

REPORT

Engineering Services

To: Mayor Johnstone and Members of Council
Date: October 6, 2025

From: Lisa Leblanc
Director of Engineering Services &
Deputy CAO
File: 05.1035.10
(Doc #2746219)
Item #: 2025-281

Subject: **Active Transportation Network Plan Year 2: London Street and Eighth/Ninth/Tenth Street Routes**

RECOMMENDATION

1. *THAT the Engagement Summary for Active Transportation Network Plan Year 2: London Street, included as Attachment 1 and Eighth/Ninth/Tenth Street Routes (Attachment 2) from August 2025 be received for information; and*
 2. *THAT Next Steps, as outlined in the report titled “Active Transportation Network Plan Year 2: London Street and Eighth/Ninth/Tenth Street Routes,” dated October 6, 2025 from the Director, Engineering, be approved.*
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PURPOSE

To share the process staff have been using for public engagement for the Active Transportation Network Plan and a summary of input received during the public engagement process in June 2025 for Active Transportation Network Plan Year 2, Phase 1 routes, and to request Council endorsement of the Next Steps outlined in this report.

SUMMARY

This report provides Council with an overview of the public engagement process undertaken in June 2025 for the Active Transportation Network Plan Year 2 projects: London Street and Eighth/Ninth/Tenth Street routes.

To support effective delivery and meet TransLink funding timelines, Year 2 projects were divided into two phases. Phase 1, which includes the above two routes, was the focus of

the June 2025 engagement. Phase 2, including the Wood Street, Third Avenue, and Fourth/Merivale/Elliot Street routes, is planned to proceed to public engagement in fall 2025.

The public engagement process revealed mixed support for the proposed modifications to London Street, with noted opposition to parking reduction and numerous written submissions indicating a desire for no change. That said, many of the comments received indicated an interest in measures to reduce the use of London Street as a shortcutting route by regional commuters. For the Eighth/Ninth/Tenth Street route, public engagement feedback was largely positive, particularly for certain aspects of the proposed design.

Based on the public engagement feedback, staff have refined the proposed design for London Street (Attachment 3), as outlined in this report. The proposed design for the Eighth/Ninth/Tenth Street route will be refined based on the feedback we received from public engagement.

BACKGROUND

The ***Master Transportation Plan*** (MTP) (2015, updated 2022) confirms that the City's transportation priorities are walking, cycling, and transit, and identifies measures that will be implemented to achieve the target that at least 60% of trips in New Westminster will be made using these modes by 2041. The updated MTP includes a hierarchy for curbside uses, noting that sustainable transportation is considered a higher priority than long-term on-street storage of private vehicles.

The ***Bold Steps for Climate Action*** (2019) include two key actions related to this report: 1. Car-Light Community, which accelerates the City's target for 60% sustainable mode share from 2041 to 2030; and, 2. Quality People-Centred Public Realm, which sets a target to reallocate at least 10% of the City's road space currently used solely for motor vehicle traffic (excluding transit) to sustainable transportation or public gathering by 2030.

The ***Active Transportation Network Plan*** was adopted by Council in September 2022 and identifies a core network of 26 active transportation routes across New Westminster designed to be comfortable and appealing for people of all ages and abilities (AAA). Supplementary to the Plan (Appendix A – ***Guidelines for Active Transportation Facilities in New Westminster***) is a set of guidelines setting out the design factors that affect whether a route should be improved to an AAA standard. With approval of the Plan, Council directed staff to implement routes according to the five-year strategy outlined in the Plan, subject to targeted public engagement to inform the design for each project. The intent of public engagement is to inform the design of each segment of the ATNP; public engagement for these projects is not designed to be a referendum on whether the ATNP projects should proceed.

London Street, Eighth/Ninth/Tenth Street, Wood Street, Third Avenue, and Fourth/Merivale/Elliot Streets are identified as Year 2 projects in the Active Transportation

Network Plan. To manage staff capacity and meet TransLink funding deadlines, staff separated Year 2 projects into two phases (see Figure 1):

- Phase 1: London Street and Eighth/Ninth/Tenth Streets (June 2025 engagement)
- Phase 2: Wood Street, Third Avenue, and Fourth/Merivale/Elliot Streets (fall 2025 engagement).

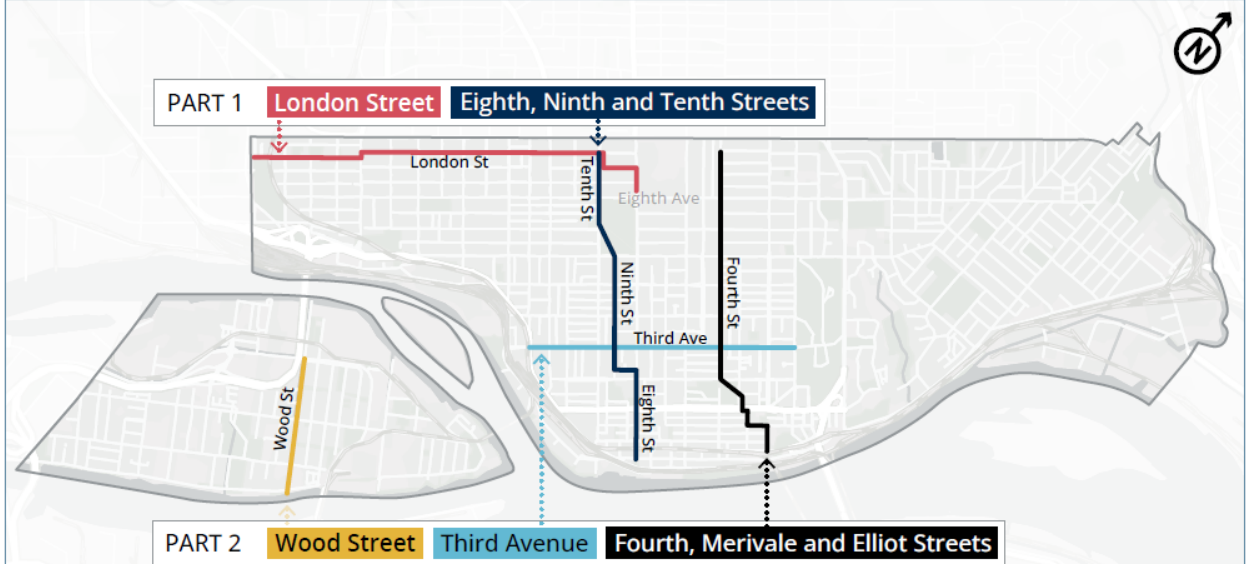


Figure 1: Active Transportation Network Plan Year 2 Projects, Two Phases

As noted above, the Phase 2 bundle will be initiated with a separate public engagement process beginning in fall 2025.

DISCUSSION

Public Education Regarding City-wide Active Transportation Network Plan

Staff heard during the Active Transportation Network Plan Year 1 public engagement in 2024 that some residents were surprised that the Active Transportation Network Plan had already been approved by Council in 2022 and was now being implemented. In response, staff developed a communications strategy about the Active Transportation Network Plan to run in parallel with the Year 2 engagement strategy. The communications strategy focuses on education about the Active Transportation Network Plan and promotes active transportation options in New Westminster. To date, staff have:

- developed a postcard and one-page summary about the Active Transportation Network Plan, which are available at civic facilities and can be handed out at events (Attachment 4);
- hosted three pop-up events, one for Earth Week at the main library, one at the Farmers Market at Tipperary Park, and one at the Moonlight Movies night at Grimston Park (handing out the postcards, one-page summaries, and reflectors); and

- partnered with Better Environmentally Sound Transportation (BEST) to speak about the Active Transportation Network Plan at their Seniors on the Move transit training workshop at Century House.

Year Two, Phase 1 Projects: London Street and Eighth/Ninth/Tenth Street

The City retained Urban Systems Ltd to develop designs for the Year 2 routes – upgrades to the existing London-Dublin Greenway and a new active transportation route from Columbia Street to London Street generally via Eighth, Ninth, and Tenth Streets. Transportation staff and Urban Systems staff visited each route to understand the existing context of the streets, collected data (full summary in Attachment 5) to inform the development of conceptual designs to be used as the basis for public engagement, and developed an engagement strategy.

For the **London Street corridor** (Attachment 1, pp. 5–8), two options were developed for presentation to the community:

- **Option 1:** Remove parking on alternating sides to maintain two-way traffic while achieving the operating width recommended in the Active Transportation Network Plan Design Guidelines.
- **Option 2:** Convert certain blocks to alternating one-way, keeping parking on both sides but limiting vehicles by alternating direction of flow to reduce traffic volume and conflicts.

Early discussions with the Fire Department highlighted difficulties in navigating London Street's current narrow blocks. They expressed a preference for Option 1, as maintaining two-way movement with wider lanes would help address emergency access challenges while still supporting safety and mobility improvements.

The **Eighth/Ninth/Tenth Streets project** (Attachment 2, pp. 5–7) will deliver a new 2.5-km AAA-standard corridor through Moody Park, Brow of the Hill, and Downtown, including a “star diverter”, diagonal crossings, multi-use pathways through parks, and a protected bike lane on Eighth 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, reduces vehicle volumes, and enhances safety for people who are cycling.

Both options include “star” diverters to discourage cut-through traffic while maintaining access for people walking, cycling, and emergency vehicles. Corridor-wide upgrades such as curb extensions, improved lighting, and enhanced crossings are also proposed. These improvements advance the Active Transportation Network Plan by creating safer, lower-stress facilities consistent with the AAA Design Guidelines.

Public Engagement Approach

The public engagement strategy was developed to ensure clear communication about which design details would be open for influence for each route, and to outline clear objectives and activities to seek public feedback. As noted previously, a broader communications strategy was launched in parallel to raise awareness about the Active Transportation Network Plan and promote active transportation in New Westminster.

Content was created for both London Street and Eighth/Ninth/Tenth Streets for use in an engagement notification letter, the Be Heard webpages, online surveys, and information and engagement boards for pop-up events.

The public engagement period for these two routes began on May 30, 2025 with the launch of the Be Heard New West project pages, where a project overview and proposed designs for each route, as well as the online surveys, were hosted. Engagement activities included online surveys, in-person pop-up events, and meetings (in-person and online) with interest groups and organizations.

Notification efforts involved the distribution of 1,078 letters and postcards to residents and businesses along the project corridors and surrounding neighbourhoods, as well as posts on the City's social media channels, updates in City email newsletters, and information on the City's website. Additionally, over 4,700 Be Heard New West subscribers received a dedicated e-newsletter about how to share feedback on the proposed designs for the two routes. The engagement period for both projects was planned to conclude on June 29, 2025; however, in response to resident feedback, the online survey deadline for the London Street route was extended by two weeks, concluding the engagement period for that route on July 13, 2025.

Two challenges encountered during the June 2025 engagement process were the Canada Post strike and a misunderstanding regarding age restrictions at one of the pop-up venues. During Year 1 engagement, youth were underrepresented, and staff aimed to address this in Year 2 by seeking a venue that would provide opportunity to engage directly with youth. The venue was recommended by a community partner, but permitted access to youth only—something staff were not aware of until the pop-up date. Staff spoke with residents that showed up at the youth-only venue, collected their feedback, and notified them of the upcoming engagement pop-up event at Moody Park.

Despite these challenges, public participation was strong with a total of 597 residents across all engagement activities. There were 444 residents that completed the online surveys, and more than 150 people attended in-person pop-up events and interest group meetings.

Public Engagement Results: London Street

For the London Street upgrades project, 41% of survey respondents preferred Option 2 because it preserved parking and discouraged shortcutting traffic, while 29% supported Option 1, citing improved cyclist comfort and simpler two-way flow. The remaining 30% selected "unsure", with comments about both options being unnecessary or inappropriate

and some suggesting alternatives such as continuous bike lanes, a multi-use pathway, or full one-way conversion (in contrast to the proposed alternating one-way operation).

In addition, a supplementary engagement summary for the London Street route - including cross-tab analysis of responses specifically from London Street residents - is included as part of this report (Attachment 6). Among the 93 verified London Street residents, support was low for Option 1 (7%), with 38% preferring Option 2 and nearly half (47%) unsure. Of those who selected unsure (47%), comments included opposition to both options, emphasis on the importance of preserving parking, concerns over traffic safety, and a desire to leave the street unchanged.

Although concerns were raised about both options presented, many survey respondents indicated some degree of support for traffic calming measures to mitigate the volume of traffic perceived to be shortcutting through the neighbourhood via London Street, as commuters seek to avoid congestion on Tenth Avenue and 20th Street.

On August 25, 2025, Council passed the following motion:

THAT staff report back to City Council with London Street Route public engagement results prior to tendering any work.

Public Engagement Results: Eighth/Ninth/Tenth Street

Feedback for the Eighth/Ninth/Tenth Street route was largely positive, with residents expressing strong support for the proposed safety measures. A majority supported the multi-use pathway at Moody Park and the two-way protected bike lane on Eighth Street, as well as diagonal crossings and traffic calming features. While concerns were raised regarding driver familiarity, potential traffic diversion, and some parking impacts, overall the engagement results demonstrated broad support for the improvements as effective measures to enhance safety and connectivity.

NEXT STEPS

Staff have reviewed the What We Heard report and, for London Street, adjusted the proposed design to reduce parking impacts while enhancing safety for pedestrians and cyclists (Attachment 3). The revised design results in an approximate 9% reduction in parking (compared to 39% in the original Option 1) by introducing two “pocket” areas per block. These pockets provide additional space for cyclists and motorists to yield to oncoming traffic if parking is in high use, thereby preserving the majority of on-street parking while improving safety for cyclists. Adding in no-stopping signage at intersections to reinforce existing Street & Traffic Bylaw requirements will ensure parked vehicles do not block the visibility of people crossing the street. Evening observations of on-street parking on London Street confirm that typical parking demand on every block can still be accommodated with this refined approach, with a reasonable amount of spare capacity for occasional surges in parking demand.

To address stated concerns regarding shortcutting traffic from 20th Street, staff are recommending that the section of London Street between 20th Street and 19th Street be converted to one-way westbound, which is expected to reduce cut-through traffic while maintaining local access. This will also help to reduce overall traffic volume on London Street, in alignment with the Active Transportation Network Plan Design Guidelines.

Staff will report back to the community via the Be Heard webpage and through direct notification, outlining how public input influenced final plans.

Staff have worked with Urban System to refine the design for London Street in response to community input. Staff will also continue to work with Urban Systems to refine the proposed designs for Eighth/Ninth/Tenth Streets based on feedback received. Once finalized, detailed designs will be prepared and the projects will be issued for tender, likely in early 2026.

SUSTAINABILITY IMPLICATIONS

Globally, more than half of all road traffic deaths occur among vulnerable road users, with cyclists and pedestrians being a substantial proportion of this statistic. Improving safety on our streets makes people feel more comfortable, regardless of their travel mode, and will encourage people to choose sustainable modes more often. Making investments in road safety is a long-term contribution to the health and wellbeing of New Westminster residents and thus the City’s sustainability goals.

FINANCIAL IMPLICATIONS

The estimated project cost for the Year 2, Phase 1 routes is \$3,980,000, which will be managed within the Active Transportation Network Plan capital budget. For these two projects, TransLink has committed up to \$1,960,500 in cost-sharing through its Local Government Funding Program.

INTERDEPARTMENTAL LIAISON

This report has been shared with Financial Services and Community Services. Transportation staff have worked closely with Public Engagement staff to review engagement plans, materials, and What We Heard reports throughout the process.

Transportation staff consulted Fire department staff on the options developed for public engagement, and then shared the results of public engagement with them.

OPTIONS

The following options are presented for Council’s consideration:

1. THAT Council receive for information the Engagement Summary for Active Transportation Network Plan Year 2: London Street (Attachment 1) and

Eighth/Ninth/Tenth Street Routes (Attachment 2) from August 2025, and endorse the Next Steps outlined in the report from the Director of Engineering entitled "Active Transportation Network Plan Year 2: London Street and Eighth/Ninth/Tenth Street Routes", dated October 6, 2025.

2. THAT Council provide other direction.

Staff recommend Option #1.

CONCLUSION

Based on feedback received from public engagement in June 2025 (see Attachments 1 and 2), staff have developed a refined design for the London Street Active Transportation Network Plan route and will proceed to develop detailed designs for London Street and Eighth/Ninth/Tenth Street routes. Staff will share with the community how feedback influenced the revised designs via the Be Heard website and a notification letter to residents along each route.

ATTACHMENTS

- Attachment #1 – What We Heard Engagement Summary Report for London Street
- Attachment #2 – What We Heard Engagement Summary Report for Eighth/Ninth/Tenth Street
- Attachment #3 – Design Refinement Based on Feedback (London St)
- Attachment #4 – Active Transportation Network Plan One-Page Summary
- Attachment #5 – Data Collection Summary
- Attachment #6 – Supplementary Engagement Summary for London Street Route: Cross-tab Analysis of London Street Residents

APPROVALS

This report was prepared by:
Stacy Lee, Transportation Engineer
Lacey Hirtle, Transportation Engineer

This report was reviewed by:
Mike Anderson, Manager of Transportation
Jennifer Miller, Deputy Director of Community Services
Kathryn Holm, Deputy Director of Engineering Services
Sophie Zhou, Manager, Financial Services
Zaria Alibhai, Public Engagement Supervisor
Sayano Izu, Public Engagement Coordinator

This report was approved by:
Lisa Leblanc, Director of Engineering Services & Deputy CAO
Lisa Spitale, Chief Administrative Officer