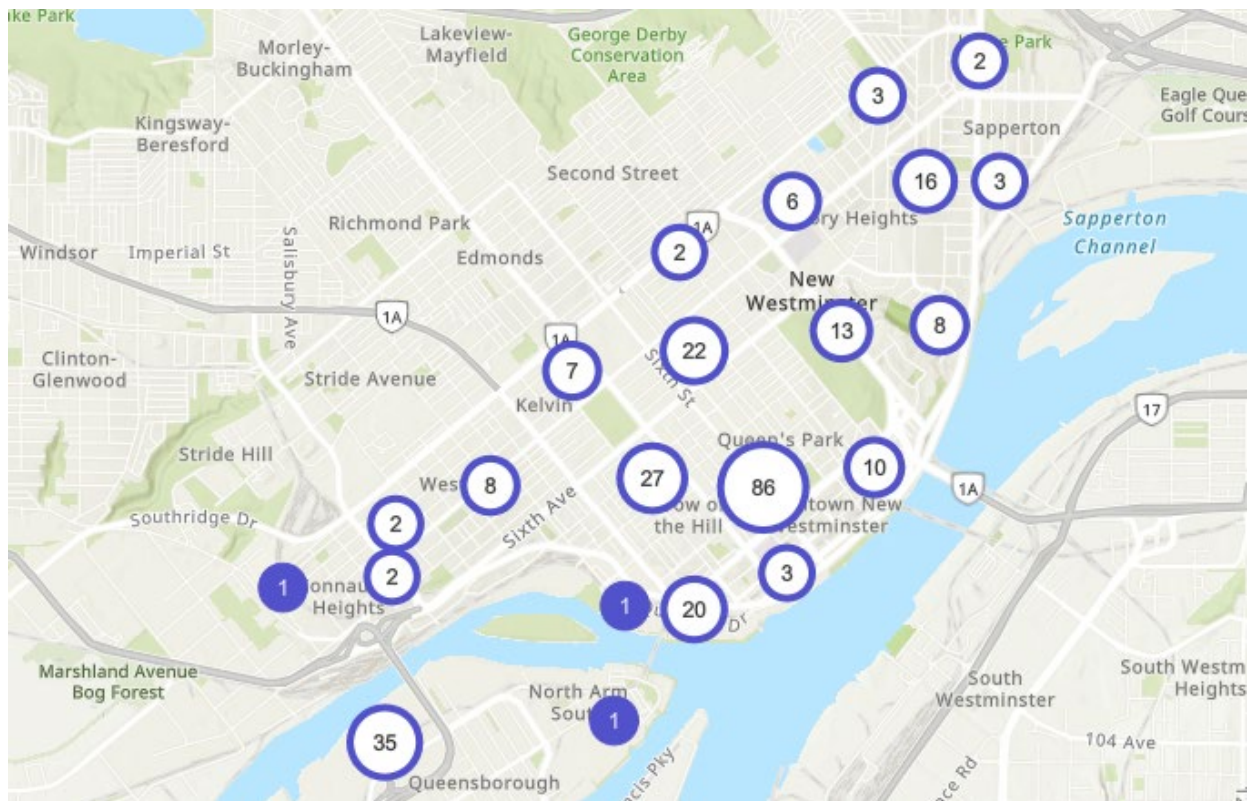
About Be Heard Participants

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 pop-up event. We can report on and consider the demographic profile of community members who shared input online through the survey.

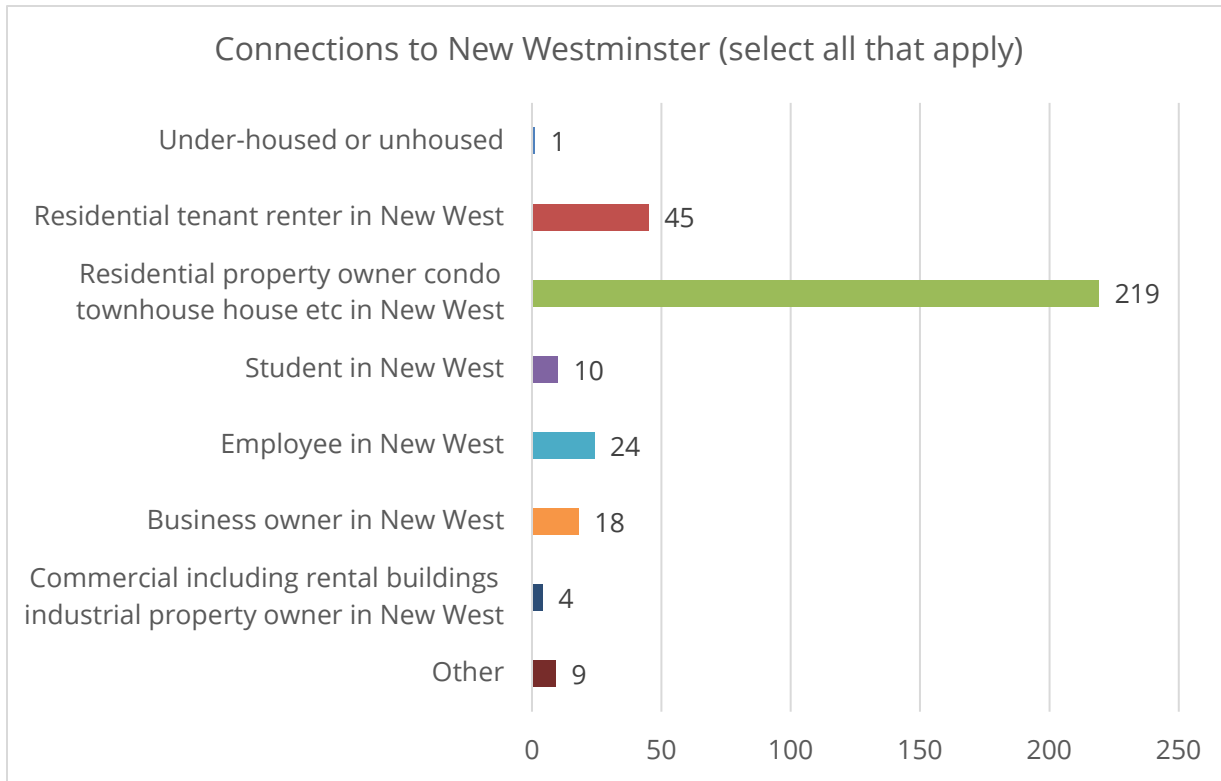
Neighbourhood Representation

A total of 274 people participated in the online survey. Out of those, 268 provided postal codes in the following neighbourhoods across New Westminster. The remaining six online contributions were made by users located in Metro Vancouver and outside British Columbia.



Connections to the City (select all that apply)

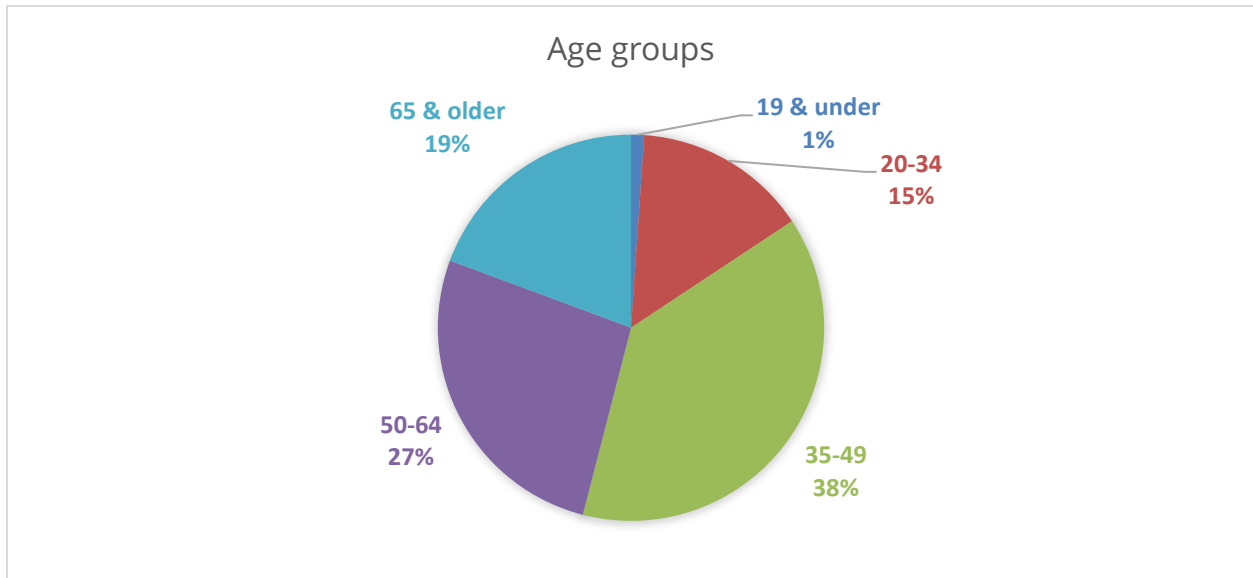
Be Heard Participants: (274 participants)



Choice	Percentage	Count
Under-housed or unhoused	0.4%	1
Residential tenant	16%	45
Residential property owner	80%	219
Student in New West	4%	10
Employee in New West	9%	24
Business owner in New West	7 %	18
Commercial property owner in New West	1.5%	4
Other	3%	9

Age Groups

Be Heard Participants: (274 participants)



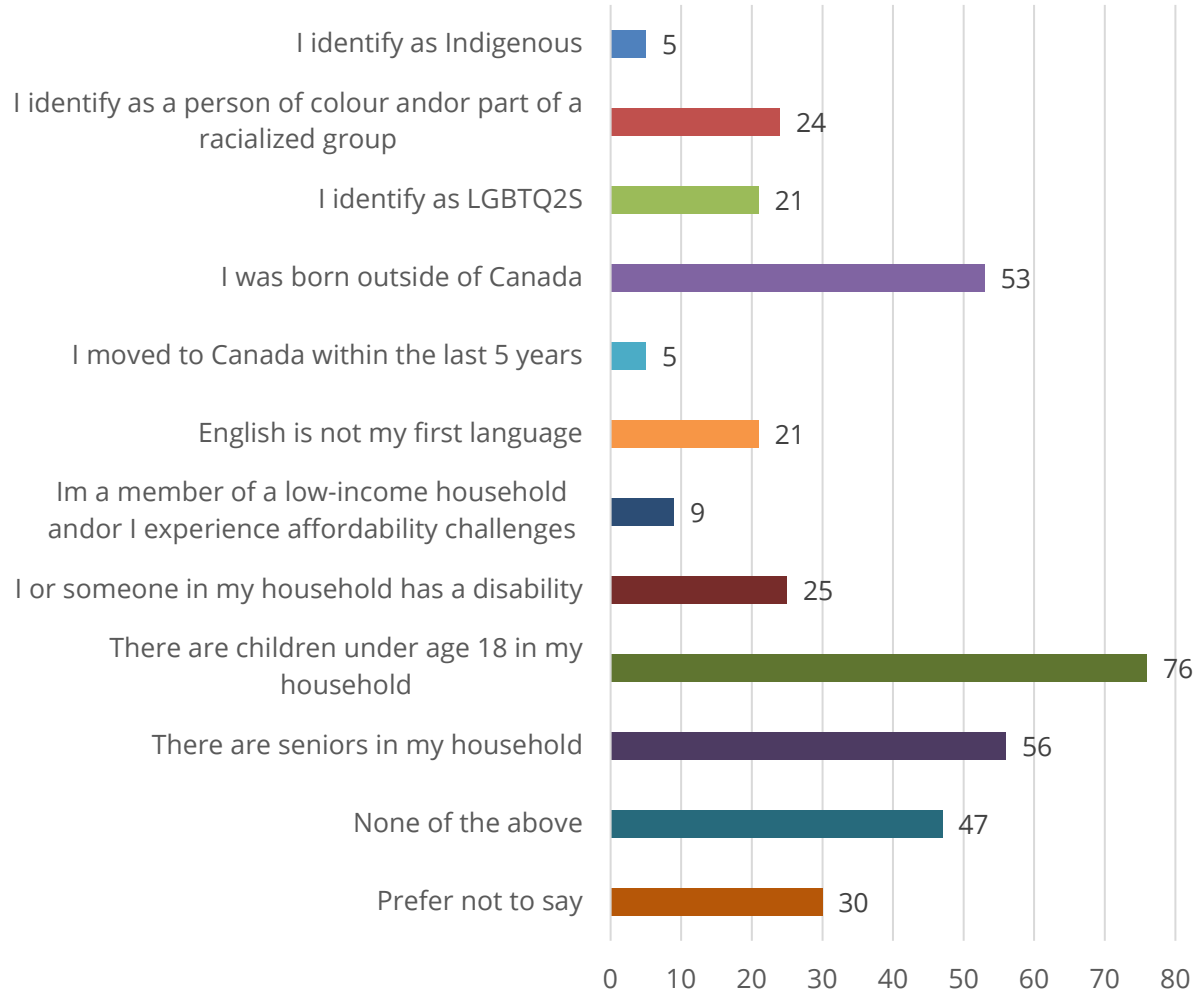
Age Group	Percentage	Count
19 & under	1%	3
20-34	15%	40
35-49	38%	105
50-64	27%	73
65 & older	19%	53

Additional Demographic Information

(select any / all that apply)

Be Heard Participants: (274 responses)

More info about you (select any / all that apply):



Choice	Percentage	Count
I identify as Indigenous	2%	5
I identify as a person of colour and or part of a racialized group	9%	24
I identify as LGBTQ2S+	8%	21
I was born outside of Canada	19%	53
I moved to Canada within the last 5 years	2%	5
English is not my first language	8%	21
I am a member of a low-income household	3%	9
I or someone in my household has a disability	9%	25
There are children under age 18 in my household	28%	76
There are seniors in my household	20%	56
None of the above	17%	47
Prefer not to say	11%	30

Demographic Analysis

Demographic analysis has been completed for 274 unique participants who shared input online on Be Heard New West. The characteristics of these participants were compared to the most recent demographic profile of New Westminster residents from the 2021 Census.

As we see in most City of New Westminster engagements, among online participants, residential property owners were highly over-represented (80% of survey participants; 55% of residents according to Census), and tenants were highly under-represented (16% of participants; 45% of residents according to Census). An additional 0.4% of participants identified as being under-housed or unhoused members of the New West community.

For age ranges of online participants, only three participants were age 19 or younger, so this age group was highly under-represented online. Ages 20-34 were also under-represented compared with 2021 Census data. Conversely, the 35-49 year old, 50-64 year old, and the 65+ age group were overrepresented among the survey respondents.

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) and visible minority proportions of the New Westminster community. Based on this comparison, immigrants and visible minorities were highly under-represented amongst Be Heard survey participants. Indigenous people and new immigrants were comparable to the 2021 Census representation. Parents of children under 18 were over-represented in the online survey.

Next Steps

The City would like to thank the community for their active participation and contributions to the Seventh Street Active Transportation Network Plan project! With the community's input, the project team will work to analyze the collected data and make refinements and adjustments to the route along Seventh Street. Updates to the design based on the feedback received will be shared with the public, and the final designs are expected to be completed in early 2025, with construction anticipated to begin in the spring. Check the Be Heard project page for updates.